

Swindon

Infrastructure Delivery Plan (IDP)

Swindon Local Plan 2043

SWINDON

INFRASTRUCTURE DELIVERY PLAN (IDP)

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Table of Contents

1	<i>Introduction.....</i>	5
	Background, Purpose, and Status of the IDP.....	5
	Role of the Infrastructure Delivery Plan.....	6
	Infrastructure Covered in this Plan.....	6
	The Infrastructure Delivery Plan as a ‘Living Document’	7
	Infrastructure Delivery Schedule.....	7
	Document Structure.....	7
	Next Steps.....	8
2	<i>National and Local Policy Context.....</i>	10
	National Planning Policy Context.....	10
	Local Planning Context.....	12
3	<i>Swindon Local Plan 2043 Growth Summary.....</i>	15
	Swindon Local Plan.....	15
	Housing Growth Position.....	16
	Employment Growth Position.....	17
	Infrastructure Planning Implications.....	18
4	<i>Methodology and Approach to IDP Preparation.....</i>	19
	Methodology.....	19
	Infrastructure Categories.....	25
	Cost Assumptions.....	25
	Assumptions and Limitations.....	26
5	<i>Education Infrastructure.....</i>	27
	Early Years and Childcare Provision.....	29
	Primary Education.....	32
	Secondary Education.....	35
	Special Educational Needs and Disabilities (SEND).....	38
	Post-16 Education.....	41
	Adult Education and Skills.....	41
6	<i>Transport and Highways Infrastructure.....</i>	44
	Highways.....	46
	Railway Infrastructure.....	50
	Bus Services.....	55
	Active Travel.....	59
	Parking and EV Charging Infrastructure.....	62
	Summary of Transport Infrastructure Requirements.....	63
7	<i>Water Management and Flood Risk.....</i>	65

Used Water Infrastructure (Sewerage).....	65
Potable Water Supply.....	69
Flood Risk Management.....	72
8 Energy Infrastructure.....	75
Electricity Infrastructure.....	75
Gas Infrastructure.....	77
Renewables Infrastructure.....	80
9 Health and Social Care Infrastructure.....	83
Primary Healthcare.....	83
Secondary Healthcare.....	87
Public Health.....	90
Adult Social Care.....	91
10 Emergency Services Infrastructure.....	95
Ambulance Service.....	95
Wiltshire Police.....	98
Fire and Rescue.....	100
11 Green Infrastructure, Sports, Recreation and Leisure.....	104
Green Infrastructure and Open Spaces.....	104
North Meadow and Clattinger Farm SAC Recreation Mitigation Infrastructure.....	110
Outdoor and Indoor Sports Provision.....	115
Outdoor Sports Provision.....	116
Indoor Sports Provision.....	121
12 Social and Community Infrastructure.....	125
Libraries.....	125
Arts and Heritage.....	128
Cemeteries.....	129
Community Centres and Community Spaces.....	130
Gypsy, Traveller and Travelling Showpeople Accommodation.....	132
13 Waste Management and Minerals Infrastructure.....	134
Waste Management.....	134
Minerals Infrastructure and Safeguarding.....	137
14 Digital Infrastructure.....	139
15 Conclusion and Summary.....	142
16 Glossary.....	144
Appendix A - Infrastructure Delivery Schedule.....	147

1 Introduction

- 1.1 Troy Planning + Design (TPD) has been appointed by Swindon Borough Council (SBC) to prepare an Infrastructure Delivery Plan (IDP) to inform and support the Regulation 19 Swindon Local Plan 2043 (SLP). The SLP establishes the spatial strategy and policy framework for growth and development across Swindon Borough to 2043.
- 1.2 The SLP plans for significant housing and employment growth alongside regeneration and the continued delivery of strategic developments already underway. The successful delivery of this growth will depend on infrastructure being planned and provided in a coordinated manner and at the appropriate stage of development.
- 1.3 Infrastructure delivery is therefore an important component of the SLP. The Regulation 19 Plan recognises that sustainable development must be supported by the necessary social, physical and green infrastructure and requires appropriate infrastructure to be available in the right places at the right time.
- 1.4 The IDP supports this by:
 - Considering existing infrastructure capacity and delivery constraints across the borough;
 - Identifying the infrastructure required to support planned growth within the Local Plan; and
 - Providing a framework for understanding how infrastructure can be planned, funded and delivered over the Plan period.

Background, Purpose, and Status of the IDP

- 1.5 This IDP forms part of the evidence base supporting the Regulation 19 Publication version of the SLP. Its purpose is to identify, at a strategic level, the infrastructure implications of the growth proposed through the Local Plan, including known capacity constraints, site-specific and strategic requirements, delivery responsibilities, indicative costs, funding sources, phasing, dependencies and risks where these can be established.
- 1.6 The IDP provides evidence to inform the deliverability and viability of the Local Plan and should be read alongside the SLP, the Viability Assessment, infrastructure-provider evidence and responses, and the other relevant documents forming the Local Plan evidence base.
- 1.7 The IDP has been prepared iteratively alongside the SLP. It builds on infrastructure evidence prepared at earlier stages of plan preparation and has been updated through review of Regulation 18 evidence and consultation responses, targeted engagement with infrastructure providers, assessment of the emerging Regulation 19 growth strategy and subsequent reconciliation with the final Regulation 19 Publication Plan. The methodology and evolution of the assessment are explained in Section 4.

- 1.8 The IDP represents the best available infrastructure position at Regulation 19 publication stage. It is nevertheless a living evidence document. Infrastructure requirements, project scope, costs, funding assumptions, phasing and delivery arrangements will continue to be refined as technical evidence develops, infrastructure-provider programmes are updated and individual development proposals progress.

Role of the Infrastructure Delivery Plan

- 1.9 The role of the IDP is to provide a clear and proportionate assessment of the infrastructure required to support the Local Plan. It first considers the existing infrastructure baseline and known capacity constraints and then identifies the additional infrastructure likely to be required to address planned housing and employment growth.
- 1.10 The IDP identifies, as far as reasonably possible, defined infrastructure projects and wider infrastructure requirements associated with planned development. Where information is available, it records indicative costs, funding positions, delivery responsibilities, phasing, dependencies and risks. Where the evidence identifies additional demand but the appropriate infrastructure intervention has not yet been confirmed, the IDP records the requirement at the level supported by the available evidence rather than assuming a specific project.
- 1.11 The IDP also provides a strategic framework for subsequent masterplanning and development management. It does not replace the need for site-specific infrastructure assessment through planning applications, nor does inclusion of infrastructure within the IDP or Infrastructure Delivery Schedule (IDS) establish a developer liability. Planning obligations ultimately need to be considered against the statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

Infrastructure Covered in this Plan

- 1.12 The term “infrastructure” covers a wide range of services and facilities provided by public, private and third-sector organisations. The definition of infrastructure is set out in section 216(2) of the Planning Act 2008¹, as amended. IDPs can cover a wide range of infrastructure types depending on the needs, priorities and circumstances of the area and the planning document being prepared.
- 1.13 This IDP builds on previous infrastructure evidence prepared for Swindon, including the Regulation 18 IDP, consultation responses and infrastructure-provider information, while updating and refining the assessment to support the Regulation 19 SLP.
- 1.14 To support the proposed growth within the SLP, this IDP considers the following infrastructure areas:
- **Education**, including early years and childcare, primary education, secondary education, Special Educational Needs and Disabilities (SEND), further education and adult learning;

¹ Planning Act 2008, s.216(2)

- **Transport and highways**, including the highway network, rail, bus services, active travel, parking and electric-vehicle infrastructure;
- **Water management and flood risk**, including potable water supply, wastewater infrastructure, surface-water management and flood risk;
- **Energy infrastructure**, including electricity, gas, renewable energy and associated network capacity;
- **Health and social care**, including primary healthcare, secondary and community healthcare, Public Health and adult social care;
- **Emergency services**, including ambulance, police and fire and rescue infrastructure;
- **Green infrastructure, sport, recreation and leisure**, including strategic green infrastructure, open space, play, outdoor and indoor sport and leisure provision;
- **Social and community infrastructure**, including libraries, community facilities, cemeteries and relevant accommodation requirements for Gypsies, Travellers and Travelling Showpeople;
- **Waste infrastructure and minerals**, including waste-management infrastructure and minerals safeguarding; and
- **Digital infrastructure**, including broadband, mobile connectivity and telecommunications infrastructure.

The Infrastructure Delivery Plan as a ‘Living Document’

- 1.15 Infrastructure planning is an iterative process. The IDP should therefore be treated as a living evidence document that will need to respond to changes in infrastructure-provider investment programmes, technical evidence, development trajectories, masterplanning, funding availability and the detailed form and phasing of development.
- 1.16 Assessments of costs, funding, delivery responsibilities and phasing will continue to be updated through ongoing engagement with SBC, infrastructure providers, site promoters, developers, and funding partners. Initial cost estimates and projections will also need to take account of indexation between the date of the IDP and the point at which infrastructure is delivered.
- 1.17 The IDP provides a framework through which SBC, infrastructure providers, developers, communities and funding partners can understand the relationship between planned growth and infrastructure delivery and coordinate future investment in a transparent manner.

Infrastructure Delivery Schedule

- 1.18 The Infrastructure Delivery Schedule (IDS) is the principal delivery schedule within the IDP. It brings together the defined infrastructure projects and requirements identified through the assessment and records, where information is available, their location, delivery responsibility, status, indicative cost, funding position, phasing, priority, dependencies and risks. The IDS is published as a separate accompanying schedule. Appendix A explains how the schedule should be read and interpreted.

Document Structure

- 1.19 This document is structured as follows:

- Section 2 establishes the national and local policy context for infrastructure planning and delivery;
- Section 3 sets out the Regulation 19 SLP growth strategy and final housing and employment growth position;
- Section 4 explains the methodology used to prepare the IDP, including the iterative assessment process, infrastructure-provider engagement, growth assumptions, reconciliation with the final Regulation 19 position, assumptions and limitations;
- Section 5 considers education infrastructure;
- Section 6 considers transport and highways infrastructure;
- Section 7 considers water management and flood-risk infrastructure;
- Section 8 considers energy infrastructure;
- Section 9 considers health and social care infrastructure;
- Section 10 considers emergency-services infrastructure;
- Section 11 considers green infrastructure, sport, recreation and leisure infrastructure;
- Section 12 considers social and community infrastructure;
- Section 13 considers waste infrastructure and minerals;
- Section 14 considers digital infrastructure;
- Section 15 provides the summary and conclusions of the IDP; and
- Section 16 provides a glossary of key abbreviations and terms used within the IDP.

1.20 Each infrastructure chapter follows a broadly consistent approach, establishing the relevant baseline and existing provision, explaining how growth-related requirements have been assessed, considering the infrastructure implications of the SLP and identifying the projects, requirements, costs, risks and delivery matters that should be carried forward into the IDS.

Next Steps

- 1.21 The IDP has been prepared iteratively alongside the Regulation 19 SLP and has been reviewed against the final Publication Plan position. As explained in Section 4, infrastructure-provider assessment was undertaken against an agreed growth baseline established during preparation of the Regulation 19 Plan, with subsequent changes to the final growth strategy reviewed and reconciled through preparation of this publication version.
- 1.22 As a living document, following Regulation 19 consultation and ahead of submission and examination it is anticipated the IDP and IDS will be updated to reflect representations from infrastructure providers, developers, statutory bodies and other stakeholders. The IDP may also need to be updated to reflect Statements of Common Ground, further technical evidence, revised infrastructure provider advice, changes to site trajectories, updated costs, or additional information provided through site promoter and developer engagement.

- 1.23 Topic papers considering specific areas of infrastructure planning may also be required to be prepared ahead of examination to address areas where infrastructure evidence has been updated or changed.
- 1.24 SBC will continue to engage with infrastructure providers, relevant stakeholders and developers to update and refine the information contained within the IDP. This will ensure that the IDP reflects the most up-to-date information on infrastructure requirements needed to support Local Plan growth.

2 National and Local Policy Context

- 2.1 This section sets out the national and local planning policy context that underpins the Infrastructure Delivery Plan (IDP) and wider infrastructure planning within Swindon Borough.

National Planning Policy Context

- 2.2 The National Planning Policy Framework (NPPF)², supported by Planning Practice Guidance (PPG), establishes the national planning policy context for plan-making in England. The Swindon Local Plan 2043 (SLP) is being prepared through the legacy plan-making system under the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 2.3 A revised NPPF³ was published in August 2026 however as a legacy-style plan, the SLP has been prepared in accordance with the December 2024 NPPF and will be examined against that version of the Framework. The national decision-making policies introduced through the August 2026 NPPF apply to the determination of planning applications, but its new plan-making policies do not apply to preparation and examination of the SLP.
- 2.4 Paragraph 20 of the December 2024 NPPF requires strategic policies to set out an overall strategy for the pattern, scale and design quality of places and to make sufficient provision for housing, employment, infrastructure, community facilities and the conservation and enhancement of the natural, built and historic environment.
- 2.5 Infrastructure planning is therefore an important component of the Local Plan evidence base. The IDP supports the SLP by assessing existing infrastructure capacity, identifying the additional infrastructure implications of planned growth and, where possible, establishing the projects, costs, phasing, funding and delivery responsibilities required to support development.
- 2.6 Paragraph 35 of the December 2024 NPPF requires plans to set out the contributions expected from development, including infrastructure such as education, health, transport, flood and water management, green infrastructure and digital infrastructure. The NPPF is clear that such policies should not undermine the deliverability of the plan.
- 2.7 Paragraph 59 of the December 2024 NPPF states that where up-to-date policies have established the contributions expected from development, planning applications that comply with those policies should be assumed to be viable. This reinforces the importance of identifying infrastructure requirements and testing development viability at the plan-making stage.

² MHCLG (2024), National Planning Policy Framework

³ MHCLG (2026), National Planning Policy Framework

- 2.8 In July 2026, the Minister of State for Housing and Planning wrote to the Planning Inspectorate regarding local plan examinations, deliverability and viability⁴. The letter emphasised the importance of a pragmatic and proportionate approach where a robust evidence base exists and there is a reasonable basis for concluding that allocations are capable of delivery over the plan period as a whole. The letter does not alter statutory local plan preparation or examination requirements, but is relevant context for considering infrastructure, deliverability and viability matters proportionately.

Planning Practice Guidance (PPG)

- 2.9 The PPG⁵ provides further guidance on infrastructure planning, viability and developer contributions. It confirms that plan preparation should be realistic about what can be achieved and when and that strategic policy-making authorities should work collaboratively with infrastructure providers, service-delivery organisations, developers, landowners and site promoters to identify infrastructure deficits, requirements and opportunities for delivery.
- 2.10 Paragraph 058 of the Plan-making PPG specifically requires authorities to assess the quality and capacity of existing infrastructure and its ability to meet forecast demands. Where deficiencies are identified, policies should explain how they will be addressed. The guidance also requires account to be taken of strategic infrastructure and recognises that complete certainty over funding and delivery may not always be available at the point a Plan is prepared, particularly for large or long-term development.
- 2.11 The PPG also confirms that policy requirements for developer contributions should be informed by proportionate evidence of infrastructure need and assessed for viability at the plan-making stage. The IDP should therefore be read alongside the Viability Assessment rather than as a separate assessment of development viability.

Developer Contributions and Infrastructure Funding

- 2.12 Developer contributions are one of the mechanisms through which infrastructure required to support development can be secured. Contributions may be secured through Section 106 planning obligations, Section 278 highway agreements, planning conditions, direct delivery by developers, infrastructure charges, or other funding and delivery mechanisms.
- 2.13 Swindon Borough Council adopted its CIL Charging Schedule on 6 April 2015. The Local Plan confirms that CIL continues to form part of the Council's infrastructure-funding framework alongside planning obligations and other sources of investment.
- 2.14 Regulation 122 of the Community Infrastructure Levy Regulations 2010⁶ sets out the statutory tests for planning obligations. Planning obligations may only be taken into account or secured where they meet the statutory tests meaning they are:

⁴ MHCLG (2026), Local Plan examinations: letter to the Interim Chief Executive of the Planning Inspectorate, 15 July 2026

⁵ MHCLG, Planning Practice Guidance

⁶ Community Infrastructure Levy Regulations 2010 (as amended)

- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 2.15 The IDP helps support the use of developer contributions by identifying infrastructure requirements arising from planned growth, and by setting out, where possible, the relevant project, cost, funding source, delivery responsibility, phasing and dependency. However, any planning obligation will still need to meet the relevant statutory tests at the point it is secured.

Infrastructure Funding Statement

- 2.16 Local planning authorities are required to publish an Infrastructure Funding Statement (IFS) annually. The IFS reports on CIL and Section 106 contributions received, allocated and spent and provides transparency on how developer contributions are being used. The Regulation 19 Local Plan identifies the IFS alongside the IDP as part of the Council's wider infrastructure-funding and delivery framework.

Local Planning Context

Swindon Borough Council

- 2.17 Swindon Borough Council (SBC) is a unitary authority and is therefore responsible for a broad range of infrastructure and services relevant to the IDP. These include local planning, education, highways and transport, surface water management, housing, libraries, leisure and community services, waste collection and management, minerals and waste planning, and adult social care.
- 2.18 Swindon Borough covers a population of more than 230,000 people, with the main urban area of Swindon at its centre alongside Highworth, Wroughton, Blunsdon and a number of smaller villages and rural communities⁷. The Borough has experienced significant population and development growth and performs an important economic role within the wider Thames Valley and South West.
- 2.19 SBC prepares and maintains a range of strategies, plans and evidence documents which influence infrastructure priorities and delivery across the Borough. The emerging Local Plan draws on this wider evidence and provides the land-use planning framework through which relevant infrastructure requirements are coordinated with growth.
- 2.20 SBC is also the Minerals Planning Authority and Waste Planning Authority for the Borough. Minerals and waste planning has historically been undertaken jointly with Wiltshire Council. The current development plan therefore includes the Wiltshire and Swindon Waste Core Strategy 2006–2026 and the Wiltshire and Swindon Minerals Core Strategy 2006–2026, alongside the adopted Swindon Borough Local Plan 2026, Swindon Central Area Action Plan, and Made Neighbourhood Plans.

⁷ Swindon Borough Council, *Swindon Plan 2024–2027*

Wider Strategic Planning Context

- 2.21 SBC has been participating in discussions with authorities across the wider Thames Valley regarding the establishment of a Thames Valley Mayoral Strategic Authority (MSA).
- 2.22 In August 2026, leaders representing Swindon, Berkshire, and Oxfordshire confirmed to Government their ambition to establish an MSA by 2028, subject to agreement on an appropriate geography⁸. The proposed area would comprise an economy valued at approximately £97 billion, with the intention of strengthening strategic coordination and supporting growth, investment and infrastructure delivery across the wider region.
- 2.23 Alongside the devolution discussions, authorities across Oxfordshire, Berkshire and Swindon are undertaking preparatory work towards a Thames Valley Spatial Development Strategy (SDS), subject to confirmation of the final geography and governance arrangements.
- 2.24 The SDS is expected to provide a longer-term strategic planning framework across the wider area and may therefore influence future priorities for housing, employment and strategic infrastructure. The progress of both the SDS and proposed Mayoral Strategic Authority will be monitored as the Local Plan progresses, particularly where future arrangements affect strategic infrastructure coordination, investment and funding.

Adopted Swindon Borough Local Plan 2026

- 2.25 The Swindon Borough Local Plan 2026 is the principal adopted Local Plan for the Borough. It was adopted on 26 March 2015 and establishes the development strategy for the period 2011–2026, including provision for approximately 22,000 new homes and associated employment and infrastructure development⁹.
- 2.26 The adopted Plan includes major strategic growth areas, including Wichelstowe, Tadpole Farm and the New Eastern Villages, some of which remain under construction and continue to be reflected within the emerging Local Plan. Consequently, infrastructure associated with the adopted growth strategy remains relevant to the IDP where development is continuing into the new Plan period.
- 2.27 The adopted Local Plan is now more than ten years old and its original plan period extends only to 2026. Since its adoption, the national planning policy framework, housing-needs evidence, infrastructure requirements and development context have evolved. SBC is therefore preparing the Swindon Local Plan 2043 to establish an updated strategy for growth and infrastructure provision.

Swindon Local Plan 2043

- 2.28 The Swindon Local Plan 2043 is being prepared to guide development across the Borough to 2043, with a wider strategic vision extending beyond the end of the Plan

⁸ Swindon Borough Council, Berkshire Prosperity Board and Oxfordshire Leaders Joint Committee (2026), *Thames Valley Mayoral Strategic Authority – letter to Government*, 28 August 2026

⁹ Swindon Borough Council, *Swindon Borough Local Plan 2026*, adopted 26 March 2015

period. Once adopted, it will replace the Swindon Borough Local Plan 2026 and the Swindon Central Area Action Plan.

- 2.29 Policy HC1: Meeting Local Housing Needs establishes a minimum housing requirement of 1,203 dwellings per annum, equivalent to 21,654 dwellings between 2025/26 and 2042/43. The Local Plan identifies a total housing supply of 24,998 dwellings over the same period, providing flexibility above the minimum requirement.
- 2.30 Infrastructure delivery is embedded throughout the SLP. Policy INF1: Infrastructure and Developer Contributions requires development to provide or contribute towards the infrastructure necessary to support it at the appropriate time and encourages early engagement with infrastructure providers. It identifies the IDP as a key evidence document for assessing infrastructure capacity and identifying the projects required to support the Local Plan strategy, including costs, funding and delivery timescales where these can be established. The policy also recognises that the IDP should be updated as infrastructure information develops.
- 2.31 Infrastructure requirements are also embedded within the thematic and SDA policies of the SLP. The relationship between the Regulation 19 growth strategy, individual SDA policies and infrastructure requirements is considered in greater detail in Sections 3 and 4 and within the infrastructure topic-based chapters that follow.

3 Swindon Local Plan 2043 Growth Summary

- 3.1 This section sets out the scale, distribution and type of growth contained within the Regulation 19 Publication version of the Swindon Local Plan 2043 (SLP). This provides the final Regulation 19 growth position against which the Infrastructure Delivery Plan (IDP) and Infrastructure Delivery Schedule (IDS) are presented.
- 3.2 The IDP has been prepared iteratively alongside the SLP as the spatial strategy and supporting evidence have developed. Following review of the Regulation 18 consultation responses, existing infrastructure evidence and infrastructure-provider information, the emerging housing and employment growth assumptions were used as the basis for targeted infrastructure-provider engagement and assessment. The IDP has subsequently been updated to reflect the growth strategy, policy requirements and housing and employment position contained within the Regulation 19 Publication Plan.
- 3.3 It is therefore important to distinguish between the final Regulation 19 Local Plan position set out in this section and the growth assumptions used at earlier stages of infrastructure assessment and provider engagement. The Regulation 19 strategy continued to be refined as the Local Plan progressed, including changes to the capacity, phasing and distribution of development within individual Sustainable Development Areas (SDAs). Chapter 4 explains the assessment baseline used for infrastructure-provider engagement and how subsequent changes to the Regulation 19 position have been considered within the IDP

Swindon Local Plan

- 3.4 The Swindon Local Plan 2043 establishes the spatial strategy for development across the Borough to 2043. Policy SS1 directs growth towards Swindon's Central Area, the Wider Urban Area, comprehensively planned new communities and proportionate development at Rural Service Centres and larger villages. The principal spatial components of growth are organised through 13 Sustainable Development Areas (SDA01–SDA13).
- 3.5 The Local Plan provides for a significant level of housing and employment development.
- 3.6 Policy HC1: Meeting Local Housing Needs establishes a minimum housing requirement of 1,203 dwellings per annum, equivalent to 21,654 dwellings between 2025/26 and 2042/43. The Plan identifies a total housing supply of 24,998 dwellings over the same period, providing flexibility above the minimum housing requirement.
- 3.7 Policy E1: Economic Strategy and Meeting Employment Needs provides for a net increase of 72,000 sqm of office floorspace and 640,000 sqm of industrial and warehousing floorspace, together with replacement provision for employment floorspace lost during the Plan period.

- 3.8 The scale, distribution and phasing of this development have direct implications for education, transport, water and wastewater, flood risk, utilities, healthcare, emergency services, green infrastructure, sport and recreation, social and community infrastructure, waste, minerals and digital infrastructure.
- 3.9 Policy INF1: Infrastructure and Developer Contributions provides the overarching policy framework for infrastructure delivery. Development is required to demonstrate that sufficient appropriate infrastructure capacity exists, or that the necessary capacity will be provided as part of the development. The IDP does not assume that new development will resolve all pre-existing infrastructure deficits. Rather, the existing infrastructure position is considered so that the additional implications of planned growth and the mitigation required to support it can be identified. Any contributions must be in accordance with the statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

Housing Growth Position

- 3.10 The minimum housing requirement established through Policy HC1 should be distinguished from the total housing supply identified by the Local Plan. The Plan identifies sufficient land and other sources of supply to provide 24,998 dwellings between 2025/26 and 2042/43, compared with the minimum requirement of 21,654 dwellings.

Sustainable Development Areas

- 3.11 The SDAs provide the principal spatial framework through which strategic housing growth and its associated infrastructure requirements are coordinated. Policies SDA01–SDA13 identify allocations across the Central Area, Wider Urban Area, strategic urban extensions, Rural Service Centres and larger villages.
- 3.12 Infrastructure requirements are considered at SDA level where the scale or cumulative effect of development may generate requirements for strategic mitigation, on-site facilities, land provision, network reinforcement or coordinated phasing. This does not mean that every infrastructure requirement can be attributed exclusively to an individual SDA; a number of infrastructure networks and services operate at a Borough-wide or wider strategic level.
- 3.13 The largest components of housing growth identified through SDAs are the New Eastern Villages (SDA07), Swindon's Central Area (SDA01), Wichelstowe (SDA06) and Kingsdown (SDA08). Table 3.1 sets out the housing capacity stated within the site-allocation provisions of Policies SDA01–SDA13. It distinguishes capacity identified within the Plan period from longer-term capacity expressly identified beyond 2043.

Sustainable Development Area	Number of Homes (Within the Plan period)	Number of Homes (post-plan period)	Total Number of Homes
SDA01 – Swindon's Central Area	4,064	1,145	5,209

Sustainable Development Area	Number of Homes (Within the Plan period)	Number of Homes (post-plan period)	Total Number of Homes
SDA02 – Pipers Way	883	0	883
SDA03 – Marlowe Avenue	0	500	500
SDA04 – Windmill Hill	550	50	600
SDA05 – Gateway North	459	0	459
SDA06 – Wichelstowe	2,336	0	2,336
SDA07 – New Eastern Villages	8,597	0	8,597
SDA08 – Kingsdown	1,489	252	1,741
SDA09 – North Tadpole	600	0	600
SDA10 – Blunsdon St Andrew	760	0	760
SDA11 – Highworth	805	0	805
SDA12 – Wroughton	485	0	485
SDA13 – Broad Blunsdon	302	0	302
Total SDA policy capacity	21,330	1,947	23,277

Table 3.1 – Regulation 19 Sustainable Development Area Policy Capacity

- 3.14 The 21,330-dwelling plan-period SDA policy capacity shown in Table 3.1 corresponds to the combined 9,597 strategic commitments and 11,733 SDA allocations identified within the Policy HC1 housing-supply position. The additional 1,947 dwellings identified beyond 2043 do not form part of the Policy HC1 plan-period supply total but are relevant to the IDP where infrastructure needs to be planned on a whole-site or longer-term basis.
- 3.15 Table 3.1 is not intended to reproduce the Local Plan housing trajectory or monitoring framework. Those sources may reflect completions, existing commitments and anticipated phasing differently. The table instead provides a consistent summary of the residential capacity expressly identified through the SDA allocation policies.
- 3.16 The indicative capacity and distribution of development within a number of SDAs changed as the Regulation 19 Local Plan was refined. Chapter 4 explains how the more detailed housing baseline used for infrastructure assessment was established and how committed, permitted and post-plan development has been treated.

Employment Growth Position

- 3.17 Employment growth is also an important consideration for the IDP. Employment development can generate infrastructure requirements relating particularly to transport, electricity and other utilities, water supply and wastewater, digital

connectivity, emergency services and flood risk. Larger industrial, logistics and data-centre uses may also generate significant or atypical infrastructure demands.

- 3.18 Policy E1 identifies an objectively assessed requirement for a net increase of 72,000 sqm of office floorspace and 640,000 sqm of industrial and warehousing floorspace over the Plan period, together with replacement provision for employment floorspace lost since the start of the Plan period or released to other uses. The policy provides for this requirement to be met through redevelopment and intensification within Designated Employment Areas, new allocations under Policy E2, sites completed or within the development pipeline and positive planning for office uses.

Infrastructure Planning Implications

- 3.19 The scale and distribution of housing and employment development identified through the Regulation 19 Local Plan create infrastructure requirements at site, SDA, Borough and wider strategic levels. The following chapters assess these requirements by infrastructure sector and distinguish, where possible, between existing infrastructure capacity, committed or secured provision, infrastructure required to mitigate planned growth and wider strategic investment.
- 3.20 The growth position set out in this section represents the final Regulation 19 Publication Plan context against which the IDP and IDS are presented. Chapter 4 explains the staged methodology through which the IDP was prepared, including the housing and employment baselines used during infrastructure-provider engagement, subsequent refinement of the Local Plan growth strategy and the approach taken to ensure that the final infrastructure conclusions remain aligned with the Regulation 19 position.

4 Methodology and Approach to IDP Preparation

- 4.1 This chapter sets out the methodology and approach used to prepare the Infrastructure Delivery Plan (IDP) in support of the Swindon Local Plan 2043 (SLP). The IDP provides a strategic assessment of existing infrastructure capacity, the infrastructure implications of planned growth and the delivery considerations associated with the Regulation 19 growth strategy.
- 4.2 The IDP considers a broad range of infrastructure types required to support planned growth, including education, transport, water and flood management, energy, health and social care, emergency services, green infrastructure, sport, recreation and leisure, social and community infrastructure, waste and minerals, and digital infrastructure.
- 4.3 The IDP has been prepared iteratively alongside the Local Plan. It builds on infrastructure evidence assembled during earlier stages of plan preparation, including previous infrastructure assessments, Regulation 18 consultation responses and existing infrastructure-provider information. This evidence was reviewed and updated as the Regulation 19 spatial strategy developed, with targeted infrastructure-provider engagement undertaken against an agreed emerging growth baseline.

Methodology

- 4.4 The IDP has been prepared through a staged and iterative process of baseline review, growth assessment, infrastructure-provider engagement, reconciliation with the final Regulation 19 growth strategy and preparation of the Infrastructure Delivery Schedule (IDS). This process enables infrastructure evidence to both inform, and respond to, the development of the Local Plan rather than representing a single assessment undertaken at the end of the plan-making process.

Stage 1: Baseline Review and Existing Evidence

- 4.5 The first stage comprised a review of the existing infrastructure evidence base. This included previous infrastructure evidence and consultation responses, relevant infrastructure-provider strategies and investment programmes, service plans, developer-contribution guidance and technical evidence prepared to support the Local Plan.
- 4.6 This review established the starting position for each infrastructure topic, including existing provision, known capacity issues, committed or planned infrastructure projects, previous mitigation requirements, relevant assessment methodologies and matters already identified by infrastructure providers.
- 4.7 The baseline review also helped distinguish between existing infrastructure deficiencies and the additional infrastructure implications of Local Plan growth. Existing capacity constraints are relevant to understanding whether infrastructure

can accommodate additional demand, but the IDP does not assume that new development should remedy unrelated pre-existing deficiencies.

Stage 2: Growth Assumptions and Scope of Assessment

- 4.8 The second stage involved establishing the housing and employment growth assumptions to be assessed through the IDP. TPD worked with SBC to establish an agreed spatial schedule of growth, including development within each SDA, plan-period and identified post-plan capacity and, where available, the planning status of individual sites.
- 4.9 This allowed committed and permitted development to be distinguished from new allocations and development without planning permission. Development already under construction or benefiting from planning permission was identified separately because some infrastructure requirements may already have been addressed through the development-management process. Such development remains relevant where mitigation is outstanding, where it relies upon wider strategic infrastructure or where its cumulative effect contributes to demand on infrastructure networks and services.
- 4.10 An agreed housing and employment baseline was established for infrastructure-provider engagement in July 2026. The purpose of using a common baseline was to ensure that infrastructure providers were assessing a consistent understanding of the scale and spatial distribution of emerging Regulation 19 growth.
- 4.11 The housing baseline used for this engagement is summarised in Table 4.1. It comprised 24,389 dwellings within the assessment period and a further 2,554 dwellings of identified post-2043 capacity, giving 26,943 dwellings for infrastructure-planning consideration where whole-site or longer-term infrastructure requirements were relevant.

Growth component	IDP engagement baseline
Site-specific SDA plan-period growth	21,293
Other committed/carried-forward supply	2,080
Net windfall/non-implementation allowance	1,016
Total plan-period housing supply	24,389
Identified post-2043 capacity	2,554
Total housing growth for IDP consideration	26,943

Table 4.1 - IDP Housing Engagement Baseline

- 4.12 The baseline was an infrastructure-planning scenario established during preparation of the Regulation 19 Plan rather than a separate housing requirement or policy position. It was used so that provider assessments could proceed while the detailed Local Plan strategy, trajectory and policy wording continued to be refined.
- 4.13 Where infrastructure requirements need to be expressed by reference to population and no infrastructure-provider-specific methodology is available, the IDP uses an indicative population yield of 2.45 persons per dwelling. This is derived from the

housing-trajectory population-yield modelling, which identified an implied average of 2.45 persons per additional dwelling¹⁰. Where a provider applies its own methodology, such as pupil yields, healthcare population assumptions or development-management calculators, the relevant provider methodology is used instead.

Stage 3: Infrastructure Provider Engagement

- 4.14 The third stage comprised targeted engagement with infrastructure providers, relevant SBC service areas and other stakeholders. The purpose of this engagement was to test the emerging growth assumptions, confirm the baseline infrastructure position, identify capacity constraints and future infrastructure requirements, and obtain information on projects, costs, funding, phasing, delivery responsibilities, dependencies and risks where available.
- 4.15 Engagement built on matters already identified through previous evidence and Regulation 18 consultation. Providers were issued with, or engaged against, the agreed July 2026 housing and employment position so that the assessment of different infrastructure sectors was undertaken against a common spatial baseline.
- 4.16 Engagement included meetings, workshops, written correspondence, and requests for information. Table 4.2 below identifies the principal infrastructure providers and stakeholders engaged through preparation of the IDP.

Infrastructure Topic	Sub Topic Areas	Infrastructure Provider/Stakeholder
Education	Early years and childcare; primary education; secondary education; Special Educational Needs and Disabilities; further education; adult learning	Swindon Borough Council
Transport and Highways	Highways; Rail; Public Transport; Active Travel	Swindon Borough Council; National Highways; Network Rail; Great Western Railway (GWR).
Water Management and Flood Risk	Potable water; Wastewater; flood risk.	Thames Water; Environment Agency; Swindon Borough Council as Lead Local Flood Authority
Energy Infrastructure	Electricity supply; gas supply; network capacity.	National Grid; Wales & West Utilities (WWU); Scottish and Southern Electricity Networks (SSEN)
Health and Social Care	Primary healthcare; secondary healthcare; adult social care.	Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (BSW ICB); Swindon Borough Council

¹⁰ Swindon Borough Council - Housing Trajectory and Population Yield, CoPlug, July 2026

Infrastructure Topic	Sub Topic Areas	Infrastructure Provider/Stakeholder
		Public Health; Swindon Borough Council Adult Social Care
Emergency Services	Ambulance; police; fire and rescue.	South Western Ambulance Service NHS Foundation Trust (SWASFT), Wiltshire Police, and Dorset & Wiltshire Fire and Rescue Service
Green Infrastructure, Sport, Recreation and Leisure	Green infrastructure; open space; play space; Suitable Alternative Natural Greenspace; RAMS mitigation; outdoor sport; indoor sport; playing pitches; leisure facilities	Natural England; Sport England; Swindon Borough Council Parks and Open Spaces;
Social and Community Infrastructure	Libraries; allotments; community halls; community facilities; local social infrastructure; gypsy and travelling showpeople.	Swindon Borough Council;
Waste Management Infrastructure and Minerals	Waste collection and management; minerals and waste infrastructure impact matters	Swindon Borough Council as Waste Planning Authority and Minerals Planning Authority.
Digital Infrastructure	Broadband; mobile connectivity; 4G and 5G; digital infrastructure provision for new development	Swindon Borough Council; Building Digital UK.

Table 4.2 - Infrastructure Provider and Stakeholder Engagement

- 4.17 The level of detail available from infrastructure providers varies between sectors. In some cases providers have identified specific projects, locations, costs and delivery requirements. In others, engagement has identified a capacity issue or strategic requirement but the precise infrastructure intervention will depend upon further technical work, investment planning, masterplanning or planning applications. The IDP reflects the level of certainty supported by the available evidence rather than converting every identified demand into an assumed project.

Stage 4: Reconciliation with the Regulation 19 Publication Plan

- 4.18 The Regulation 19 Local Plan continued to develop after the July 2026 infrastructure-engagement baseline had been established. This resulted in changes to the capacity, phasing and distribution of housing within a number of SDAs and to the way the overall housing supply is expressed within the Publication Plan.
- 4.19 The final Regulation 19 position has therefore been compared with the baseline used for infrastructure-provider engagement. Table 4.3 identifies the principal changes in SDA housing capacity. For consistency with Section 3, the Regulation 19 figures shown are the residential capacities expressly identified through the site-allocation provisions of Policies SDA01–SDA13.

SDA	July IDP baseline: Plan period	July IDP baseline: Post-2043	Regulation 19 policy: Plan period	Regulation 19 policy: Post-2043
SDA01 – Swindon's Central Area	3,659	1,315	4,064	1,145
SDA02 – Pipers Way	1,073	–	883	–
SDA03 – Marlowe Avenue	219	500	–	500
SDA04 – Windmill Hill	500	150	550	50
SDA05 – Gateway North	459	–	459	–
SDA06 – Wichelstowe	2,472	–	2,336	–
SDA07 – New Eastern Villages	8,277	489	8,597	–
SDA08 – Kingsdown	1,741	–	1,489	252
SDA09 – North Tadpole	513	–	600	–
SDA10 – Blunsdon St Andrew	760	–	760	–
SDA11 – Highworth	707	100	805	–
SDA12 – Wroughton	589	–	485	–
SDA13 – Broad Blunsdon	324	–	302	–
Total	21,293	2,554	21,330	1,947

Table 4.3 - Comparison of IDP Engagement Baseline and Regulation 19 SDA Policy Capacity

- 4.20 Overall, the change in plan-period policy capacity is limited: the engagement baseline contained 21,293 SDA dwellings, compared with 21,330 dwellings identified through the Regulation 19 SDA policies. The more significant change is in the treatment of longer-term development, with identified post-2043 capacity reducing from 2,554 dwellings in the engagement baseline to 1,947 dwellings in the final SDA policies.
- 4.21 The overall scale of growth considered through the IDP remains closely aligned with the Local Plan strategy. The July engagement baseline comprised 26,943 dwellings when plan-period and identified post-plan development were considered together. The equivalent headline combination of the final Regulation 19 housing supply and expressly identified post-2043 SDA policy capacity is 26,945 dwellings. This similarity

provides confidence that the strategic scale of infrastructure demand assessed through the IDP remains representative of the Regulation 19 growth strategy.

- 4.22 The IDP does not retrospectively substitute the final policy figures into every provider assessment. Each infrastructure chapter identifies the evidence and methodology on which its assessment is based. Where revised Regulation 19 figures, updated technical evidence or subsequent provider engagement can appropriately be incorporated, the assessment has been updated. Where a provider assessment continues to rely on the agreed engagement baseline, that position is retained transparently and any need for further refinement is identified.

Stage 5: Preparation of the IDP and IDS

- 4.23 The evidence review, growth assessment, infrastructure-provider engagement and Regulation 19 reconciliation have been brought together through the individual IDP chapters and the IDS. Each chapter explains the relevant baseline, assessment methodology, identified infrastructure implications and current delivery position.
- 4.24 The IDS is the principal delivery schedule within the IDP. It records defined infrastructure projects and requirements where these can be identified, including the relevant infrastructure type, location or growth served, delivery responsibility, status, cost, funding position, phasing, categorisation, dependencies and risks.
- 4.25 The IDS does not turn every theoretical infrastructure demand into a project. Where an assessment identifies gross demand but the appropriate delivery response has not yet been determined, the IDS records the requirement at the level supported by the evidence. Where a specific project has been identified by an infrastructure provider, the project-level information is recorded where available.
- 4.26 Existing or committed infrastructure is included in the IDS only where it remains relevant to supporting Local Plan growth, for example where delivery remains outstanding, additional capacity is required or the project forms part of a wider strategic solution.

Stage 6: Regulation 19 Consultation, Examination, and Future Updates

- 4.27 The IDP and IDS form part of the evidence base published alongside the Regulation 19 Local Plan. They represent the best available infrastructure position at the point of publication.
- 4.28 Following Regulation 19 publication, factual or technical updates are expected to be made to reflect consultation representations, Statements of Common Ground, updated infrastructure-provider information, completed technical evidence or matters arising through Examination. Such updates would principally refine the infrastructure evidence, project definition, costs, phasing and delivery position rather than reopen the spatial strategy assessed through the IDP.

Infrastructure Categories

- 4.29 The IDS identifies infrastructure requirements associated with planned growth and categorises these according to their relationship with the delivery of development as **Critical, Necessary or Important**. These categories are defined in Table 4.4.
- 4.30 The categorisation is intended to assist understanding of the relationship between infrastructure provision and development delivery and does not, in itself, determine the timing or phasing of individual infrastructure projects. Nor should a lower category be interpreted as indicating that an infrastructure project is of lesser value or does not need to be delivered.

Category	Definition
Critical	Infrastructure that must be provided before the relevant development can physically commence or proceed. Without its provision, development would not be capable of being delivered, for example because there is insufficient infrastructure capacity, access or other essential provision to enable development to take place.
Necessary	Infrastructure required to support or mitigate the impacts of new development and to ensure that development is appropriately served. Its delivery is necessary as development comes forward, but it may not need to be in place before development commences and may therefore be phased alongside development
Important	Infrastructure that would support the successful delivery of sustainable and well-functioning communities and respond to the wider needs arising from growth, but which is not essential to enable development to commence or proceed. Its precise timing is therefore less directly linked to the phasing of individual development sites

Table 4.4 - Infrastructure Categories

- 4.31 For the purposes of the IDS, the Critical category is reserved for identified infrastructure whose absence would prevent the relevant development from commencing or physically progressing. Infrastructure that is required to support development but can be phased alongside it, including where capacity must be available before occupation, is generally classified as Necessary.

Cost Assumptions

- 4.32 Cost information in the IDS is based on the best available evidence at the point of preparing the IDP. In some cases, costs have been provided directly by infrastructure providers. In other cases, costs have been calculated using published guidance, benchmark assumptions, standard contribution formulae, population or pupil yield assumptions, infrastructure provider methodologies, or evidence-base documents.
- 4.33 Costs should be treated as high-level estimates unless otherwise stated. They will be subject to refinement through site-specific assessment, masterplanning, technical design, planning applications, Section 106 negotiations, indexation and future infrastructure provider advice. Where a cost is not known, the IDS records this as to be confirmed, site-specific or subject to further assessment.

- 4.34 Inclusion of infrastructure within the IDS does not mean that its full cost will be met through developer contributions. Infrastructure may be funded and delivered through a combination of direct developer provision, Section 106 planning obligations, Section 278 agreements, Community Infrastructure Levy (CIL), infrastructure-provider investment, SBC funding, government or other public funding and other external sources. Any planning obligation will need to satisfy the applicable statutory and policy tests when it is secured.

Assumptions and Limitations

- 4.35 The IDP is a strategic infrastructure-planning document. It identifies the infrastructure implications of planned growth at the level that can reasonably be established through plan preparation and does not replace the detailed technical assessment required through site masterplanning and planning application.
- 4.36 The availability and level of certainty of infrastructure information varies considerably between sectors. Some providers are able to identify defined projects, costs and delivery programmes at Regulation 19 stage, while others plan infrastructure through investment cycles, development-management processes or demand-led network reinforcement and are therefore unable to identify the final intervention at this stage.
- 4.37 Infrastructure requirements will also change over time as development trajectories evolve, infrastructure-provider programmes are updated, technical assessments are completed and funding decisions are made. This is particularly relevant to strategic development with long build-out periods or capacity extending beyond 2043.
- 4.38 The IDP should therefore not be read as fixing every infrastructure requirement, cost, phasing assumption or delivery mechanism for the duration of the Local Plan. It establishes the current strategic infrastructure position and identifies matters requiring continued assessment and refinement.
- 4.39 The IDP and IDS should consequently continue to be treated as living evidence documents. SBC should continue to work with infrastructure providers, developers, site promoters and funding partners to refine infrastructure requirements, project scope, costs, funding arrangements, phasing and delivery responsibilities as further information becomes available.

5 Education Infrastructure

5.1 This chapter considers the education infrastructure required to support growth proposed through the Swindon Local Plan 2043. It considers:

- early years and childcare;
- primary education;
- secondary education;
- Special Educational Needs and Disabilities (SEND);
- post-16 education; and
- adult education and skills.

5.2 Education infrastructure is a key element of sustainable growth. New development must be planned so that children and young people can access appropriate early years, childcare, school and post-16 provision, and so that the cumulative impact of housing growth does not place unacceptable pressure on existing education infrastructure.

5.3 The baseline position for education infrastructure is addressed within each sub-topic rather than in a single standalone baseline section. This approach has been taken because early years and childcare, mainstream primary education, mainstream secondary education, SEND, post-16 education and adult education are planned using different statutory duties, catchments, planning geographies, datasets and assessment methodologies. Each sub-section therefore sets out the relevant current provision and existing plans before identifying the growth-related infrastructure requirements.

5.4 This chapter has been prepared with regard to the SLP, Swindon Borough Council's (SBC) School Place Planning evidence and assumptions, the School Population Brochure, the Childcare Sufficiency Assessment, SBC Education's Regulation 19 assessment, relevant SEND evidence and engagement undertaken with SBC through preparation of this IDP.

Overarching Education Context

5.5 SBC has a statutory duty to ensure sufficient school places for children aged 4 to 16. SBC also has duties under the Childcare Acts 2006 and 2016 to ensure there are sufficient, sustainable and high-quality childcare places for children and families. Free schools and academies are outside local authority control, but are still influenced by growth and are therefore relevant to pupil place planning.

5.6 Under the Children and Families Act 2014, SBC has responsibilities to improve services, life chances and choices for vulnerable children and to support families. This underpins wider reforms ensuring all children and young people can succeed, no matter what their background. The Act extended LA's SEND responsibilities from birth to the age of 25 where appropriate, giving children, young people and their parents/carers greater control and choice in decisions and ensuring their needs are properly met.

5.7 Access to education for post-16-year-olds plays a key role in skills development and assists both residents and businesses progression into, and through, sustainable employment, including apprenticeships. The DfE's 'Participation of young people in education, employment or training statutory guidance for local authorities' (September

2016) requires all young people in England to continue in education or training beyond the age of 16. This is a duty under the Education Act.

5.8 SBC seeks to utilise several funding sources to finance additional education places. These include Basic Need grant from central government, Section 106 via proportionate developer contributions and/or the provision of land, Free School funding from the Department for Education, developer land contributions and other school or provider contributions. Where new education infrastructure is required to mitigate the impact of development, the IDP assumes that land and proportionate financial contributions will be secured from relevant development.

5.9 The May 2026 School Population Brochure records 89 schools across Swindon, comprising 67 primary-phase schools, 14 secondary schools, seven special schools and one Pupil Referral Unit. Across all school types, 37,302 pupils were recorded. The school estate is predominantly academy-based, meaning that the Council's role in planning additional provision requires close collaboration with academy trusts and the Department for Education as well as schools under direct local authority control.

Methodology for IDP

5.10 To inform preparation of the IDP, SBC Education assessed the July 2026 IDP engagement housing schedule, comprising 21,293 dwellings across the 13 Sustainable Development Areas. This provided a consistent basis for assessing early years and childcare, mainstream primary and secondary education and SEND requirements.

5.11 The Education assessment should be read alongside SBC's ongoing school-place forecasting. School-place planning is not undertaken simply by comparing development-generated pupils with capacity at the nearest school. Forecasts are prepared across school planning areas and take account of birth rates, existing pupil numbers, parental preference, pupil movements, committed development and the timing and distribution of housing growth.

5.12 SBC's Education Planning Obligations Guidance confirms that education contributions may be required where housing development generates a need for additional early years, mainstream, SEND or sixth-form provision. Contributions may support new provision, expansion or adaptation of existing facilities and, where appropriate, the provision of land. All contributions remain subject to the statutory tests for planning obligations.

5.13 For strategic IDP purposes, the assessment applies the pupil-yield assumptions used by SBC Education in its Regulation 19 assessment: 0.07 early years places, 0.32 primary pupils, 0.17 secondary pupils and 0.011 SEND places per dwelling. These provide an indicative assessment of growth-generated demand; detailed requirements will be recalculated at planning-application stage having regard to the proposed housing mix, latest forecasts and available capacity.

5.14 Primary demand is expressed in Forms of Entry (FE), with one FE equivalent to 30 pupils per year group and 210 primary places across Reception to Year 6. New schools should be planned at a viable scale and incorporate nursery and flexible SEND provision.

- 5.15 Secondary provision serves wider catchments and is influenced more strongly by parental preference, pupil movement and academy admission decisions. All mainstream secondary schools in Swindon are academies and decisions regarding expansion or changes to Published Admission Numbers are therefore not solely within SBC's control. SBC has also identified a reducing reliance on out-of-Borough secondary provision as a potential source of additional future pressure.
- 5.16 SBC uses locally derived capital-cost assumptions rather than the DfE scorecard costs. The current 2026 working guidance identifies benchmark costs of:
- £35,714 per early years or primary place;
 - £55,133 per secondary or sixth-form place; and
 - £184,615 per SEND place.
- 5.17 These are strategic benchmarks rather than fixed tariffs and will be index-linked and reviewed when individual developments come forward.
- 5.18 Where development generates a requirement for a new school, land and construction funding may both form part of the mitigation package. SBC's current approach also recognises that several developments may contribute cumulatively towards the same school-place requirement and that land may need to be safeguarded before the full requirement is generated.
- 5.19 The timing of provision is critical. Education infrastructure should be available at the appropriate phase of development, consistent with Policy INF1 of the Local Plan, which requires development to provide or contribute towards sufficient infrastructure and for new or improved infrastructure to become operational at the appropriate stage.
- 5.20 Where land for education provision is required, this should be specifically allocated for education and childcare use within the relevant SDA policy or other relevant policy. Where SDA sites already benefit from planning permission and agreed Section 106 obligations, the land and infrastructure requirements secured through those agreements have been reflected.

Early Years and Childcare Provision

Current Provision

- 5.21 Under the Childcare Act 2006, SBC must ensure that there is sufficient high quality and accessible early years and childcare places within the local area.
- 5.22 Early Years and Childcare (EYCC) is delivered through a mixed market of private, voluntary, independent, school-based and childminding provision. This means that additional capacity can be provided through a wider range of delivery mechanisms than mainstream school places.
- 5.23 The March 2025 Childcare Sufficiency Assessment¹¹ identified 232 EYCC providers across Swindon, comprising 131 childminders, 34 full-day-care providers, 41 school

¹¹ SBC Childcare Sufficiency Assessment, March 2025

nursery classes and 26 pre-school/playgroup providers. The assessment identified an operational capacity of approximately 4,478 places.

5.24 The assessment nevertheless concluded that sufficient funded EYCC places were not available across all parts of Swindon. Particular pressure exists for children aged nine months to two years and children with SEND. Borough-wide capacity therefore does not necessarily mean that sufficient provision is available in the location, age group or form required to support new development.

5.25 This position must also be considered in the context of the expansion of funded childcare. From September 2025, eligible working parents of children aged from nine months became entitled to 30 funded hours of childcare, alongside the expanded entitlement for eligible two-year-olds and the existing entitlement for three- and four-year-olds. The Childcare Sufficiency Assessment anticipated that this would place particular additional pressure on provision for younger children.

5.26 Childcare catchments are less fixed than school catchments. Parents may access provision close to work or training rather than their home and may select specialist provision elsewhere in the Borough. The spatial distribution and nature of existing capacity therefore need to be considered alongside the scale of housing growth.

Establishing Early Years and Childcare Requirements

5.27 SBC's Regulation 19 assessment applies an indicative yield of 0.07 EYCC places per dwelling. An indicative benchmark of £35,714 per additional place is used for strategic cost assessment.

5.28 The 50-place standard is a facility equivalent for infrastructure-planning purposes rather than an assumption that every 50 additional places will require a separate standalone nursery.

5.29 Additional provision may comprise expansion of existing school-based or private, voluntary and independent provision, a new standalone facility or provision incorporated within a new primary school. SBC expects new primary schools required by major housing growth to incorporate nursery provision.

5.30 Contributions would only be required where there is an identified need for additional capacity to serve development. Depending on the scale and location of demand, this may comprise an expansion of existing provision, a standalone EYCC facility, or provision co-located with a new primary school. Where a new facility is required, appropriate land provision may also form part of the infrastructure requirement.

Early Years and Childcare Infrastructure Assessment against Proposed Growth

5.31 SBC Education's July 2026 IDP engagement assessment identifies significant additional EYCC demand across the growth areas. Table 5.1 summarises the current position.

SDA	Early Years and Childcare infrastructure/provision required
SDA01 – Central	256 places generated. Indicative contribution c.£9.1m.

SDA	Early Years and Childcare infrastructure/provision required
Area	
	Delivery likely to comprise a combination of provision associated with new primary schools and other local EYCC capacity.
SDA02 – Pipers Way	75 places generated. - Indicative contribution c.£2.7m, subject to the availability and suitability of existing provision when development comes forward.
SDA03 – Marlowe Avenue	15 places generated. Indicative contribution c.£0.5m.
SDA04 – Windmill Hill	35 places generated. Indicative contribution c.£1.25m.
SDA05 – Gateway North	- Indicative demand of 32 places. - Assessed by SBC Education as part of the combined Gateway North/Kingsdown/Broad Blunsdon position; EYCC provision is expected to form part of the wider primary-school solution.
SDA06 – Wichelstowe	- Indicative demand of 173 places. - EYCC provision has been incorporated into the planned primary-school provision; no separate strategic EYCC project is currently identified.
SDA07 – New Eastern Villages	- The established education strategy addresses the majority of permitted growth. - The additional 866 dwellings assessed through the Regulation 19 exercise generate approximately 61 additional EYCC places, with an indicative contribution of c.£2.2m.
SDA08 – Kingsdown	- Indicative demand of 122 places. - Assessed as part of the combined northern cluster; EYCC provision is expected to be incorporated within the new primary-school provision.
SDA09 – North Tadpole	36 places generated. Indicative contribution c.£1.3m.
SDA10 – Blunsdon St Andrew	53 places generated. Indicative contribution c.£1.9m.
SDA11 – Highworth	49 places generated. Indicative contribution c.£1.75m.
SDA12 – Wroughton	41 places generated. Indicative contribution c.£1.5m. - Expected to form part of the wider local primary/EYCC solution.
SDA13 – Broad Blunsdon	- Indicative demand of 23 places. - Assessed as part of the combined Gateway

SDA	Early Years and Childcare infrastructure/provision required
	North/Kingsdown/Broad Blunsdon position.

Table 5.1 - Early years and childcare infrastructure requirements

5.32 SDA05, SDA08 and SDA13 have been assessed collectively by SBC Education.

Together they generate approximately 177 EYCC places, equivalent to a gross indicative benchmark of c.£6.3m. This does not represent a requirement for separate standalone EYCC facilities within each SDA; provision is expected to form part of the wider primary-school and childcare solution across the northern cluster.

5.33 The requirements in Table 5.1 should not be interpreted as a requirement for a corresponding number of new standalone nursery buildings. Delivery is expected through a combination of existing capacity, expansion of provision, new facilities and co-location with new primary schools.

5.34 The precise form and location of provision will therefore be determined through development management using the latest Childcare Sufficiency Assessment and consultation with SBC Education and childcare providers.

Primary Education

Current Provision and Existing Planning

5.35 There are 67 primary-phase schools within Swindon Borough, comprising 55 primary schools, six infant schools and six junior schools. In May 2026 these accommodated approximately 21,630 children, including nursery-age pupils, with approximately 20,142 pupils in Reception to Year 6.

5.36 Primary-school place planning is undertaken across defined planning areas and takes account of existing capacity, forecast pupil numbers, housing growth, pupil movements and parental preference.

5.37 A substantial programme of primary infrastructure is already associated with strategic growth. This includes provision at NEV, a developer-delivered 3FE primary school at Kingsdown, and a proposed 3FE primary school at West Wichel, together with the DfE School Rebuilding Programme at Wroughton Infant School.

5.38 The position at NEV has become less certain following the DfE's December 2025 cancellation of a proposed all-through school and a primary school. SBC Education identifies this as a delivery and funding risk and advises that future NEV applications relying on new schools will be required to contribute towards education provision.

5.39 SBC's preferred size for a new primary school is between 2FE and 3FE, equivalent to 420 to 630 pupil places. New primary schools would normally be at least 2FE to provide a viable educational offer and are expected to incorporate Early Years and flexible SEND provision. The preferred site requirement is 2.2ha for a 2FE school and 3.3ha for a 3FE school.

Establishing Primary Education Requirements

5.40 The Regulation 19 assessment applies a primary-school pupil yield of 0.32 pupils per dwelling. One FE represents 210 primary places.

5.41 Whether development requires a new school, expansion of an existing school or a financial contribution depends on the scale and distribution of growth, cumulative development, forecast capacity, safe accessibility and the ability of existing schools to expand.

5.42 Where new provision is required, SBC expects the necessary school land to be secured at an appropriate stage alongside proportionate funding for delivery. Where several developments contribute towards a common requirement, infrastructure may be planned and funded cumulatively.

5.43 SBC considers that, in an area without surplus capacity, development of approximately 1,300 dwellings or more is expected to trigger the requirement for a new primary school, although this is not a fixed threshold and rural locations may require a different response.

5.44 SBC Education also advises that residential development, or a combination of developments within an area, of approximately 750 dwellings or more should safeguard sufficient land for primary-school provision where required, alongside proportionate contributions towards the cost of that provision.

Primary Education Infrastructure Assessment against Proposed Growth

5.45 Table 5.2 identifies the current primary education infrastructure position arising from SBC Education's July 2026 IDP engagement assessment.

SDA	Primary education infrastructure/provision required
SDA01 – Central Area	1,171 primary places generated. Existing schools cannot absorb the full requirement. - Land is required for 2 × 2FE primary schools (840 places), alongside further capacity to address the remaining requirement. - Indicative gross contribution benchmark c.£41.8m.
SDA02 – Pipers Way	343 places generated. - Current forecasts identify surplus primary capacity within a safe walking distance; no specific new primary project is currently identified, subject to capacity remaining available as development comes forward.
SDA03 – Marlowe Avenue	70 places generated. - Additional local capacity/contribution required; indicative benchmark c.£2.5m.
SDA04 – Windmill Hill	160 places generated. - Additional primary capacity/contribution required; indicative benchmark c.£5.7m.

SDA	Primary education infrastructure/provision required
SDA05 – Gateway North	- Indicative share of combined northern-cluster demand: 147 places. - To be considered alongside Kingsdown and Broad Blunsdon rather than as an independent school requirement.
SDA06 – Wichelstowe	791 places generated by remaining development. - SBC's preferred solution is delivery of a 3FE West Wichel primary school (630 places), with Kingfisher accommodating some demand before the new school opens and some residual demand thereafter. - Current indicative opening is September 2030, subject to build-out.
SDA07 – New Eastern Villages	- Existing/committed education provision was planned around the 7,411 permitted dwellings. The additional 866 dwellings generate approximately 277 additional primary places. - Indicative additional contribution c.£9.9m. - The wider NEV school programme remains subject to review following changes to the DfE Free School programme.
SDA08 – Kingsdown	- Indicative demand of 557 places. - A developer agreement provides for land and construction of a 3FE primary school (630 places) at Kingsdown. - Across Kingsdown, Gateway North and Broad Blunsdon, however, combined demand is approximately 808 places, meaning further capacity/funding will be required across the wider area.
SDA09 – North Tadpole	164 places generated. - Current forecasts indicate that existing school settings should be capable of accommodating this demand; no specific new primary project is currently identified.
SDA10 – Blunsdon St Andrew	243 places generated. - Existing surplus may be capable of accommodating demand depending on the timing of North Tadpole, Gateway North and other nearby growth. - If sufficient capacity is unavailable, additional provision/contributions will be required. Indicative benchmark c. £8.7m.
SDA11 – Highworth	226 places generated. Additional capacity/contribution required; indicative benchmark c.£8.1m.
SDA12 – Wroughton	188 places generated. - SBC Education identifies a requirement for additional local primary capacity. Existing schools are constrained and the precise

SDA	Primary education infrastructure/provision required
	expansion/new-provision solution remains to be confirmed. Indicative benchmark c.£6.7m.
SDA13 – Broad Blunsdon	- Indicative share of combined northern-cluster demand: 104 places. - To be considered alongside Kingsdown and Gateway North.

Table 5.2 - Primary education infrastructure requirements

5.46 SBC Education assessed SDA05, SDA08 and SDA13 collectively because the developments generate interrelated demand. Their combined 2,524 dwellings generate approximately 808 primary pupils, equivalent to a gross indicative benchmark of c. £28.9m. This should not be interpreted as an additional funding requirement of £28.9m, as land and construction of a 3FE primary school providing 630 places at Kingsdown are already secured. The Kingsdown school forms a key part of the solution but is not sufficient on its own to accommodate the combined requirement. The scale and cost of any additional capacity required across the cluster will therefore need to be determined through school-place planning and individual applications.

5.47 Suitable land must be secured sufficiently early where new provision is required and delivery must be appropriately phased against housing occupations. Accessibility is also relevant when assessing whether existing surplus capacity represents a realistic solution. This includes the ability for pupils to safely access available schools and, where capacity is located further from development, the potential requirement for school transport contributions.

Secondary Education

Current Provision and Existing Plans

5.48 There are 14 secondary schools within Swindon Borough. In May 2026 these accommodated approximately 13,481 pupils in Years 7–11 together with 1,084 pupils in Years 12–14, giving a total roll of approximately 14,565 pupils. All mainstream secondary schools operate as academies.

5.49 Secondary-school planning is subject to greater uncertainty than primary provision because pupils travel further, parental preference has a greater influence and there are significant movements across the Borough boundary. SBC Education has advised that recent admissions show a reduction in applications to out-of-Borough secondary schools and that housing growth in neighbouring authorities may further reduce the extent to which Swindon can rely on external capacity. In September 2024, approximately 13FE of Year 7 pupils were educated outside Swindon.

5.50 The NEV education strategy has historically included a proposed 10FE secondary school at Great Stall East. The December 2025 changes to the DfE Free School programme have, however, introduced additional delivery and funding uncertainty. The precise NEV secondary delivery programme therefore requires continued review as development progresses.

- 5.51 DfE rebuilding programmes at Lawn Manor Academy and Highworth Warneford may also affect future capacity, but the scope and admission capacity arising from those projects are not controlled directly by SBC.
- 5.52 SBC considers continued reliance on out-of-Borough provision to be a risk because neighbouring authorities are also planning substantial housing growth and some neighbouring schools may reduce their admission numbers.
- 5.53 The optimum size identified by SBC for an 11–16 secondary school is between 5FE and 10FE, equivalent to 750 to 1,500 pupils. For the purpose of comparing strategic growth requirements in this IDP, 10FE / 1,500 places is used as the standard secondary-school equivalent. A 10FE secondary school has an indicative site requirement of 10.2ha. This does not mean that all future secondary requirements will be delivered as standalone 10FE schools; expansion of existing schools may be more appropriate in some locations.

Establishing Secondary Education Requirements

- 5.54 The Regulation 19 assessment applies a yield of 0.17 secondary pupils per dwelling. One secondary FE represents 150 places across Years 7–11.
- 5.55 The current strategic cost benchmark is £55,133 per additional secondary place, subject to indexation and detailed project assessment.
- 5.56 SBC Education advises that development, or a combination of developments within an area, of approximately 8,000 dwellings may generate a requirement for a new secondary school. This is an indicative strategic planning assumption rather than a fixed threshold, as the appropriate response will depend on existing and forecast capacity, pupil movements, academy decisions, accessibility and the timing and distribution of growth.
- 5.57 Where local schools can absorb growth, no contribution is required. Where pupil numbers are expected to rise and there is insufficient local capacity, developers may be required to provide land and/or proportionate financial contributions towards new secondary schools or secondary school expansion.

Secondary Education Infrastructure Assessment against Proposed Growth

- 5.58 Table 5.3 identifies the current secondary education infrastructure position.

SDA	Secondary education infrastructure/provision required
SDA01 – Central Area	• 622 places generated. • Existing nearby schools are not expected to accommodate the full requirement. • Additional capacity/contributions required; indicative benchmark c.£34.3m.
SDA02 – Pipers Way	• 182 places generated. • Other nearby schools are currently expected to retain some surplus capacity, but this may be absorbed by other growth.

SDA	Secondary education infrastructure/provision required
	Contribution requirement to be reviewed when the development comes forward.
SDA03 – Marlowe Avenue	37 places generated. - Dorcan Academy is also expected to serve initial NEV growth and is unlikely to absorb the full additional demand. - Indicative contribution c.£2.0m.
SDA04 – Windmill Hill	85 places generated. - Additional capacity/contribution required, with Lydiard Park Academy the relevant local secondary provision. - Indicative benchmark c.£4.7m.
SDA05 – Gateway North	- Indicative share of combined northern-cluster requirement: 78 places. - Detailed mitigation to be considered alongside Kingsdown and Broad Blunsdon.
SDA06 – Wichelstowe	420 places generated. - SBC's current forecasts indicate that The Deanery should be capable of accommodating the additional demand, subject to other development and timing. - No separate new secondary project is currently identified.
SDA07 – New Eastern Villages	- Existing strategic provision addresses the majority of permitted development. - The additional 866 dwellings generate approximately 147 additional secondary places, for which an indicative contribution of c.£8.1m is identified. - The wider Great Stall East delivery position remains subject to review.
SDA08 – Kingsdown	- Indicative share of combined northern-cluster requirement: 296 places. - SBC Education identifies a need for secondary mitigation across the cluster; no previous secondary contribution has been identified for the relevant development.
SDA09 – North Tadpole	87 places generated. - Great Western Academy is already under pressure and an additional contribution is required. Indicative benchmark c.£4.8m.
SDA10 – Blunsdon St Andrew	129 places generated. - Additional contribution required towards secondary capacity in North Swindon; indicative benchmark c.£7.1m.

SDA	Secondary education infrastructure/provision required
SDA11 – Highworth	• 120 places generated. • Additional contribution required; indicative benchmark c.£6.6m. • The position should be reviewed alongside the Highworth Warneford School Rebuilding Programme.
SDA12 – Wroughton	• 100 places generated. • Existing local secondary provision has previously operated at capacity and SBC Education identifies a requirement for contributions towards additional/expanded secondary provision. Indicative benchmark c.£5.5m.
SDA13 – Broad Blunsdon	• Indicative share of combined northern-cluster requirement: 55 places. • Detailed mitigation to be considered alongside Kingsdown and Gateway North.

Table 5.3 - Secondary education infrastructure requirements

5.59 The Kingsdown/Gateway North/Broad Blunsdon cluster generates approximately 429 secondary pupils, equivalent to an indicative gross benchmark of c.£23.7m. SBC Education considers the cluster problematic from a school-place-planning perspective because the sites do not all fall within the same planning area and are separated by major highway infrastructure. The benchmark therefore represents the scale of growth-related demand rather than a fixed contribution requirement; the appropriate capacity solution and apportionment of contributions should be determined through individual applications and wider school-place planning.

5.60 The Regulation 19 assessment does not presently justify identifying a fixed number of wholly new standalone secondary schools outside the strategic NEV provision. Additional demand elsewhere is more likely to be addressed through a combination of school expansion, academy capacity changes, use of appropriate existing capacity and financial contributions.

5.61 Secondary requirements will need continued monitoring because changing birth rates, pupil migration, parental preference, academy admission decisions, development trajectories and availability of out-of-Borough places can materially alter the capacity position over the Plan period.

Special Educational Needs and Disabilities (SEND)

Current Provision and Existing Plans

5.62 SBC's statutory responsibility to ensure sufficient education provision extends to children and young people with SEND. Education, Health and Care Plans can continue until age 25 where a young person remains in education or training and the plan remains necessary to meet their need.

- 5.63 Forecasting SEND demand is more complex than forecasting mainstream school places. Children's needs differ significantly in nature and severity and the form of provision required cannot therefore be determined solely from the number of additional pupils generated by development.
- 5.64 SEND provision may comprise support within mainstream schools, specially resourced or enhanced provision within mainstream settings or specialist-school provision. SBC Education's current direction of travel is to increase suitable SEND provision within mainstream schools where appropriate, alongside continued specialist provision.
- 5.65 The May 2026 School Population Brochure identifies seven special schools in Swindon: Crowdys Hill, Brimble Hill, The Chalet, Nyland, Churchward, St Luke's, and Uplands. Together these schools accommodated approximately 1,021 pupils, comprising 358 primary-age and 663 secondary/post-16 pupils. Six of the seven special schools operate as academies.
- 5.66 Specialist provision is also delivered within mainstream settings, with planned SEND units at Badbury Park, Mountford Manor, Oaktree, The Deanery, Kingfisher and Robert Le Kyng schools, together with expansion of specialist provision at Nyland and St Luke's.
- 5.67 Notwithstanding these schemes, SBC Education has confirmed that SEND provision is currently operating beyond capacity and remains a significant infrastructure pressure. SBC's working Education Planning Obligations Guidance similarly records insufficient local specialist capacity and consequent reliance on more costly independent and out-of-Borough provision.
- 5.68 An ongoing SEND programme is expected to provide approximately 130 additional places. This responds substantially to existing pressures and should not automatically be deducted from the growth-related requirement generated by the Local Plan.

Additional Provision to address Local Plan Growth

- 5.69 For the Regulation 19 assessment, SBC Education has applied an indicative SEND yield of 0.011 places per dwelling. The current strategic cost benchmark is £184,615 per additional SEND place, subject to indexation.
- 5.70 SEND demand is considered across the Borough rather than as a requirement for a specialist facility within each SDA. Contributions may therefore support new specialist provision, expansion or adaptation of existing facilities or additional SEND capacity within mainstream schools serving a wider catchment.
- 5.71 Table 5.4 identifies the current SDA-level requirement. In most cases the figures represent the demand directly attributable to the relevant growth. At NEV, the quantified Regulation 19 requirement relates to the additional 866 dwellings beyond the permitted development already considered through the established education strategy.

SDA	SEND infrastructure/provision required
SDA01 – Central Area	40 places generated. Indicative contribution c.£7.4m.

SDA	SEND infrastructure/provision required
SDA02 – Pipers Way	12 places generated. Indicative contribution c.£2.2m.
SDA03 – Marlowe Avenue	2 places generated. Indicative contribution c.£0.37m.
SDA04 – Windmill Hill	6 places generated. Indicative contribution c.£1.1m.
SDA05 – Gateway North	Indicative share of combined northern-cluster requirement: 5 places.
SDA06 – Wichelstowe	27 places generated. Indicative contribution c.£5.0m.
SDA07 – New Eastern Villages	- Approximately 10 additional places generated by the additional 866 dwellings. Indicative additional contribution c.£1.8m. - SBC Education has also highlighted that SEND contributions were not secured through the existing NEV development programme, creating a wider strategic pressure.
SDA08 – Kingsdown	Indicative share of combined northern-cluster requirement: 19 places.
SDA09 – North Tadpole	6 places generated. Indicative contribution c.£1.1m.
SDA10 – Blunsdon St Andrew	8 places generated. Indicative contribution c.£1.5m.
SDA11 – Highworth	8 places generated. Indicative contribution c.£1.5m.
SDA12 – Wroughton	6 places generated. Indicative contribution c.£1.1m.
SDA13 – Broad Blunsdon	Indicative share of combined northern-cluster requirement: 4 places.

Table 5.4 - SEND infrastructure requirements

5.72 SBC Education assessed Gateway North, Kingsdown and Broad Blunsdon collectively as generating approximately 28 SEND places, equivalent to an indicative contribution of approximately £5.2m.

5.73 The figures in Table 5.4 do not equate to a requirement for an equivalent number of places within new standalone special schools. Additional capacity is expected to be delivered through a combination of SEND provision within mainstream schools, adaptation or expansion of existing specialist provision and, where necessary, additional standalone specialist capacity.

5.74 Given the existing capacity deficit as well as growth-generated demand, SEND is expected to remain a significant education-infrastructure priority over the Local Plan period. The IDS should identify confirmed SEND projects separately from the wider programme of growth-related provision which will need to evolve as detailed needs become clearer.

Post-16 Education

- 5.75 Post-16 provision in Swindon includes school sixth forms, New College Swindon, specialist SEND provision and providers such as Horizons College. A significant proportion of Swindon residents also access provision outside the Borough, particularly at Cirencester College.
- 5.76 SBC Education reports that in 2024/25 approximately 50% of 16–18-year-olds were educated at New College Swindon, 21% at Cirencester College, 18% in mainstream sixth forms and 2% at Swindon SEND schools or Horizons College.
- 5.77 Local Plan growth will increase post-16 demand, but provision is not planned through the same detailed school-place forecasting process as compulsory-age education. SBC is therefore sharing growth projections with post-16 providers to support their strategic planning. Recent increases in demand have been particularly evident for foundation-level and tailored courses and for some vocational courses, including construction trades.
- 5.78 Where housing growth generates a requirement for additional school-based sixth-form capacity, SBC's current working methodology uses an indicative yield of 0.06 places per dwelling. The current strategic cost benchmark is £55,133 per additional place, subject to the same caveats and indexation as mainstream secondary provision. The 0.06 yield does not imply that all post-16 demand must be accommodated within school sixth forms because provision is distributed across schools, colleges and specialist providers.
- 5.79 No separate strategic post-16 infrastructure project has currently been identified specifically as a consequence of the Regulation 19 growth strategy. Demand should continue to be monitored with education and skills providers, including through the Local Skills Improvement Plan process. Where a demonstrable requirement arises for school-based sixth-form expansion, proportionate contributions may be sought.
- 5.80 No separate quantified adult-education infrastructure requirement has been identified through the Regulation 19 engagement undertaken for this IDP. Wider skills and adult-learning requirements will continue to be addressed through provider planning and relevant skills strategies rather than through a specific IDP infrastructure project at this stage.

Adult Education and Skills

Current Provision and Existing Plans

- 5.81 Adult education and skills provision forms an important part of Swindon's wider education and employment infrastructure. Provision encompasses adult community learning, further and higher-level education, English and maths, digital skills, employability and vocational training, apprenticeships and opportunities for residents to upskill or retrain throughout their working lives.

- 5.82 Adult learning for those aged 19 and over is supported principally through the Adult Skills Fund (ASF), which replaced the Adult Education Budget. Responsibility for adult skills policy transferred from the Department for Education to the Department for Work and Pensions in September 2025, with the Department for Education continuing to implement the ASF on its behalf.
- 5.83 The Swindon Skills Strategy 2025–2030¹² provides the current strategic framework for skills and employment in the Borough. It is Swindon's first dedicated Skills Strategy and seeks to ensure that young people and adults have the skills needed to succeed and that employers have access to an appropriate pipeline of skills. Its priorities include improving access to employment and skills support, reducing inequalities in access to learning, responding to employer skills needs and developing the local skills offer collaboratively with employers, education providers and residents.
- 5.84 The Skills Strategy identifies a continuing need to improve access to learning and employment support, particularly for residents who face barriers to employment, and to provide opportunities for upskilling and retraining at all levels. It also identifies the need for provision to respond to changing employer requirements, including technical, digital and net-zero skills. The strategy is proposed to be overseen by a Skills Swindon Strategic Stakeholder Board, supported by a three-year Skills Action Plan and monitoring framework.
- 5.85 SBC's Adult Community Learning (ACL) service provides a flexible community-based learning offer. At the time of preparing the IDP, the service provides more than 100 free courses to over 750 eligible learners across approximately 40 locations each year, with courses delivered both face-to-face and online. Current provision includes English, maths, digital skills, employability, English for Speakers of Other Languages (ESOL), health and wellbeing and family learning.¹³
- 5.86 Adult learning is also provided at New College Swindon. Its Adult Education Centre is currently based at the Queens Drive campus and provides flexible daytime and evening learning for adults aged 19 and over, including employability, functional English and maths, ICT and tailored learning.

Establishing Adult Education and Skills Requirements

- 5.87 Unlike statutory school-place provision, adult education and skills infrastructure does not generate a fixed requirement directly attributable to a particular number of new dwellings. Demand is influenced by population growth, demographic change, economic participation, employer requirements and changes in the structure of the local economy.
- 5.88 The SLP will nevertheless increase Swindon's resident population and support substantial employment growth, and it is reasonable to expect demand for adult learning, retraining, digital and basic skills, employment support and vocational training to increase over the Plan period.

¹² Swindon Borough Council (2025), *Swindon Skills Strategy 2025–2030*

¹³ Swindon Borough Council, *Adult Community Learning*; and New College Swindon, *Adult Education Centre*

- 5.89 New College Swindon is well placed to expand further education and adult learning provision in response to changing demand. However, increased learner numbers could ultimately require additional premises or campus capacity.
- 5.90 Policy E4 of the SLP provides a direct mechanism for linking development with skills outcomes. It requires Local Employment and Skills Plans for major housing developments of more than 100 homes and commercial development of more than 1,000 sqm, addressing construction-phase skills needs and, where relevant, sustainable employment, apprenticeships and training opportunities associated with the operational development.
- 5.91 Overall, no standalone adult education or skills capital project has been identified as being required solely to support the SLP growth strategy at this stage. The principal infrastructure planning consideration is to maintain and, where necessary, expand a flexible and accessible network of learning spaces as the Borough grows. This may include existing college facilities, libraries, community centres, schools and multipurpose community hubs within new development. Demand and capacity should continue to be monitored through implementation of the Swindon Skills Strategy and associated Action Plan. Where future evidence identifies a requirement for dedicated additional floorspace or facilities, this should be reflected in subsequent updates to the IDS once the scale, location, cost and delivery mechanism are sufficiently defined.

6 Transport and Highways Infrastructure

6.1 Transport and highways infrastructure is a critical component of the Infrastructure Delivery Plan. The transport network supports the movement of residents, workers, visitors and freight across Swindon and plays an important role in supporting economic growth, access to services, health and wellbeing, and the provision of sustainable communities.

6.2 This section considers the following infrastructure:

- Highways;
- Public Transport (Rail and Buses); and
- Active Travel.

6.3 The chapter has been prepared having regard to the Regulation 19 Swindon Local Plan (SLP), SBC and National Highways engagement, the Local Transport Plan and supporting transport strategies, and the transport modelling and emerging mitigation work being undertaken to support the SLP.

6.4 At the time of preparing the IDP, the SATURN and VISSIM modelling and detailed testing of the transport mitigation package remain ongoing. SBC Highways and its transport consultants have identified a mitigation package which represents their current best assessment of the infrastructure likely to be required to support the Regulation 19 growth strategy. The package has been developed using the existing transport evidence base, known network constraints, committed and planned infrastructure and the emerging modelling outputs, and provides a sufficiently robust basis for the IDP and IDS. The final modelling may refine the scope, cost, phasing or attribution of individual measures, or identify additional requirements.

6.5 The Infrastructure Delivery Schedule (IDS) contains the detailed project-level position, including costs, phasing, funding, development relationships, dependencies and delivery responsibilities where known. It distinguishes established and committed infrastructure from additional Regulation 19 mitigation and measures whose precise scope remains subject to ongoing modelling.

Overarching Highways and Transport Context

Key Strategy Documents and Transport Strategy

6.6 SBC is the Local Highway Authority and Local Transport Authority for the Borough and is responsible for the local highway network and strategic planning of local transport. The Local Transport Plan provides the principal framework for the Council's transport policies, investment priorities and delivery programmes.

6.7 SBC's Local Transport Plan Refresh (LTP4)¹⁴ was published in January 2022. LTP4 seeks to improve journey-time reliability for buses and highway users, improve road safety, increase the use of public transport, walking and cycling, reduce reliance on the private car, improve connections between housing, employment and services, reduce environmental impacts and improve the quality of the public realm. These objectives

¹⁴ Swindon Borough Council (2022), *Local Transport Plan Refresh – LTP4*, January 2022

reflect an Avoid-Shift-Improve approach in which the need to travel and private-car demand are reduced where possible before additional highway capacity is considered.

6.8 The LTP Implementation Plan 2026/27–2029/30¹⁵ translates this strategy into shorter-term investment. It identifies programmes for highway maintenance, traffic management, road safety, public transport and active travel.

6.9 SBC also has an adopted Local Cycling and Walking Infrastructure Plan (LCWIP)¹⁶ which provides the strategic basis for identifying priority walking and cycling improvements. The 2022 LCWIP identified an initial programme of approximately £45 million of investment over ten years.

6.10 Road safety and air quality are also integral to the transport strategy. LTP4 identifies improved road safety for all users as a strategic outcome, while the current Implementation Plan includes dedicated Safe Routes to School and collision-reduction programmes. The Kingshill Air Quality Action Plan 2024–2028¹⁷ seeks to reduce transport-related emissions through measures including restrictions on through HGV traffic, modal shift, bus improvements, active travel and integration of transport and air-quality modelling when planning future growth.

6.11 Major recent investment has also reshaped movement through the town centre, including the £33 million Fleming Way scheme, which opened in August 2025 and provides a new bus interchange, public realm and cycle infrastructure.

Local Plan Policy Context

6.12 The transport vision is at heart of the SLP. Policy ST1 seeks a sustainable, reliable and well-connected transport system which supports economic and housing growth while addressing climate change and air quality. The Plan places particular emphasis on providing realistic alternatives to private-car travel and seeks progressively greater reductions in car trips through sustainable transport measures.

6.13 Policy ST2 promotes a transport hierarchy which requires development to prioritise walking, cycling, wheeling and other active modes, followed by public transport and then other modes including the private car. Policy ST3 requires development to be accessible by all modes, integrated with sustainable transport networks and to demonstrate capacity and appropriate mitigation where impacts arise. Policy ST4 requires transport infrastructure to be designed for safe and inclusive movement by all modes.

6.14 Policy ST6 identifies a series of transport interventions required to support the Local Plan growth strategy. The essential highway schemes comprise the Tadpole North left-in/left-out junction onto the A419; the Kingsdown Improvement Package/A419 Cold Harbour junction, including Kingsdown Bridge; partial widening/dualling of Lady Lane north and south around Blunsdon and Tadpole North; the New Eastern Villages package, including key A419 junction improvements and the M4 Junction 15 scheme; completion

¹⁵ Swindon Borough Council (2026), *LTP Implementation Plan 2026/27–2029/30*

¹⁶ Swindon Borough Council (2022), *Swindon Local Cycling and Walking Infrastructure Plan*, April 2022

¹⁷ Swindon Borough Council (2024), *Kingshill Air Quality Action Plan, Version 1.1 – 2024*

of the Southern Connector Road; and changes to the former Honda A419 junction associated with the consented development.

- 6.15 Policy ST6 also identifies a number of measures subject to ongoing study and assessment. These comprise the A420/Great Stall East Park and Ride and associated junction and road-space measures; continued assessment of the Great Stall West Green Bridge; M4 Junction 16 and the Wichelstowe Bus Gateway; Borough-wide BSIP, LCWIP and bus-priority measures; and the Swindon Railway Station North Star/Great Western Way northern access and south-side public transport interchange.
- 6.16 The status and level of definition of these measures varies. Some comprise committed or consented infrastructure, while others remain subject to transport modelling, feasibility work, detailed design or further agreement with National Highways and other infrastructure providers. The IDP therefore distinguishes the final Policy ST6 position from additional or previously identified transport measures which remain relevant through the wider transport evidence base.
- 6.17 Policy SDA07 also separately identifies Great Stall Bridge and the Express Bus Network, including sustainable transport links and a new bridge link across the A419, and highway links between development islands to secure connections between New Eastern Villages parcels. These are retained in the IDS as established Local Plan requirements, with the residual scope, delivery status, cost and funding position to be confirmed against the existing NEV infrastructure programme.
- 6.18 The IDP has therefore been prepared on the basis that transport mitigation should both enable planned growth and support the SLP's wider sustainable transport objectives. Highway capacity improvements are not treated as the default response to growth: targeted highway intervention forms part of a wider package alongside public transport, active travel, travel planning and behavioural change.

Highways

Current Context

- 6.19 Responsibility for highways infrastructure within Swindon is shared principally between SBC and National Highways. National Highways manages the Strategic Road Network (SRN), comprising the M4 and A419 within the Borough. SBC manages the local highway network and the Major Road Network, including the A420.
- 6.20 Swindon benefits from strong strategic road connectivity. The M4 provides east-west connections towards London, Bristol and South Wales through Junctions 15 and 16; the A419 connects the M4 northwards towards Cirencester and the A417; and the A420 provides the principal connection towards Oxford. Other important routes include the A3102 towards Royal Wootton Bassett and the internal radial and orbital network, including Cricklade Road, Queens Drive, Great Western Way and Thamesdown Drive.
- 6.21 This road accessibility is accompanied by comparatively high dependence on the private car. The SLP identifies that approximately 78% of Borough residents travelling to work do so by private vehicle, while vehicle mileage has increased over the longer term.

Existing congestion and capacity constraints therefore restrict growth and reduce journey-time reliability on both the local and strategic highway networks.

6.22 Existing pressures are particularly relevant on the A419 corridor, at the interface with the M4 and on parts of the urban network. There are peak-period constraints on the A419 and potential constraints associated with M4 Junction 16. SBC engagement has also identified constraints with M4 Junctions 15 and 16, Great Western Way and north-south connectivity in Swindon across the railway as important network considerations. National Highways has additionally highlighted continuing capacity and safety concerns around Blunsdon and Kingsdown and the cumulative effect of development on the A419.

6.23 Significant highway investment has already been delivered to accommodate committed growth, particularly in east Swindon. The NEV programme has included completed improvements at White Hart, Gablecross, Nythe/Piccadilly and Greenbridge, representing substantial investment in A420 and A419-related capacity. The A420 Eastern Access at Rowborough remains to be delivered. The Southern Connector Road has been constructed between the NEV and Commonhead, although remedial and completion works remain.

6.24 Existing committed infrastructure also includes the Wichelstowe Southern Access. The M4 underpass and southern roundabout have been completed and the Council-led element of the scheme is almost complete; developers are responsible for completing Wichel Way and connecting it into Wichelstowe before the route can open fully.

6.25 These established investments form part of the baseline against which the additional effects of growth are assessed and are not double-counted as new Local Plan mitigation.

Establishing Future Highways Infrastructure Requirements

6.26 Development proposed through the SLP will increase travel demand across Swindon. The spatial strategy includes substantial growth within the existing urban area and town centre, continued development at Wichelstowe and the New Eastern Villages and significant growth around Kingsdown, North Tadpole, Blunsdon, Highworth and Wroughton.

6.27 SBC and its consultants are undertaking strategic transport modelling to assess the effects of the Regulation 19 growth strategy. The modelling includes the SATURN strategic model and more detailed VISSIM work where required. National Highways remains engaged in this process.

6.28 The evidence available to date indicates that growth will increase pressure on existing local and strategic highway constraints, but those impacts are not uniform across the Borough. Particular attention is required around the A419 and northern growth areas, while the cumulative interaction between Swindon growth, adjoining development and the M4 also needs to be considered. National Highways has highlighted the limited scope for conventional capacity expansion on some constrained corridors.

- 6.29 Sustainable transport measures are central to the mitigation strategy in reducing the additional number of car trips generated by development. However, the evidence identifies that targeted highway intervention is required to unlock development, provide safe access or mitigate residual network impacts. The mitigation strategy consequently combines targeted highway works with bus, active travel, travel-planning and behavioural-change measures.
- 6.30 SBC Highways and its transport consultants have prepared a Regulation 19 transport mitigation package which represents their current best assessment of the measures required to mitigate the transport effects of the SLP growth strategy. The package incorporates established infrastructure requirements arising from previous Local Plan work, committed and planned schemes. It has therefore been used as the principal infrastructure assumption for the IDP and IDS.
- 6.31 SBC and its consultants have a high degree of confidence that the package captures the principal transport infrastructure requirements arising from the current growth strategy. However, the strategic modelling remains in progress and its purpose includes testing the effectiveness and interaction of these measures. The final modelling may therefore result in changes to the detailed design, scale, phasing, cost or development attribution of individual interventions, and may identify additional or alternative measures.
- 6.32 Where transport mitigation is necessary to make development acceptable, it will need to be delivered directly or funded through appropriate developer contributions, subject to the statutory planning-obligation tests and viability. Section 278 agreements will generally be required for developer works to the public highway, while Section 106 contributions may be appropriate for wider or cumulative mitigation. SBC Highways has confirmed that contributions from multiple developments can be pooled where necessary to support shared transport infrastructure. External transport funding may also contribute to strategic schemes but should only be assumed where a funding source has been identified with sufficient certainty.

Required Highways Infrastructure to address Proposed Growth

- 6.33 On the basis of the current transport evidence and the mitigation package prepared by SBC Highways and its consultants, the IDP identifies a combination of existing committed infrastructure, established Local Plan highway requirements and additional Regulation 19 mitigation required to support the SLP. The most significant infrastructure requirements relate to the A419 and northern growth corridor, continued delivery of infrastructure serving Wichelstowe and the NEV, and targeted improvements across the wider urban network.
- 6.34 Delivery responsibility varies between measures. Site-access infrastructure and works that principally enable a single allocation are generally expected to be developer-led. Larger corridor and junction schemes may serve several allocations or address cumulative Local Plan effects and are therefore likely to require coordinated developer contributions alongside SBC, National Highways and, where available, external funding.

Identified Highways Mitigation Project	Project Detail / Current IDP Position
Tadpole North A419 junction	- Scheme comprising a new left-in/left-out junction onto the A419. - Expected to be developer-led and subject to detailed design, modelling and National Highways agreement.
B4534 Lady Lane improvements	- Scheme comprising partial widening/dualling north and south around Blunsdon and Tadpole North. - Forms part of the wider northern growth package.
NEV Package – A419/M4 Junction 15 mitigation	- Substantial infrastructure has already been delivered for NEV. - The IDS retains potential top-up mitigation at relevant A419 junctions where demonstrated necessary through the completed transport modelling.
Southern Connector Road – completion/remedial works	The road has been constructed but remedial/completion works remain before it can become fully operational/adopted.
Kingsdown Improvement Package / A419 Cold Harbour, including Kingsdown Bridge	- Scheme and key longer-term requirement for Kingsdown and wider northern growth. - The bridge remains dependent on completion of the S106 and subsequent delivery and represents a significant delivery dependency.
Honda / A419 – Panattoni Park junction works	- Scheme associated with the consented former Honda development. - Works include changes to the A419/Honda junction arrangements and will be delivered in accordance with the consented development programme.
A420 / Great Stall East Park and Ride and associated works	- Includes Park and Ride provision and associated junction and road-space measures. - Scope and delivery remain subject to further transport work.
Great Stall West Green Bridge	- Continued assessment of the proposal required. - No firm delivery or cost assumption is presently made pending the outcome of that work.
M4 Junction 16 / Wichelstowe transport package	- Further assessment of M4 Junction 16 in conjunction with the Wichelstowe Bus Gateway. - Current requirements remain subject to modelling and the detailed development position. The Bus Gateway is considered separately in Table 6.3.
NEV highway links between development islands	Policy SDA07 requires highway links to secure connections between NEV development parcels.

Identified Highways Mitigation Project	Project Detail / Current IDP Position
	Residual scope, status, cost and phasing remain TBC pending reconciliation with existing NEV commitments and delivery.

Table 6.1 – Principal Highway Infrastructure and Mitigation

6.35 Table 6.1 summarises the principal highway measures only. The IDS provides the more detailed project-level position, including current cost assumptions, phasing, development relationships, delivery responsibilities, funding, dependencies and whether schemes represent existing committed infrastructure or additional Local Plan mitigation.

6.36 SBC, its transport consultants and National Highways continue to work jointly to complete the Regulation 19 transport evidence and confirm the strategic road network mitigation position. A Statement of Common Ground (SoCG) is being prepared between SBC and National Highways to record the areas of agreement, outstanding matters and ongoing work associated with the Local Plan. The emerging SoCG identifies the A419, M4 Junctions 15 and 16, Kingsdown and Blunsdon, cumulative impacts of growth and the timing and delivery of mitigation as key strategic matters. It also records National Highways' support for a vision-led approach which seeks to reduce demand on the local and strategic road networks through sustainable transport measures.

6.37 Developers of SLP allocations will be expected to assess the relevant infrastructure and mitigation measures through their Transport Assessments and Travel Plans and to deliver or contribute proportionately towards those measures where necessary. This should include both site-specific access and movement requirements and a proportionate contribution towards wider cumulative mitigation where justified, ensuring that planned development can proceed without unacceptable impacts on highway safety or the operation of the local or strategic road network.

Railway Infrastructure

Current Provision and Strategic Context

6.38 Rail infrastructure forms an important part of Swindon's strategic transport network and wider sustainable transport offer. Swindon occupies an important position on the Great Western Main Line (GWML), providing strategic connections between London, Bristol, South Wales and the wider South West, alongside connections towards Cheltenham, Gloucester and Westbury. This connectivity supports Swindon's wider economic and sub-regional role and provides access to employment, education and other services beyond the Borough.

6.39 Railway infrastructure is owned and managed by Network Rail, which is responsible for the operation, maintenance and renewal of track, signalling, bridges and other operational railway assets. Swindon Railway Station is managed by Great Western Railway (GWR). SBC also has an important role in transport planning, interchange and regeneration around the station, meaning that future rail infrastructure planning requires continued collaboration.

- 6.40 Swindon Railway Station is the only operational passenger railway station within the Borough. It has four platforms and provides frequent strategic connections, including services towards London Paddington, Bristol, South Wales, Cheltenham and Gloucester.
- 6.41 The Local Plan places significant emphasis on maximising the benefits of this existing connectivity. The Central Area is identified as a major sustainable growth and regeneration location and benefits directly from Swindon Railway Station and the Fleming Way public transport interchange. Policy SDA01 identifies 4,064 new homes within the Central Area over the Plan period, with capacity to deliver a further 1,145 homes beyond 2043.
- 6.42 Policy ST5 seeks to improve integration between development and the rail network. Development within the Central Area is expected to promote access to Swindon Station through improved bus integration, travel plans and access strategies, and collaboration with GWR, Network Rail and other partners to reinforce the station's role as a mobility hub.
- 6.43 Swindon also has an important wider strategic rail role. A number of potential future passenger-service enhancements are being considered, including improved Bristol–Oxford connectivity via Swindon, longer-term connections towards the East West Rail corridor, potential Birmingham–Swindon services associated with the Midlands Rail Hub, and increased frequency on the TransWilts route between Swindon and Westbury. These proposals have the potential to improve Swindon's strategic connectivity but remain dependent on separate business cases, funding, network capacity and rail-industry delivery processes.
- 6.44 Rail freight also forms part of the wider transport context. The GWML is an important freight corridor, although much rail freight passes through the Borough rather than terminating within it. Policy E3 of the Local Plan safeguards Hawksworth Depot and the Swindon Sidings as railway infrastructure important for freight movement capability, while Policy ST7 seeks to protect rail-connected land, maximise opportunities for rail freight and encourage intermodal interchange.
- 6.45 South Marston also remains strategically important railway land. GWR confirmed through IDP engagement that the site is currently being used for stabling rolling stock and is expected to retain this operational role in the short term. Sufficient adjoining land is also important to provide access, loading and unloading space and retain the potential for future freight or railway use. Network Rail is not, however, currently progressing a defined enhanced freight terminal at South Marston.

Establishing Future Railway Infrastructure Requirements

- 6.46 Development proposed through the Swindon Local Plan 2043 will increase travel demand across the Borough, including demand for rail travel. Through engagement with Network Rail and GWR no specific immediate network-capacity intervention was identified as being required as a consequence of Local Plan growth.
- 6.47 No firm requirement for an additional platform at Swindon Station was identified at this stage, although future platform additions or wider capacity requirements are being

considered. Plans will continue to depend on the form and frequency of future passenger services and wider corridor capacity planning.

- 6.48 The wider passenger-service proposals identified previously are not treated as infrastructure requirements arising from the Regulation 19 Local Plan. They remain important strategic context and are expected to provide wider benefits to Swindon during the Plan period, however their progression will be determined through separate rail-industry investment and business-case processes rather than as a result of Local Plan development.
- 6.49 A potential new railway station to the east of Swindon has also previously been considered in association with the New Eastern Villages. Network Rail subsequently confirmed that a new station is not currently a Network Rail priority or committed project. Further feasibility work and a Strategic Outline Business Case would be required to progress the proposal, and wider railway infrastructure could also be required to accommodate additional stopping services.
- 6.50 A new station is instead regarded as a longer-term strategic opportunity. The Local Plan and future development should, where appropriate, avoid prejudicing the ability to consider such a proposal should it be progressed in the future.
- 6.51 The principal relationship between rail infrastructure and Regulation 19 growth arises around Swindon Railway Station and the Central Area. Policy SDA01 allocates substantial brownfield development around the station, including CA01 North Star, CA02 North Star House and CA03 Swindon Station Redevelopment.
- 6.52 The railway also creates a physical barrier through the Central Area. Policy SDA01 therefore seeks improved permeability and legibility and specifically identifies the need to address severance caused by the railway. Improved access to and through the station consequently has both a transport function and a wider placemaking and regeneration role.
- 6.53 Policy ST6 identifies the Swindon Railway Station North Star / Great Western Way northern access as one of the transport improvements which development is expected to support and contribute towards.
- 6.54 Engagement with Network Rail and GWR confirmed that the wider station proposition includes a proposed new northern station entrance, relocation of station car parking to the north of the railway, improved access between the station and surrounding development, and better integration with walking, cycling and public transport. Relocating the station parking would also release land on the existing station side for commercial development as part of the wider regeneration opportunity. The northern entrance forms an important component of the wider Swindon Gateway / Knowledge Central regeneration proposition.
- 6.55 A separate requirement has also been identified for improvements to the south side of Swindon Station to accommodate increased passenger use and improve integration between rail, bus and active travel. This would include an improved ticket hall with additional ticket gates and enhanced customer facilities, together with a new rail, bus

and active travel interchange incorporating improved bus stops and shelters, real-time passenger information, better wayfinding between the station and town centre and secure cycle-hub provision.

- 6.56 The relationship between the southern interchange and the wider station redevelopment will depend partly on the future of Signal Point. If Signal Point is to be demolished, there may be an opportunity to incorporate the southern entrance and interchange within a wider redevelopment scheme. If the building is retained and retrofitted, improvements to the southern station entrance, passenger facilities and interchange would still be required.
- 6.57 Both projects remain subject to further feasibility and masterplanning. Network Rail has provided an indicative estimate of approximately £30–40 million for the new northern station entrance and associated works. This includes the relocation of station car parking to the north of the railway, enabling land around the existing station to be released for commercial development, alongside improved northern access and integration with surrounding development. The northern entrance is currently considered more likely to come forward from around 2030 onwards.
- 6.58 Network Rail/GWR has separately identified an indicative £3–5 million cost for the south-side station and public transport interchange improvements if delivered as a standalone scheme. The final scope of the projects will need to establish any overlap between these estimates to avoid double counting.
- 6.59 Developer contributions are expected to form part of the funding package for station and access improvements where a clear relationship with development can be demonstrated.
- 6.60 Section 106 and CIL were identified as potential funding mechanisms. The station scheme should not, however, be assumed to rely solely on developer contributions, and a wider funding package is likely to be required. Further masterplanning will be necessary to determine the scale, timing and apportionment of contributions from individual developments.

Railway Infrastructure Identified to address Proposed Growth

- 6.61 Overall, engagement with Network Rail and GWR has not identified a strategic rail-network capacity constraint arising from the Regulation 19 housing and employment growth strategy. However, increased use of Swindon Station associated with growth, particularly within the Central Area, reinforces the requirement to improve passenger facilities, station access and interchange.
- 6.62 The principal identified railway infrastructure requirements associated with Local Plan delivery are therefore the wider Swindon Station / Gateway enhancement and North Star–Great Western Way northern access, and the south-side station and public transport interchange. These are closely related components of the wider station proposition but are identified separately because their scope, timing and delivery may differ. This is identified in Table 6.2.

SDA/ Related Planning Policy / Identified Project	Identified Infrastructure Requirement	Notes/detail
SDA01 – Swindon Central Area / ST5 and ST6	Swindon Railway Station / Gateway Enhancement and North Star–Great Western Way Northern Access	- Emerging station and regeneration package including a proposed new northern station entrance, relocation of station car parking to the north of the railway, improved northern access, passenger facilities, sustainable-access improvements and integration with surrounding development. - Relocation of parking would release land around the existing station for commercial development as part of the wider Gateway proposition. - Delivery potentially from around 2030 onwards, subject to feasibility and masterplanning. - Indicative Network Rail estimate: £30–40m. - Relevant Central Area development expected to contribute where appropriately related, alongside wider funding sources.
SDA01 – Swindon Central Area / ST5 and ST6	Swindon Station South-Side Public Transport Interchange and Customer Facilities	- Improvements to accommodate increased passenger use and strengthen integration between rail, bus and active travel. Expected to include improved ticket hall and additional gates, enhanced customer facilities, improved bus stops/shelters and real-time information, town-centre wayfinding and secure cycle-hub provision. - May be integrated into wider redevelopment if Signal Point is demolished or delivered separately if Signal Point is retained. - Indicative Network Rail/GWR standalone cost estimate: £3–5m.

Table 6.2 - Identified Railway Infrastructure Requirement

6.63 Wider rail initiatives, including enhanced Bristol–Oxford and Birmingham connections, other passenger-service enhancements, a potential new station east of Swindon and future rail-freight opportunities at South Marston, remain important components of Swindon's wider strategic transport context. They are not, however, currently identified as infrastructure required to support delivery of the SLP and are therefore not treated as Local Plan mitigation projects within the IDS.

- 6.64 Operational railway assets and safeguarded railway land will continue to require appropriate consideration through individual development proposals. Development affecting operational railway land, access arrangements, bridges, crossings or other railway assets should engage with Network Rail at an early stage, with any site-specific mitigation identified and secured through the development-management process.
- 6.65 The IDS therefore identifies two linked station infrastructure projects associated with Local Plan growth: the wider Swindon Railway Station / Gateway enhancement and northern-access project, and the south-side station and public transport interchange. Their precise relationship will be determined through ongoing station feasibility and masterplanning work.

Bus Services

Current Context

- 6.66 Bus services form an important part of Swindon's public transport network, providing access to the town centre, employment areas, education, healthcare, Swindon Railway Station and destinations beyond the Borough. They are particularly important for residents without access to a private car and support the wider objectives of reducing car dependency, congestion and transport-related emissions.
- 6.67 The local bus network is principally operated by Swindon's Bus Company and Stagecoach West, with a smaller number of rural and cross-boundary services operated by other providers. SBC, as Local Transport Authority, has responsibility for coordinating and supporting local bus provision and associated infrastructure. Since September 2023, the Council and operators have worked through a formal Enhanced Partnership arrangement.
- 6.68 The Swindon Bus Service Improvement Plan 2024 (BSIP)¹⁸ sets the strategic direction for bus services to 2035. Its objective is to establish a faster, more reliable, accessible, frequent and better-connected bus network that provides a realistic alternative to the private car. Bus patronage has continued to recover following the pandemic but remained below previous levels when the BSIP was prepared, with approximately 9.6 million passenger boardings in 2023/24 compared with a 2019 baseline of 11.9 million.
- 6.69 Swindon's urban area is relatively well served by bus services, although service frequency and network coverage vary across the Borough. The principal network is focused on Swindon urban area and routes connecting the town centre with surrounding residential and employment areas, Highworth, Wroughton and neighbouring settlements. Rural and lower-density areas are less comprehensively served, with some services requiring public support and cross-boundary coordination.
- 6.70 LTP4 identifies improved bus journey times and reliability, increased public-transport use, reduced private-car dependency and improved connections between housing, employment, leisure facilities, the town centre and railway station as key transport outcomes. It recognises that achieving these outcomes will require quality bus corridors,

¹⁸ Swindon Borough Council (2024), *Bus Service Improvement Plan 2024 – Destination: Swindon – Net Zero*

bus priority, network-management measures, improved stops, better passenger information, Park and Ride and improved interchange.

- 6.71 Significant investment has already been made in the town-centre bus network, particularly through the Fleming Way Bus Interchange, which now provides the principal town-centre interchange and forms an important part of the baseline public-transport infrastructure. The BSIP and engagement with Network Rail also identify improved integration between Fleming Way and Swindon Railway Station, including passenger information and wayfinding, as an important component of the wider network.
- 6.72 SBC is also continuing a wider programme of bus-service and infrastructure improvements through the BSIP and its 2025/26 Delivery Plan¹⁹. This includes supported and enhanced services, bus-priority infrastructure, traffic-signal priority, improvements to bus stops and shelters and real-time passenger information.
- 6.73 Demand Responsive Transport (DRT) is intended to complement the core fixed-route network, particularly in lower-density and rural areas. The BSIP envisages a core network operating at least half-hourly, with DRT serving areas where conventional fixed-route provision is less viable and connecting passengers into the core network through mobility hubs and other interchange points.

Establishing Future Bus Infrastructure Requirements

- 6.74 Growth proposed through the SLP will increase demand for bus services and infrastructure and provides an opportunity to increase the proportion of trips made by public transport. This is particularly important for larger allocations and peripheral development, where high-quality bus connections should be incorporated into site layouts and delivered sufficiently early to influence travel behaviour.
- 6.75 The wider programme of bus investment identified through LTP4 and the BSIP should not, however, be regarded as arising as a consequence of Local Plan growth. Measures such as bus-priority improvements, mobility hubs, enhanced passenger information, interchange improvements and DRT form part of SBC's wider strategy to improve the existing network, address existing journey-time and accessibility issues and increase bus use across the Borough. Local Plan growth reinforces the need for, and will benefit from, these measures and may contribute proportionately towards them where there is an appropriate relationship with development.
- 6.76 Policy ST5 provides the principal Local Plan policy framework for bus infrastructure. It supports implementation of the BSIP through new bus lanes, bus gates, traffic-signal priority, improved network coverage and DRT and also identifies potential mobility hubs. These proposals represent strategic opportunities to improve Swindon's public-transport network and support sustainable growth.
- 6.77 Policy ST2 also requires development to maximise access to public transport and protects existing and planned bus-improvement corridors, enhanced bus routes and mobility hubs from development which would compromise their delivery. The Local Plan

¹⁹ Swindon Borough Council (2025), *Bus Service Improvement Delivery Plan 2025/26*

therefore establishes both a development-management requirement for individual sites and a strategic basis for wider bus infrastructure investment.

6.78 This approach is supported by the Regulation 18 representations submitted jointly by Swindon's Bus Company and Stagecoach West. The operators supported the move towards a more compact and sustainable spatial strategy and emphasised the importance of locating growth where existing services, facilities and public transport can be efficiently used. They particularly supported strengthening the role of Swindon Central Area as a public-transport and sustainable-movement hub.

6.79 The operators also emphasised that bus requirements vary considerably by growth location. At the New Eastern Villages, concerns were raised that delays in delivering key highway connections and inefficient internal routing could undermine bus reliability and the long-term commercial viability of services. At Wichelstowe, existing bus services and previously planned bus-priority infrastructure form an important part of the transport strategy. In contrast, the operators considered that Wroughton's existing bus network could provide a strong basis for serving growth, subject principally to good pedestrian access and appropriate stop infrastructure rather than routing buses through every new development.

6.80 SBC Highways has similarly advised through engagement that bus provision should be considered as part of an integrated transport system rather than as a series of isolated projects. Growth is being directed around key public-transport corridors and improvements to primary corridors through measures such as bus priority and signal prioritisation will be important in maintaining competitive journey times. The New Eastern Villages–town centre corridor was specifically identified as a priority.

6.81 This notwithstanding, the IDP seeks to distinguish between infrastructure required as a direct consequence of development from wider measures which address existing network constraints or support the Borough's strategic transport objectives. This distinction is particularly important when establishing developer contributions and avoiding attribution of the full cost of wider network improvements to Local Plan development.

6.82 The Regulation 19 transport mitigation package prepared by SBC Highways and its transport consultants provides the current working assumption for measures with a more direct relationship to planned growth.

Required Bus Infrastructure to Address Proposed Growth

6.83 The bus infrastructure position for the SLP therefore can be divided into two categories:

- growth-related strategic mitigation, comprising measures which support more than one development or address the cumulative transport effects of planned growth; and
- site-specific requirements, comprising bus infrastructure or service support required directly to ensure individual developments are accessible by public transport.

6.84 Wider BSIP and LTP measures will also support the delivery of sustainable growth but are not treated as Local Plan infrastructure requirements unless a sufficiently clear relationship with planned development has been established.

6.85 Table 6.3 identifies the principal bus infrastructure requirements with a sufficiently clear relationship to SLP growth. Wider BSIP and LTP investment is described above as part of the baseline and strategic transport programme but is not repeated within the table or IDS unless it forms part of an identified Local Plan mitigation requirement.

Infrastructure / measure	Relationship to SLP growth	Current position
Wichelstowe Bus Gateway and associated bus-priority measures	Direct / established relationship with SDA06	- The Bus Gateway would restrict general through traffic while prioritising bus and active-travel movements. - TH09 also includes creation of a fourth arm at the Redposts Drive / A3102 Wootton Bassett Road junction to serve The Sidings development. - The fourth arm relates to S/OUT/21/0181, which is currently pending determination. SBC has advised that a positive resolution is expected and the Section 106 agreement is in preparation. Delivery remains dependent on the grant of planning permission and subsequent detailed approval. - The relationship with the wider Wichelstowe/M4 Junction 16 package should be retained.
NEV-Central Swindon bus corridor improvements	Supports existing committed development and further SDA07 growth	- SBC Highways identifies this as a priority public-transport corridor. Bus operators have also raised concerns regarding route efficiency and the timely delivery of connections within NEV. - Detailed intervention remains to be confirmed through transport work.
Redposts Drive / Wootton Bassett Road junction and bus gate	Shared/cumulative growth-related mitigation	- Multi-modal intervention identified through Policy ST6. Relevant to Wichelstowe and the wider southern corridor. - Already identified in the highway package and should be cross-referenced rather than duplicated as a separate cost.
Site-specific bus infrastructure and service support	Directly attributable where required	- Major allocations may require stops, shelters, bus-capable layouts, service extensions or pump-priming contributions. - Exact requirements to be established

Infrastructure / measure	Relationship to SLP growth	Current position
		through Transport Assessments, Travel Plans and engagement with SBC and operators.
Great Stall Bridge and Express Bus Network	Supports existing committed development and further SDA07 growth	• Policy SDA07 identifies this as specific on-site infrastructure, including sustainable-transport connections and a new bridge link across the A419. • Residual scope, delivery status and cost remain TBC pending reconciliation with infrastructure already secured or delivered through the NEV programme.

Table 6.3 – Principal Bus Infrastructure Supporting Local Plan Growth

6.86 Developers will be expected to provide or fund the bus infrastructure necessary to make their development acceptable in transport terms. This may include direct delivery of on-site infrastructure, off-site works, Section 106 contributions towards services or infrastructure, Section 278 works where highway changes are required, and contributions towards wider bus corridor or interchange improvements where justified. Development should not, however, be expected to fund the remediation of existing deficiencies or the entirety of strategic BSIP measures where the need does not arise from the development.

6.87 The IDS therefore focuses on specific and shared bus infrastructure requirements associated with Local Plan growth. Wider BSIP and LTP programmes are not reproduced as Local Plan infrastructure projects unless their scope and relationship to development are sufficiently defined. This avoids double counting existing or planned transport investment and ensures that developer contributions are directed only towards proportionate growth-related requirements.

Active Travel

Current Context and Existing Provision

6.88 Active travel principally comprises walking, cycling and wheeling, alongside other forms of active and micromobility. SBC, as Local Highway Authority and Local Transport Authority, has the principal role in planning and coordinating the active travel network, with infrastructure also delivered through development and other transport investment programmes.

6.89 Active travel is an important component of Swindon's transport network. It can reduce reliance on private cars, improve access to services and employment, support health and wellbeing, reduce transport-related emissions and contribute to more attractive and inclusive places. It is also integral to public transport, with walking, wheeling and cycling providing first- and last-mile connections to bus stops, mobility hubs and Swindon Railway Station.

6.90 Swindon has more than 100 km of cycle paths, much of which is traffic-free, together with footways, public rights of way and the established Flyer routes into central

Swindon. However, provision varies in quality and coverage. The LCWIP²⁰ identifies missing links and weaker provision particularly within older parts of the urban area and between the existing network and new development.

- 6.91 The Regulation 19 Local Plan identifies declining active travel as an existing challenge. Since 2018, levels of walking and cycling in Swindon have fallen below those across the wider South West, while active travel to school fell by around 6% between 2014 and 2022. Increasing the attractiveness and practicality of active travel is therefore an important part of the wider transport strategy as well as the mitigation of future growth.
- 6.92 The published LCWIP provides the established framework for identifying improvements to the strategic walking and cycling network. It identifies 23 schemes, in total. The 2022 LCWIP represents the first phase of a longer-term programme and identified approximately £45 million of potential investment over ten years.
- 6.93 The LCWIP is currently being updated. SBC's Performance Framework²¹ provides for completion of the final draft during 2026/27, Cabinet Member sign-off during Q3 and publication during Q4. The current LTP Implementation Plan similarly records that consultation on the revised draft closed in February 2026 and that the future scheme programme will be taken from the final updated LCWIP.
- 6.94 Active travel investment is also continuing through SBC's wider transport programme. The LTP Implementation Plan²² includes Local Transport Grant funding for LCWIP walking and cycling schemes and confirmed Active Travel England capital funding of £292,026 per annum between 2026/27 and 2029/30.

Establishing Future Active Travel Infrastructure Requirements

- 6.95 The SLP will increase demand for walking, cycling and wheeling infrastructure while creating opportunities to fill gaps in the existing network and connect new neighbourhoods with employment, schools, services, public transport and surrounding communities.
- 6.96 Policy ST2 places active travel at the top of the Local Plan's sustainable transport hierarchy, ahead of public transport and private motor vehicles. Development is expected to integrate with existing and planned walking and cycling networks and must not compromise existing or planned active travel routes, including public rights of way, unless appropriate alternative provision is made.
- 6.97 Policies ST3, ST4, and ST9 reinforce this approach by requiring development to support an integrated multi-modal network prioritising walking and cycling, provide secure cycle storage, and deliver infrastructure which is safe and inclusive. Policy ST4 also identifies measures including enhanced pedestrian crossings, traffic calming and additional cycle infrastructure which can be secured through the development process.

²⁰ SBC (2022), *Swindon Local Cycling and Walking Infrastructure Plan*, April 2022

²¹ SBC, *Swindon Plan 2024–2027: Performance Framework*

²² SBC (2026), *LTP Implementation Plan 2026/27–2029/30*

6.98 New development should therefore provide high-quality internal walking and cycling networks and connect directly and conveniently into the wider active travel network. Relevant development should consider both the published LCWIP and the emerging updated LCWIP when establishing the appropriate routes and off-site connections, while recognising that the final updated scheme programme remains subject to completion and approval.

6.99 SBC Highways has advised that the IDP should identify those LCWIP schemes with a sufficiently clear relationship to growth rather than reproducing the complete programme within the IDS.

Active Travel Infrastructure Requirements to address Proposed Growth

6.100 The active travel infrastructure requirements associated with SLP growth can therefore be divided into two categories:

- strategic growth-related connections, where planned growth increases the need for, or directly benefits from, improvements to a wider active travel corridor; and
- site-specific infrastructure, comprising the walking, wheeling and cycling routes, crossings and facilities required to ensure individual developments are sustainably connected.

6.101 Table 6.4 identifies the principal active travel infrastructure requirements with a sufficiently clear relationship to SLP growth. Wider LCWIP projects remain important to the Borough's sustainable transport strategy but are not repeated as Local Plan infrastructure requirements unless their relationship to development is sufficiently defined.

Infrastructure / measure	Relationship to SLP growth	IDP position
Central Swindon / station and town-centre active travel connections	Shared growth-related infrastructure, particularly SDA01	• Central Area growth increases the importance of safe walking and cycling connections between new development, Swindon Station, Fleming Way and the town centre. • Existing SBC work includes cross-town connectivity and integration of existing Flyer routes. • Active travel elements associated with the station projects should be cross-referenced to the rail infrastructure requirements rather than separately costed.
Wichelstowe-Wroughton / Wharf Road active travel corridor	Supports SDA06 and connectivity towards SDA12	• The published LCWIP identifies Wichelstowe-Wroughton connections. • The Inverary Road element has broadly been fulfilled, while the emerging LCWIP approach considers the full Wharf Road corridor.
Northern Swindon active travel connections – Blunsdon /	Supports cumulative northern growth	• The emerging LCWIP approach focuses on improving links between Blunsdon, Tadpole Garden Village and Abbey Farm, alongside wider northern active travel connections. • Relevant to the cluster of northern allocations.

Infrastructure / measure	Relationship to SLP growth	IDP position
Tadpole / Abbey Farm / Kingsdown		
NEV A420 / wider active travel connections	Supports existing committed NEV and additional SDA07 growth	- Active travel infrastructure forms part of the established NEV transport package. - Current Regulation 19 work also identifies road-space reallocation along the A420 to favour bus and active travel.
Site-specific active travel infrastructure	Directly attributable where required	- Development may require internal pedestrian and cycle routes, segregated facilities, crossings, connections to public rights of way and existing networks, cycle parking and associated public-realm measures. - Exact requirements to be identified through Transport Assessments, Travel Plans and detailed masterplanning.

Table 6.4 – Principal Active Travel Infrastructure Supporting Local Plan Growth

6.102 For other allocations the evidence currently identifies the need for sustainable and active travel connections but does not establish a separate strategic active travel project. These requirements should therefore generally be addressed through standard development management procedures aligned with policy.

6.103 Developers will be expected to provide or contribute towards active travel infrastructure where necessary to make development acceptable and sustainably accessible. Delivery may include on-site infrastructure, Section 278 works affecting the highway and proportionate Section 106 contributions towards wider routes where the development creates or materially adds to the need for the improvement.

6.104 The IDS focuses on defined strategic active travel projects with a demonstrable relationship to Local Plan growth and on specific requirements associated with individual allocations. Wider LCWIP and Active Travel England programmes are not reproduced as Local Plan infrastructure projects unless their scope and relationship to planned development are sufficiently defined.

Parking and EV Charging Infrastructure

6.105 Parking forms part of the wider transport infrastructure position. This includes the provision of public and private car parks, on-street parking and parking associated with new development.

6.106 Policy ST9 of the SLP provides the current framework for parking and EV provision. It requires development to support active and sustainable travel, comply with applicable parking standards, provide electric-vehicle charging in accordance with the Building

Regulations, avoid obstruction of walking and cycling routes and provide appropriate cycle parking. The policy also encourages reduced parking provision within the Central Area where appropriate.

- 6.107 No separate strategic car-parking infrastructure project is identified as required to support the SLP. Parking requirements should principally be addressed through development management and detailed site design.

Summary of Transport Infrastructure Requirements

- 6.108 Transport is one of the most significant infrastructure and viability considerations for the SLP. The scale and distribution of growth will increase demand across the local and strategic transport networks, while a number of existing constraints and previously identified infrastructure requirements remain relevant to the delivery of planned development.

- 6.109 The IDP and IDS identify a coordinated transport mitigation package comprising targeted highway improvements, public transport and bus measures, improvements to Swindon Railway Station and its surrounding interchange, active travel infrastructure and development-specific access and movement measures. Wider LTP, BSIP and LCWIP programmes will also support sustainable growth but are not treated as Local Plan mitigation unless a sufficiently clear relationship with development has been established.

- 6.110 The principal highway elements of the current Regulation 19 transport mitigation package are summarised in Table 6.1. It represents the best available infrastructure position prepared by SBC Highways and its transport consultants and provides an appropriate basis for infrastructure and viability planning. The package and individual project costs will continue to be refined through completion of the transport modelling, scheme optimisation, feasibility and detailed design, including Quantity Surveyor input where appropriate. This does not remove the requirement for development-specific Transport Assessments and Travel Plans, nor does it imply that each strategic scheme is attributable to, or should be funded wholly by, a single allocation.

- 6.111 The most significant transport delivery issues identified in the IDP are:
- **completion and agreement of the Regulation 19 transport evidence**, which may refine the scope, phasing, cost and attribution of individual mitigation measures;
 - **delivery of the northern Swindon transport package**, particularly the Kingsdown Bridge and associated A419, Lady Lane and junction improvements;
 - **completion of established infrastructure at the NEV and Wichelstowe**;
 - **delivery and funding of the Swindon Station infrastructure package**, including the northern access/Gateway proposal and south-side public transport interchange;
 - **early delivery of sustainable transport measures**, particularly bus and active travel connections serving major SDAs; and
 - **funding and apportionment of shared infrastructure**, recognising that several strategic measures address cumulative impacts or benefit multiple developments and will require coordinated developer contributions, SBC and National Highways involvement and, where available, external funding.

6.112 The IDS provides the detailed project-level position and should continue to be updated as modelling, scheme development and engagement progress. Individual planning applications will remain responsible for demonstrating that their transport impacts can be appropriately mitigated and for contributing proportionately towards the infrastructure necessary to support sustainable development.

7 Water Management and Flood Risk

7.1 This chapter considers the management of water and flood risk infrastructure across Swindon Borough, including:

- used water;
- potable water; and
- flood risk and surface water management infrastructure.

7.2 Water infrastructure is critical to supporting sustainable growth. It is required to provide safe and reliable water supply, manage wastewater, protect the water environment, reduce pollution, and manage flood risk. It is also an increasingly important infrastructure issue in the context of climate change, water scarcity, population growth, environmental protection and the delivery of new homes, employment and community infrastructure.

7.3 This chapter has been prepared with regard to the Regulation 19 SLP, the Water Cycle Study, Level 1 and Level 2 Strategic Flood Risk Assessments (SFRAs), engagement with SBC as Lead Local Flood Authority (LLFA), and the other available evidence at the point of preparing the IDP.

Used Water Infrastructure (Sewerage)

Current Context and Existing Provision

7.4 Used water, also referred to as wastewater, is water discharged from homes, businesses, institutions and other land uses that must be collected through the sewerage network, conveyed to a sewage treatment works (STW), treated to an appropriate standard and safely returned to the environment.

7.5 Adequate sewerage and wastewater treatment infrastructure is essential to sustainable development. Insufficient network or treatment capacity can increase the risk of sewer flooding, pollution and storm overflow discharges, while insufficient treatment capacity or environmental permit headroom can affect the ability of an STW to accommodate additional flows without adversely affecting receiving watercourses.

7.6 The Environment Agency regulates treated wastewater discharges through environmental permits, including requirements relating to Dry Weather Flow (DWF) and effluent quality.

7.7 Thames Water Utilities Limited (Thames Water) is the statutory sewerage undertaker serving Swindon Borough. It is responsible for the public sewerage network and associated pumping infrastructure and for the treatment of wastewater at STWs serving the Borough. Thames Water has confirmed through its Regulation 18 representation that wastewater infrastructure must be delivered alongside development to avoid sewer flooding, pollution and other adverse impacts.

7.8 Swindon is served by nine STWs: Swindon, Highworth, Wanborough, Blunsdon, Castle Eaton, Hannington, Sevenhampton, Shrivenham and Marlborough. Some of these works are located outside the Borough but receive wastewater from areas within it. The principal urban area and the majority of planned growth drain to Swindon STW, while the smaller settlements and rural areas are served by the remaining works.

7.9 A detailed Water Cycle Study (WCS)²³ has been prepared to support the Local Plan and assesses six STWs where development is expected to affect flows. Hannington, Castle Eaton and Sevenhampton serve populations of fewer than 10,000 and do not contain allocations within their catchments; consequently, modelling was not undertaken for these works.

7.10 Investment in the sewerage system is planned and funded through a combination of Thames Water's statutory duties, five-year Asset Management Plan (AMP) periods and customer/developer charging arrangements. The current AMP8 period runs from 2025 to 2030.

7.11 Thames Water has emphasised that Local Plan allocations are an important input to its investment planning and that sufficient lead-in time is required to plan and deliver reinforcement. Thames Water identified indicative lead times of approximately 18 months to three years for local network upgrades and three to five years for more strategic treatment solutions.

7.12 Longer-term drainage and wastewater investment is also being considered through Thames Water's emerging statutory DWMP28²⁴, covering 2030–2055. DWMP28 is intended to consider the full range of drainage and sewerage investment requirements, including growth, climate change, asset condition, operational requirements and WINEP obligations.

7.13 Statutory wastewater undertakers are responsible for delivering necessary off-site network reinforcement where required. Developer connections, requisitions and infrastructure charges are managed through the statutory charging framework and the relevant undertaker's developer charging arrangements. Developers are expected to engage with Thames Water at an early stage of their development proposal in order to confirm connection points, local network capacity, reinforcement requirements, costs, phasing and delivery timescales.

Establishing Used Water Infrastructure Requirements

7.14 Development proposed through the SLP will increase wastewater flows requiring collection, conveyance and treatment. The scale of growth proposed means that wastewater infrastructure is a key issue for the IDP.

7.15 Policy INF2 of the SLP requires development to demonstrate adequate on- and off-site sewerage capacity.

²³ Wallingford HydroSolutions (2026), *Swindon Borough Council Water Cycle Study*

²⁴ Thames Water Utilities Limited (2026), *Our Drainage and Wastewater Management Plan 2030–2055: Strategic Context Document*, March 2026

7.16 The detailed WCS assesses the effect of Regulation 19 growth on the six relevant STWs. Table 7.1 summarises the projected treatment capacity position and the infrastructure response currently identified.

STW	Relationship to Local Plan Growth	Identified infrastructure requirement / delivery position
Swindon STW	Serves the principal urban area and majority of planned growth.	Additional treatment capacity required over the Plan period. Thames Water has identified treatment-related upgrades, although the programme and resulting capacity headroom remain to be confirmed.
Highworth STW	Serves planned growth at Highworth.	Additional treatment capacity required. An upgrade has been identified, although the programme remains to be confirmed.
Wanborough STW	Serves planned growth in the Wanborough catchment.	Treatment-capacity upgrade identified for 2028. The WCS considers this likely to provide sufficient capacity for planned growth.
Blunsdon STW	Serves planned growth at Blunsdon.	Further treatment-capacity intervention required. The current AMP8 scheme improves effluent quality but does not provide additional treatment capacity.
Shrivenham STW	Limited growth within Swindon drains to this catchment.	No growth-related treatment-capacity upgrade currently identified.
Marlborough STW	No Regulation 19 allocations are expected to drain to this catchment.	Existing capacity issue is not materially driven by SLP growth. A future treatment upgrade has been identified, although its timing is not confirmed.

Table 7.1 – Used water infrastructure requirements

7.17 The WCS concludes that Blunsdon represents the greatest DWF headroom risk. Swindon and Highworth are also forecast to materially exceed their current permitted DWF by the end of the Plan period, while a smaller exceedance is forecast at Wanborough. Shrivenham retains substantial headroom. Marlborough also has an existing capacity issue, although this is not materially attributable to Regulation 19 growth within Swindon.

7.18 AMP8²⁵ also contains environmental and compliance investment relevant to the performance of the wastewater system, including phosphorus reduction, storm overflow investigation and monitoring. These interventions should not be assumed to provide additional treatment capacity for new development and are therefore distinguished from growth-related capacity improvements.

²⁵ Thames Water Utilities Limited (2026) AMP8 Delivery Plan – 2025/26 Full Year Progress Report, August 2026

- 7.19 Thames Water's Charging Arrangements²⁶ for 2026/27 provide a standard wastewater infrastructure charge of £780 per connection, together with a £55 wastewater Environmental Component, giving a standard combined charge of £835 before any applicable multiplier, credit or environmental discount. Infrastructure charges contribute towards Thames Water's wider network reinforcement expenditure and are separate from the physical costs of connecting a development to the public sewer.
- 7.20 Other development-related wastewater costs are site-specific. These may include connection works, new or requisitioned sewers, lateral drains, diversions, asset protection, adoption and any reinforcement arising from the particular point and timing of connection. Thames Water's published charges confirm that infrastructure charges are additional to the costs of making the physical connection to the public sewer. These costs cannot therefore be reliably quantified at Local Plan level and should be established through early engagement with Thames Water as individual developments progress.

Used Water Infrastructure Assessment against Proposed Growth

- 7.21 The available evidence does not indicate that the SLP growth strategy is undeliverable on wastewater infrastructure grounds. It does, however, identify a clear requirement for additional treatment capacity, environmental permitting and potentially sewer-network reinforcement over the Plan period.
- 7.22 Particular attention will be required at Swindon and Blunsdon STWs. The WCS forecasts the existing Swindon DWF permit to be exceeded by the end of the Plan period. Treatment-related upgrades have been identified, although their capacity effect and programme are not yet confirmed. The principal Swindon capacity requirement is therefore likely to arise later in the Plan period and will need to be incorporated into future AMP investment and development phasing.
- 7.23 Blunsdon presents an unresolved treatment-capacity issue. The WCS records an existing DWF exceedance and forecasts the exceedance to increase substantially as growth comes forward. Further capacity works and potentially a revised environmental permit are therefore likely to be required. Highworth is also forecast to exceed its existing DWF permit as development progresses, while the planned Wanborough upgrade is expected by the WCS to provide sufficient headroom for projected growth.
- 7.24 Wastewater network capacity will also need to be confirmed at development level. Thames Water's Regulation 18 assessment identified a mixture of Green, Amber and Red network positions across the then-proposed allocation sites, demonstrating that some locations are likely to require hydraulic modelling and network reinforcement. Thames Water advises that network modelling is normally progressed once there is sufficient certainty that development will proceed and that network upgrades can require approximately 18 months to three years to plan and deliver.

²⁶ Thames Water Utilities Limited (2026), *Charging Arrangements for New Connection Services 2026/27*

- 7.25 The IDS therefore distinguishes between committed or identified AMP8/WINEP environmental schemes, planned treatment-capacity upgrades for which programme or scope remains to be confirmed, and future growth-related requirements that have not yet been developed into defined infrastructure projects.
- 7.26 Development should be phased so that adequate sewerage-network and treatment capacity is available before occupation. Future requirements will be delivered through Thames Water's AMP and DWMP processes, statutory developer charging arrangements, and site-specific connections and reinforcement. Where a capacity constraint exists, Policy INF2 provides for phasing conditions where necessary to ensure that required infrastructure upgrades are delivered ahead of occupation of the relevant phase of development.

Potable Water Supply

Current Context and Existing Provision

- 7.27 Water supply infrastructure is essential for all new development. It includes drinking water supply for households and other potable uses, as well as water required by employment, commercial, industrial, community, education, healthcare and other non-household uses.
- 7.28 Thames Water Utilities Limited (Thames Water) is the statutory water undertaker supplying potable water across Swindon Borough. It is responsible for maintaining sufficient water resources and water supply infrastructure to serve existing customers and planned growth.
- 7.29 Water companies are required to prepare Water Resources Management Plans (WRMPs), which set out how a secure and sustainable balance between water supply and demand will be maintained while protecting the environment. Thames Water's current WRMP24²⁷ covers the period from 2025 to 2075 and is reviewed on a five-year cycle.
- 7.30 Swindon forms part of Thames Water's Swindon and Oxfordshire Water Resource Zone (SWOX). The Thames Water supply area is classified by the Environment Agency as being in an area of serious water stress, reflecting the existing pressure on available water resources and the further pressures expected from population growth, climate change and environmental requirements.
- 7.31 Water within the SWOX zone is supplied from a combination of groundwater and surface water resources. Approximately 60% of supply is derived from groundwater, principally from the Upper Kennet Valley, the Cotswolds and boreholes close to the River Thames. Surface water is also abstracted from the River Thames and stored at Farmoor Reservoir near Oxford, with transfers through the wider SWOX network supporting Swindon.
- 7.32 Thames Water's 2024/25 WRMP Annual Review²⁸ confirms that the SWOX supply-demand balance remains in surplus but requires ongoing monitoring. For 2024/25, the

²⁷ Thames Water Utilities Limited (2024), *Water Resources Management Plan 2024*

SWOX zone recorded a surplus of approximately 17 MI/d under the Dry Year Annual Average scenario and 14 MI/d under the Dry Year Critical Period scenario. The critical-period position is tighter than anticipated, with the surplus relying partly on demand-saving measures that would be introduced during drought conditions.

- 7.33 Thames Water's long-term strategy for maintaining security of supply combines demand management and the development of additional water resources. Measures include reducing leakage, increasing smart-meter coverage, household and non-household water-efficiency programmes and the development of new groundwater, transfer and strategic resource schemes.

Establishing Potable Water Supply Infrastructure Requirements

- 7.34 Development proposed through the SLP will increase demand for potable water and place additional pressure on water resources and the local distribution network. Water-resource planning must therefore consider the cumulative effect of growth across the SWOX resource zone as well as the network requirements of individual development sites.
- 7.35 Policy INF2 of the SLP requires development to demonstrate that adequate water supply infrastructure is available both on and off site. It also requires all new residential development to achieve a mains water efficiency standard of 100 litres per person per day, or any subsequent national standard which supersedes it.
- 7.36 Thames Water considers water efficiency to be a key component of accommodating future growth. In addition to reducing potable water consumption through efficient fixtures and fittings, larger developments and high water-use non-domestic development should consider opportunities for non-potable water reuse, including rainwater harvesting, greywater recycling and closed-loop systems. For strategic development, these measures should be considered as part of an integrated approach to water management from the outset.
- 7.37 Thames Water's 2026/27 Developer Charging Arrangements²⁹ include a standard water infrastructure charge of £1,575 per connection and a £150 Environmental Component, giving a standard combined charge of £1,725 per connection before any applicable multiplier, credit or environmental discount. Thames Water also provides environmental incentives to encourage developers to reduce demand on water resources.
- 7.38 Infrastructure charges contribute towards Thames Water's wider network reinforcement expenditure and are separate from site-specific costs such as water connections, new or requisitioned mains, diversions, asset protection, traffic management and other project-specific works. Site-specific costs cannot therefore be reliably quantified at Local Plan level and will need to be established as development proposals progress.

²⁸ Thames Water Utilities Limited (2025), *Water Resources Management Plan Annual Review 2024–25*, June 2025

²⁹ Thames Water Utilities Limited (2026), *Charging Arrangements for New Connection Services 2026/27*

Potable Water Infrastructure Assessment against Proposed Growth

- 7.39 The available evidence does not indicate that the SLP growth strategy is undeliverable on potable water supply grounds. However, the SWOX resource position requires ongoing management and monitoring, and the delivery of growth relies on Thames Water continuing to implement its WRMP24 programme of demand reduction, leakage reduction and additional supply measures. The water-resource position should therefore continue to be monitored over the Plan period as WRMP24 is reviewed and updated.
- 7.40 In the shorter term, Thames Water is continuing its programme of leakage reduction, smart metering and household and non-household water-efficiency measures. The 2024/25 Annual Review records particularly high leakage within SWOX relative to the WRMP24 forecast and identifies SWOX as an area where accelerated metering is being considered.
- 7.41 Over the longer term, WRMP24 identifies the South East Strategic Reservoir Option (SESRO) as a significant new regional water resource. The preferred programme identifies approximately 271 Ml/d of resource from 2040, supplying Thames Water and other water companies across the South East. WRMP24 also retains other transfer and resource options to provide resilience under alternative future scenarios.
- 7.42 Table 7.2 summarises the principal potable-water infrastructure considerations associated with delivery of the SLP.

Proposed Allocation / Sustainable Development Area / Project	Potable Water Infrastructure Considerations and Requirements
Boroughwide SLP growth	Growth will increase demand within the SWOX Water Resource Zone. Delivery relies on continued implementation of Thames Water's WRMP24 programme, including leakage reduction, metering, water efficiency and additional water resources. The SWOX supply-demand position should be kept under review through successive WRMP Annual Reviews.
Strategic water-resource provision	Thames Water's wider WRMP24 programme includes the RWE Didcot licence trade in the shorter term and SESRO as a major strategic resource from 2040. These are regional water-resource measures rather than infrastructure attributable directly to individual SLP allocations.
Existing local water-supply resilience projects	Works at Ashton Keynes, Windmill Hill, Axford WTW and the Faringdon-Blunsdon trunk main to improve resilience and water availability to Swindon. The current delivery status of these projects has not been reconfirmed through Regulation 19 IDP engagement.
Strategic allocations and other major	Early engagement with Thames Water required to establish the appropriate point of connection, local network capacity and any

Proposed Allocation / Sustainable Development Area / Project	Potable Water Infrastructure Considerations and Requirements
development	required mains reinforcement, booster infrastructure or other network works. Infrastructure should be aligned with development phasing.
High water-use employment and other non-residential development	Water demand should be established at an early stage. Water-efficient processes and opportunities for water reuse should be incorporated where practicable, with network and resource implications agreed with Thames Water.

Table 7.2 – Potable water infrastructure considerations

7.43 Site-specific water connections and local reinforcement will normally be addressed through engagement with Thames Water, developer charging arrangements, mains requisitions, infrastructure charges and self-lay or other appropriate delivery arrangements.

7.44 Thames Water advises that local network upgrades can require approximately 18 months to plan and deliver, while water treatment works upgrades can take approximately three to five years. Early engagement is therefore particularly important for strategic and high-demand development.

Flood Risk Management

Current Context and Existing Provision

7.45 Flood risk management infrastructure includes a range of measures and interventions designed to manage flood risk from rivers, surface water, groundwater, ordinary watercourses, reservoirs, sewers and drainage. Local flood risk in Swindon includes flooding from surface water runoff, groundwater and ordinary watercourses.

7.46 Swindon Borough Council (SBC) is the Lead Local Flood Authority (LLFA) for the Borough and has responsibility for managing local flood risk arising principally from surface water, groundwater and ordinary watercourses. Its responsibilities include preparing and implementing the Local Flood Risk Management Strategy (LFRMS), investigating significant flood incidents, maintaining a register of structures and features that affect flood risk, consenting works affecting ordinary watercourses and acting as statutory consultee on surface water drainage for major development.

7.47 The SBC LFRMS establishes the long-term approach to managing local flood risk and includes objectives relating to understanding flood risk, ensuring development takes appropriate account of it, maintaining and improving flood risk management infrastructure and working jointly with other Risk Management Authorities and neighbouring LLFAs.

7.48 The Environment Agency (EA) has strategic responsibilities for flood risk and is the principal Risk Management Authority for flooding from main rivers and reservoirs. Flood

defence ownership and maintenance across the Borough is varied and includes the EA, SBC and private riparian owners. Existing flood-risk infrastructure includes formal and informal defences, raised embankments and walls, natural high ground and flood storage areas.

7.49 The Borough lies within the Thames River Basin District and intersects the River Thames, River Ray, River Cole and River Kennet catchments. Flood risk is not confined to mapped river floodplains: surface water flooding, groundwater, ordinary watercourses, sewer flooding and reservoir flooding are also relevant to parts of the Borough. The updated Level 1 SFRA³⁰ brings together the available evidence for these sources and provides the strategic basis for applying the Sequential Test and assessing future development.

7.50 A Level 2 SFRA³¹ has also been prepared to assess flood risk in greater detail at 19 potential development sites identified following the Level 1 screening exercise. It considers fluvial, surface water, groundwater, sewer and reservoir/artificial-source flooding, climate change, safe access and egress, floodplain storage and the suitability of SuDS.

Establishing Flood Risk Management Infrastructure Requirements

7.51 Development proposed through the SLP must follow a sequential, risk-based approach, directing development towards areas at the lowest risk of flooding while taking account of future climate change. Development must be capable of being made safe for its lifetime without increasing flood risk elsewhere and should, where possible, reduce existing flood risk.

7.52 Policy CSE12 of the SLP requires development to be informed by the SFRA, apply the Sequential and, where necessary, Exception Tests, avoid and minimise flood risk from all sources, maximise opportunities for natural flood management and incorporate appropriate surface water drainage.

7.53 This policy also requires all major development and non-major development involving new buildings to incorporate SuDS in accordance with the National Standards.

7.54 The Level 1 and Level 2 SFRAs provide more detailed design requirements. New drainage systems should ensure that development does not increase, and ideally reduces, flood risk elsewhere. SuDS attenuation features such as detention basins and ponds should be located outside the 1% annual probability fluvial flood extent including the appropriate allowance for climate change. The Level 2 SFRA advises that, as an initial design assumption, approximately 10–15% of a development site's area may need to be allowed for principal SuDS attenuation features, subject to detailed drainage design.

7.55 Climate change is an important consideration for infrastructure design and site layout. The Level 2 SFRA applies the EA climate-change allowances and assesses future fluvial and surface water flood risk over the expected lifetime of development. The EA

³⁰ Stantec (2025), *Swindon Borough Council Level 1 Strategic Flood Risk Assessment*

³¹ Stantec (2026), *Swindon Borough Council Level 2 Strategic Flood Risk Assessment*

emphasised at R18 that future flood risk should be considered for all watercourses, including those without detailed hydraulic modelling.

Flood Risk Management Infrastructure Assessment against Proposed Growth

- 7.56 At the strategic level, the available evidence does not identify flood risk as a constraint that would prevent delivery of the SLP, subject to the sequential approach, appropriate site layout and necessary mitigation. The Level 2 SFRA concludes that each of the 19 assessed sites contains substantial areas of Flood Zone 1 and that, where the sequential approach is followed and built development is kept outside Flood Zone 3a, the sites are capable of being made safe throughout their lifetime without increasing flood risk elsewhere.
- 7.57 The principal infrastructure requirement arising from growth is therefore the provision of site-specific flood-risk mitigation and surface water management infrastructure as an integral part of development. This may include SuDS, flood storage and attenuation, maintenance of existing flow routes and watercourses, compensatory floodplain storage, appropriate finished floor levels, safe access and egress and other mitigation identified through site-specific Flood Risk Assessments and drainage strategies.
- 7.58 Where development affects existing floodplain storage, the Level 2 SFRA requires compensatory storage to avoid increasing flood risk elsewhere. The EA has advised that floodable voids should only exceptionally be relied upon as compensation and that conventional level-for-level floodplain compensation should be pursued in the first instance.
- 7.59 Existing flood defences and flood storage assets must also be protected and their future function taken into account. Policy CSE12 safeguards land identified on the Policies Map as being required for flood-risk management measures. The EA has also highlighted the importance of protecting existing flood defences and storage areas and land required for future flood-risk management.
- 7.60 The IDP and IDS identify a generic requirement for site-specific flood-risk and drainage infrastructure across the Borough rather than defined strategic flood-alleviation projects. The cost and form of mitigation will depend upon individual site conditions and should ordinarily be incorporated into the development itself and funded by the developer.
- 7.61 Where future site-specific assessment identifies a requirement for wider flood defence, flood alleviation, natural flood management or strategic drainage infrastructure that extends beyond an individual development site, this should be incorporated into future updates of the IDS once the scope, cost, funding source, delivery responsibility, land requirement and development trigger are sufficiently defined.

8 Energy Infrastructure

8.1 This section considers the provision of energy infrastructure required to support growth in Swindon Borough. It focuses on:

- Electricity Infrastructure;
- Gas Infrastructure;
- and Renewables Infrastructure.

8.2 Energy infrastructure is an important consideration for the SLP as planned housing and employment growth will increase demand for energy connections and network capacity. At the same time, the energy system is undergoing significant change as national policy, regulation and market conditions move towards decarbonisation, energy security, electrification of heat and transport, and greater use of low-carbon and renewable energy sources.

8.3 The energy infrastructure position has been informed by published evidence, infrastructure provider information and engagement undertaken as part of the IDP process.

Electricity Infrastructure

Current Context and Existing Provision

8.4 Electricity infrastructure is an essential component of utility infrastructure in Swindon Borough. It supports homes, employment development, community facilities, transport infrastructure, digital connectivity and wider economic activity. Its importance will increase over the Local Plan period as heat, transport and other energy uses become increasingly electrified.

8.5 National Grid Electricity Transmission (NGET) owns, operates and develops the high-voltage electricity transmission network in England and Wales. The transmission network transports electricity over long distances and interfaces with local electricity distribution networks at Grid Supply Points (GSPs).

8.6 Scottish and Southern Electricity Networks Distribution (SSEN) operates the electricity distribution network serving Swindon. As Distribution Network Operator (DNO), SSEN is responsible for operating, maintaining and developing the local network and connecting customers. SSEN also performs Distribution System Operator (DSO) functions, including forecasting future demand, assessing network capacity and planning the investment and flexibility measures required to meet future needs.

8.7 SSEN plans future network requirements through its Distribution Future Energy Scenarios (DFES) and Strategic Development Plans (SDPs). These consider forecast demand and generation through to 2050 and use information from local authorities and other stakeholders to identify where and when network constraints may arise and the potential interventions required. Identified requirements are subsequently considered through more detailed network planning and investment processes.

8.8 SSEN published its Minety Grid Supply Point Strategic Development Plan in February 2026. The Minety GSP supplies most of Swindon together with surrounding areas. The

principal Bulk Supply Points (BSPs) relevant to Swindon include Swindon, Toothill and the Stratton network. The SDP provides the current strategic assessment of network capacity, forecast constraints and potential future interventions across the area.

- 8.9 Future electricity demand is expected to increase significantly over the Local Plan period as a result of new development and the wider electrification of heat, transport and industry. SSEN's DFES modelling takes account of technologies including electric vehicles, heat pumps, renewable generation and battery storage and is supplemented by information on committed connections and local development plans. The Minety SDP specifically includes projections for new domestic and non-domestic development as part of its assessment of future demand.
- 8.10 The Future Homes and Buildings Standards will further increase the importance of electricity infrastructure to new development. The updated Building Regulations are due to come into force on 24 March 2027. They require new homes and non-domestic buildings to be designed with low-carbon heating and higher levels of energy efficiency, increasing the importance of ensuring sufficient electricity network capacity is available to support new growth.
- 8.11 SSEN is already undertaking substantial investment in the Swindon network. In January 2026 SSEN announced an investment programme of approximately £100 million to strengthen and future-proof the electricity distribution network serving Swindon and surrounding areas. The programme is being delivered through to around 2030 and is intended to increase network capacity and resilience, support economic growth and facilitate increasing uptake of low-carbon technologies.

Establishing Electricity Infrastructure Requirements

- 8.12 New development proposed through the SLP will increase demand for electricity connections and network capacity. This will include demand arising from new homes, employment floorspace, schools and community facilities, electric vehicle charging, low-carbon heating, public transport infrastructure and other electricity-dependent uses. Renewable generation and battery storage associated with new development may also create requirements for export capacity and network management.
- 8.13 Policy INF4: Energy Networks of the Regulation 19 Local Plan requires development to demonstrate that sufficient grid capacity is available, or can be provided in a timely manner, and requires major residential development to prepare an Energy Masterplan. The policy requires consideration of infrastructure capacity, development phasing, renewable and low-carbon energy generation, energy storage, demand management and sufficient land for substations, energy centres and associated infrastructure.
- 8.14 Electricity infrastructure requirements cannot therefore be assessed solely by reference to present-day spare network capacity. SSEN's current strategic planning process takes a forward-looking approach, using forecast demand to identify where constraints are expected to emerge and to consider interventions before those constraints occur.

- 8.15 Early engagement remains essential at development level. Major developments will need to establish their expected electricity demand, proposed phasing, point of connection and any local network, substation, cable, easement or land requirements.
- 8.16 Site promoters should also consider opportunities to reduce peak network demand through energy efficiency, on-site renewable generation, battery storage, smart charging, demand-side response and other flexible energy solutions.

Identified Electricity Infrastructure Requirements to address Proposed Local Plan Growth

- 8.17 Available SSEN evidence indicates that electricity network reinforcement will be required across the wider Minety GSP area over the Local Plan period. A substantial programme of network investment is already underway or triggered, including SSEN's approximately £100 million Swindon investment programme and a number of specific BSP, primary substation and circuit reinforcement schemes.
- 8.18 The growth proposed through the SLP will also require electricity infrastructure to be provided as a standard part of development delivery. At this stage, no specific strategic reinforcement project has been identified within Swindon as being required solely to support the growth strategy.
- 8.19 Developers will be responsible for the infrastructure and costs associated with connecting their development to the electricity network in accordance with the applicable electricity connection and charging arrangements. This may include site-specific substations, cables, connection assets, diversions and associated land or easement requirements. Wider strategic network reinforcement may be delivered and funded by SSEN through its regulated investment programme. The respective responsibilities of SSEN and developers will depend on the nature of the infrastructure required and will be confirmed through the connection process.
- 8.20 The IDS will therefore distinguish between existing and committed SSEN network investment, any additional strategic reinforcement confirmed as necessary to accommodate cumulative Local Plan growth, and site-specific connection infrastructure required as individual developments come forward. Routine development connections will generally be treated as part of normal development delivery rather than as strategic infrastructure funding gaps. However, significant substations, land requirements or common network infrastructure serving multiple allocations will be identified in the IDS where SSEN confirms that these are required to support Local Plan growth.

Gas Infrastructure

Current Context and Existing Provision

- 8.21 National Gas Transmission owns and operates the national high-pressure gas transmission network, which transports gas from entry terminals and storage facilities to regional gas distribution networks and directly connected customers, including power stations and major industrial users.
- 8.22 Wales & West Utilities (WWU) is the Gas Distribution Network operator serving Swindon and is responsible for operating, maintaining and developing the local gas distribution network. WWU's network extends across Wales and the south west of

England and supplies approximately 2.5 million homes and businesses. Its role includes maintaining network resilience, connecting customers and preparing the network for potential future renewable and low-carbon gases.

- 8.23 The National Energy System Operator (NESO) is responsible for whole-system energy planning and publishes the Future Energy Scenarios (FES), which set out potential pathways for the future energy system. The 2025 FES³² identifies that energy efficiency, demand flexibility, energy infrastructure and supply, and switching to low-carbon technologies are all critical enablers of the transition to a secure, affordable and clean energy system.
- 8.24 National Gas publishes a Gas Ten Year Statement³³ annually, which explains investments and improvements being made, or planned, to the National Transmission System to maintain a safe, secure and resilient network.
- 8.25 WWU's 2025 Long Term Development Statement³⁴ reflects this changing role. Its network forecasts indicate that peak demand is expected to remain broadly static until 2029/30 before reducing by approximately 4% by 2034/35, reflecting improved energy efficiency and increased adoption of low-carbon heating. At the same time, WWU continues to receive connection enquiries from larger users including industry, power generation, compressed natural gas fuelling and data centres.
- 8.26 Investment in the existing network therefore remains necessary notwithstanding the longer-term reduction in fossil gas demand. WWU is currently undertaking an £8.9 million programme³⁵ of gas-main replacement across Swindon and the wider Wiltshire area, running to November 2027. The programme will upgrade more than 33 kilometres of gas pipes across the area, including works within Swindon, to maintain network safety and resilience and prepare the network for the potential transportation of greener gases in the future.
- 8.27 Within Swindon there are also emerging forms of renewable gas infrastructure. A project is underway at Little Rose Lane Energy Park³⁶, for a temporary synthetic fuel facility, solar array and associated infrastructure. Rivan Industries and WWU are working together to connect the facility to the gas network, with the project intended to produce Synthetic Natural Gas (SNG) capable of being injected into the existing network.
- 8.28 Overall, however, the role of gas is expected to change over the Plan period and into the future. National energy scenarios indicate that unabated natural gas use is likely to decline over time as heat, transport and parts of industry decarbonise. However, the gas network may retain a role in supporting industrial and other specialist demands and in transporting renewable and lower-carbon gases.

³² NESO, Future Energy Scenarios 2025

³³ National Gas, Gas Ten Year Statement (December 2025)

³⁴ Wales & West Utilities, *2025 Long Term Development Statement Summary*, October 2025

³⁵ Wales & West Utilities, *£8.9 million investment to upgrade gas network across Swindon & wider Wiltshire area*, 2026

³⁶ Swindon Borough Council, Planning Application S/25/0809

8.29 The changing role of gas is also reflected in national building standards. The Future Homes and Buildings Standards come into force from 24 March 2027³⁷ subject to transitional arrangements. For new homes, the new performance standard is based on low-carbon heating and gas boilers will not meet the required standard. This will significantly reduce the role of new gas connections for residential heating as development comes forward over the Local Plan period.

Establishing Gas Supply Infrastructure Requirements

8.30 Growth proposed through the Swindon Local Plan 2043 may continue to generate demand for gas connections where required by commercial, industrial or other specialist uses. However, the level and nature of future demand will differ from historic development patterns as new buildings become more energy efficient and heating increasingly shifts towards electricity, heat networks and other low-carbon technologies.

8.31 This transition is supported by Policy CSE2: Carbon Reduction and Sustainable Design. The policy requires development to minimise energy consumption and maximise renewable generation and applies an energy hierarchy which prioritises energy-efficient design, efficient energy supply including heat pumps and heat networks, and renewable and low-carbon energy.

8.32 Policy CSE5: Renewable Energy further supports the transition towards renewable and low-carbon energy and recognises the electrification of heat, transport and industry as an important component of moving away from fossil fuels. The policy also supports renewable-energy infrastructure, including technologies such as anaerobic digestion.

8.33 Policy INF4: Energy Networks requires development to consider decentralised energy networks, local renewable generation and connections to strategic energy infrastructure. Major residential developments are required to prepare Energy Masterplans to coordinate energy provision with development phasing and support carbon-efficient and resilient energy solutions.

8.34 Where a gas connection is required, the scale and cost of the necessary infrastructure will be determined through the WWU connection process. Requirements may include new connections, reinforcement of the local network, diversions, asset protection or other site-specific works. Connection costs are therefore bespoke and depend on the location, scale and characteristics of demand.

8.35 Early engagement with WWU will be particularly important for major industrial, commercial or other uses with substantial or unusual gas requirements. WWU's 2025 forecasts specifically identify growing interest from large industrial, power-generation and data-centre connections.

Gas Supply Infrastructure Assessment against Proposed Growth

8.36 No strategic gas-network capacity constraint or growth-specific gas reinforcement project has been identified as necessary to support the Regulation 19 growth strategy. The anticipated reduction in gas use for new residential heating means that future Local

³⁷ The Future Homes and Buildings Standards - The Building Regulations etc. (Amendment) (England) Regulations 2026

Plan growth is unlikely to generate gas-distribution demand on the same basis as historic housing development.

- 8.37 The ongoing £8.9 million WWU mains-replacement programme represents important investment in the safety and resilience of the existing network but is not identified as mitigation required specifically as a consequence of Local Plan growth.
- 8.38 Gas infrastructure requirements should therefore principally be considered on a development-specific basis. This will be particularly relevant to employment, industrial and other specialist uses that may retain significant gas requirements, while gas demand associated with new residential development is expected to reduce substantially as low-carbon heating standards take effect.
- 8.39 No separate growth-specific strategic gas infrastructure project is identified in the Regulation 19 IDS at this stage. The position should continue to be reviewed through Energy Masterplans, site masterplanning and engagement with WWU, particularly where significant commercial or industrial gas demand emerges. Any subsequent reinforcement requirement that is necessary to enable Local Plan growth should be incorporated into an update of the IDP and IDS.

Renewables Infrastructure

Current Context and Existing Provision

- 8.40 Renewable energy generation and storage will play an increasingly important role in providing a secure, resilient and low-carbon energy system over the Local Plan period to 2043. Renewable infrastructure can take a range of forms, including solar photovoltaic generation, wind energy, anaerobic digestion, biomass and other low-carbon generation technologies. Battery energy storage also has an important role in balancing supply and demand and supporting the effective integration of intermittent renewable generation.
- 8.41 At a national level, the National Policy Statement for Renewable Energy Infrastructure (EN-3)³⁸ identifies an urgent need for new electricity-generating capacity as part of the transition to Clean Power 2030 and net zero. It recognises that electricity demand could more than double by 2050 and that this could require a fourfold increase in low-carbon electricity generation, with energy either exported to the wider network or used to meet local demand.
- 8.42 Renewable energy infrastructure differs from many of the infrastructure types considered within the IDP because its delivery is principally market-led. Large-scale generation and storage projects are generally promoted and financed by private developers and energy companies, with electricity exported to the wider network.
- 8.43 The Local Plan³⁹ identifies 43 renewable energy sites either operational or in development across the Borough, including solar photovoltaic generation, anaerobic digestion and battery storage.

³⁸ Department for Energy Security and Net Zero (2025), *National Policy Statement for Renewable Energy Infrastructure (EN-3)*, December 2025

³⁹ Swindon Borough Council (2026), *Swindon Local Plan 2043 – Regulation 19*

- 8.44 Increasing renewable generation is also a corporate priority for SBC. The Decarbonisation Framework 2025⁴⁰ identifies increasing renewable-energy generation within the Borough as a specific goal. Its objectives include installing solar panels on suitable Council-owned buildings and homes, identifying sites for future solar or wind farms, supporting community-energy projects and working with the Distribution Network Operator to improve grid capacity.
- 8.45 The Decarbonisation Framework recognises both small and large-scale opportunities. Solar generation and battery storage on Council assets can reduce reliance on grid electricity, while larger-scale solar and wind generation could supply Council assets or export electricity to the wider network. It also identifies community energy as an opportunity to allow local communities to share in the benefits of renewable investment. This supports the wider Swindon Plan 2024–2027⁴¹ objective of moving towards a net zero Borough by 2050 and decarbonising energy production, transport and buildings.

Establishing Renewable Infrastructure Requirements

- 8.46 Growth proposed through the Swindon Local Plan 2043 will increase electricity demand through new homes, employment, electric vehicles and the transition towards low-carbon heating. This does not translate directly into a quantified Borough-wide requirement for renewable generation. However, increasing renewable generation and storage form an important part of the wider energy-system transition over the plan-period.
- 8.47 Policy CSE2 requires development to minimise energy consumption and maximise on-site renewable-energy generation. Policy CSE5 further supports increased renewable and low-carbon energy generation and associated infrastructure as part of the transition towards net zero. The supporting text recognises the electrification of heat, transport and industry as an important component of moving away from fossil fuels.
- 8.48 Policy INF4 requires development to consider decentralised energy networks, local renewable generation and connections to strategic energy infrastructure. Major residential developments are required to prepare Energy Masterplans to coordinate energy provision with development phasing and carbon-efficient and resilient energy solutions.

Renewables Infrastructure Assessment against Proposed Growth

- 8.49 Continued investment in renewable generation and storage is expected and supported over the Local Plan period. This investment will contribute towards national and local decarbonisation objectives and help respond to the increase in electricity demand associated with the electrification of heating and transport.

⁴⁰ Swindon Borough Council (2025), *Decarbonisation Framework – Swindon: Greener Ambitions*, November 2025

⁴¹ Swindon Borough Council (2024), *Swindon Plan 2024–2027*

- 8.50 Delivery will principally depend on private investment, individual planning proposals, commercial viability and access to the electricity network rather than developer contributions collected specifically to mitigate Local Plan growth.
- 8.51 A key constraint on the pace and location of renewable-energy investment is the capacity of the electricity network to accommodate additional generation. The Regulation 19 Local Plan recognises that grid capacity is an important consideration for large-scale renewable projects, major development sites and potentially smaller schemes in areas where constraints already exist. SSEN as the DSO for Swindon has an important role in facilitating both additional electricity demand and new generation. The Decarbonisation Framework similarly identifies limited grid capacity as a potential constraint to additional renewable generation.
- 8.52 The existing renewable-energy pipeline includes a range of consented and developing solar and battery-storage projects. These form important wider energy-system investment but no individual project has been demonstrated to be necessary to unlock the Regulation 19 growth strategy.
- 8.53 No separate growth-specific renewable-energy project is therefore identified in the Regulation 19 IDS at this stage. Renewable and low-carbon generation associated directly with development should be addressed through Policies CSE2, CSE5 and INF4, Energy Masterplans and site-specific planning applications. If a renewable-energy or storage project is subsequently demonstrated to be necessary to enable or mitigate Local Plan growth, it should be incorporated into an update of the IDP and IDS.

9 Health and Social Care Infrastructure

9.1 This chapter considers the provision of health and social care infrastructure in Swindon Borough, including:

- Primary Healthcare;
- Secondary Healthcare;
- Public Health; and
- Adult Social Care.

9.2 Health and social care infrastructure is essential to supporting sustainable growth. New development must be planned so that residents can access appropriate health and care services, and so that planned growth does not place unacceptable additional pressure on existing services or worsen health inequalities.

9.3 This chapter has been prepared having regard to engagement with BSW ICB and relevant SBC service teams, together with provider evidence and the other available evidence at the point of preparing the IDP. An updated Regulation 19 infrastructure assessment from the ICB was not available at the point of preparing this IDP. The approach taken to this position is explained below.

Primary Healthcare

Current Context and Existing Provision

9.4 Primary healthcare provides the first point of contact for many day-to-day healthcare needs. For the purposes of the infrastructure assessment, the principal focus is GP-led primary care because this is the area for which the ICB has provided a detailed estate-capacity and growth methodology. Pharmacies, dentistry, optometry and other community health services also form part of the wider health system but operate through different commissioning and delivery arrangements.

9.5 BSW ICB is responsible for planning and commissioning a wide range of health services across Bath and North East Somerset, Swindon and Wiltshire. The wider BSW system serves approximately 940,000 people and includes a varied population and geography. Its strategic objectives include prevention and early intervention, fairer health and wellbeing outcomes and excellent health and care services.

9.6 The strategic direction of healthcare provision is increasingly towards integrated and neighbourhood-based care. The BSW Integrated Care Strategy⁴² seeks to provide more care close to people's homes through joined-up local teams, integrated multidisciplinary working, community-based support and greater use of virtual and digitally enabled care. This does not remove the need for physical healthcare infrastructure but changes the way future facilities may need to function, with greater potential for co-location and multi-service neighbourhood facilities rather than single-purpose buildings.

9.7 The latest detailed primary-care estate assessment supplied for the Local Plan was prepared by the ICB and NHS Property Services in 2025. The assessment identifies nine

⁴² Bath and North East Somerset, Swindon and Wiltshire Integrated Care System (2023), Our Integrated Care Strategy 2023–2028

PCN groupings for capacity-planning purposes. Eight of the nine show a floorspace deficit against the ICB's assessment methodology, with Brunel 4 the only grouping showing an existing surplus. The ICB nevertheless considered that this surplus was likely to be absorbed by development in the Central Area.

PCN	Required floorspace (sqm NIA)	Existing floorspace (sqm NIA)	Surplus / deficit
Brunel 1	1,698	731	-967
Brunel 2	1,830	953	-877
Brunel 3	1,938	895	-1,042
Brunel 4	3,058	3,564	+506
Brunel 5	2,092	1,504	-588
Brunel 6	1,449	1,154	-294
Sparcells	2,050	616	-1,433
Wyvern	1,869	1,683	-186
Hawthorn & Merchiston	1,857	1,282	-575
Overall net position			Approximately -5,456 sqm

Table 9.1 – Existing Primary Care Floorspace Capacity

- 9.8 The assessment therefore demonstrates an existing primary-care constraint. Importantly, this deficit is not attributed to Local Plan development. Infrastructure requirements associated with new development relate to the additional demand generated by that development alone, rather than addressing existing deficiencies.
- 9.9 The ICB has confirmed through engagement that opportunities for expansion have effectively been exhausted within Swindon Borough, meaning that new facilities will be required where existing estate solutions are not available. Particular infrastructure pressures were identified around the New Eastern Villages and north-eastern Swindon.
- 9.10 Funding is a significant delivery consideration. NHS capital allocations are primarily required to maintain and address risks within the existing estate and are insufficient to routinely fund the additional infrastructure generated by major housing growth. The ICB advised that substantial strategic facilities may therefore require coordinated developer funding and, for the largest developments, potentially land and turnkey facilities rather than reliance solely on a series of later financial contributions.
- 9.11 The ICB advised that health infrastructure should increasingly be considered at neighbourhood level, with opportunities for joint and co-located facilities serving health, community and potentially wider care functions. Strategic-site masterplanning should therefore consider healthcare requirements from the outset rather than treating healthcare solely as a financial contribution calculated at planning-application stage.
- 9.12 Healthcare catchments do not correspond exactly with Local Plan or administrative boundaries. This is particularly relevant to development around the edge of Swindon, where residents may access services inside or outside the Borough. Infrastructure

planning will therefore need to consider the functional healthcare geography as well as the location of individual allocations.

9.13 Public Health considerations extend beyond healthcare estate provision. The Regulation 19 Local Plan requires Health Impact Assessments for residential development of more than 100 dwellings and certain other major or potentially health-affecting development.

9.14 The direction of travel for healthcare planning is moving towards more preventative, integrated and community-based care. This reflects the national direction set out in the 'Fit for the Future: 10 Year Health Plan for England'⁴³, including the shift from hospital to community, analogue to digital and treatment to prevention.

Establishing Primary Healthcare Infrastructure Requirements

9.15 New development proposed through the Local Plan will increase demand for GP and wider primary-care services. This translates into demand for additional clinical and treatment space, administrative and staff facilities and the infrastructure necessary to deliver primary and community healthcare.

9.16 In the absence of a completed Regulation 19 assessment from BSW ICB, the IDP retains the provider's established Regulation 18 methodology and applies it to the agreed Regulation 19 IDP growth baseline. This is consistent with the approach agreed with the ICB in September 2026, when the ICB undertook to repeat its previous assessment against the final growth position.

9.17 The ICB methodology assumes an average household size of 2.4 persons per dwelling and 150 sqm GIA of primary-care floorspace per 1,750 patients. The Regulation 18 assessment also provides two indicative capital-cost scenarios: estate reconfiguration/extension and new-build provision.

9.18 Applying this methodology to the 24,389 dwellings within the agreed Regulation 19 IDP plan-period baseline generates an indicative population of approximately 58,534 people and a gross additional primary-care floorspace requirement of approximately 5,017 sqm GIA.

SDA / Growth Area	July 2026 IDP plan-period baseline dwellings	Indicative population	Additional primary-care floorspace	Reconfiguration / extension scenario	New-build scenario
SDA01 – Swindon's Central Area	3,659	8,782	753 sqm	£3.90m	£5.04m
SDA02 – Pipers Way	1,073	2,575	221 sqm	£1.14m	£1.48m
SDA03 – Marlowe	219	526	45 sqm	£0.23m	£0.30m

⁴³ Department of Health and Social Care (2025), *Fit for the Future: 10 Year Health Plan for England*, July 2025

SDA / Growth Area	July 2026 IDP plan-period baseline dwellings	Indicative population	Additional primary-care floorspace	Reconfiguration / extension scenario	New-build scenario
Avenue					
SDA04 – Windmill Hill	500	1,200	103 sqm	£0.53m	£0.69m
SDA05 – Gateway North	459	1,102	94 sqm	£0.49m	£0.63m
SDA06 – Wichelstowe	2,472	5,933	509 sqm	£2.63m	£3.41m
SDA07 – New Eastern Villages	8,277	19,865	1,703 sqm	£8.82m	£11.41m
SDA08 – Kingsdown	1,741	4,178	358 sqm	£1.85m	£2.40m
SDA09 – North Tadpole	513	1,231	106 sqm	£0.55m	£0.71m
SDA10 – Blunsdon St Andrew	760	1,824	156 sqm	£0.81m	£1.05m
SDA11 – Highworth	707	1,697	145 sqm	£0.75m	£0.97m
SDA12 – Wroughton	589	1,414	121 sqm	£0.63m	£0.81m
SDA13 – Broad Blunsdon	324	778	67 sqm	£0.35m	£0.45m
Other committed/carried-forward growth and net windfall	3,096	7,430	637 sqm	£3.30m	£4.27m
Total plan-period growth	24,389	58,534	5,017 sqm	£25.98m	£33.62m

Table 9.2 – Indicative Primary Healthcare Demand Generated by Regulation 19 Growth

9.19 The two cost columns are alternative scenarios and should not be added together. They demonstrate the approximate scale of cost if the entire calculated requirement could be addressed through reconfiguration/extension or, alternatively, through new-build provision. The figures also retain the ICB's Regulation 18 cost basis and should therefore be treated as indicative pending updated provider costs and appropriate indexation.

9.20 Table 9.2 represents the gross demand generated and it is acknowledged some committed or permitted development will already have healthcare mitigation secured, and windfall development cannot be assigned to a specific healthcare intervention at this stage. The calculation should therefore be used to understand the overall strategic scale of demand and to inform the IDS and viability evidence, while avoiding double counting provision already secured through existing permissions.

Primary Healthcare Infrastructure Assessment against Proposed Growth

- 9.21 The assessment demonstrates that the Local Plan will generate an additional primary-care requirement against a baseline in which eight of the nine PCN groupings already show deficiencies.
- 9.22 The current Regulation 19 position should therefore be treated as an interim strategic infrastructure assessment. BSW ICB's Regulation 18 methodology has been reapplied to the Regulation 19 growth baseline. This does not replace the ICB's assessment; instead, it provides a proportionate evidence-based planning position which can be updated following Regulation 19 consultation and ahead of Examination.
- 9.23 Particular attention will be required in the New Eastern Villages and north-eastern Swindon, where the ICB has identified infrastructure pressures. The scale of growth in the Central Area is also sufficient to generate a substantial calculated requirement. In these areas a strategic solution may be more appropriate than a series of small practice-level interventions.
- 9.24 The IDS therefore identifies additional primary and neighbourhood healthcare capacity as a requirement associated with planned growth. In addition, the Regulation 19 Local Plan identifies two specific site-based requirements: a new healthcare facility at Wichelstowe under Policy SDA06 and an additional primary healthcare facility at Great Stall West under Policy SDA07. The detailed capacity, floorspace, service mix, delivery model and project cost of those facilities remain to be confirmed through BSW ICB and provider planning. The SDA figures in Table 9.2 are gross strategic demand estimates and the alternative reconfiguration/extension and new-build cost scenarios should not be treated as the project costs of these facilities.
- 9.25 For major strategic developments, healthcare requirements should be incorporated into masterplanning from the outset. Where multiple developments cumulatively create the need for a larger facility, delivery will need to be coordinated across those developments rather than considered independently. The ICB identified the need to address cumulative funding and the potential role of turnkey provision for major strategic sites.
- 9.26 The ICB identified that most relevant practices and PCNs have limited capacity, with an overall borough-wide floorspace deficit. Most GP surgeries within the Borough do not have capacity for additional growth resulting from proposed development.

Secondary Healthcare

Current Context and Existing Provision

- 9.27 Secondary healthcare encompasses specialist healthcare provision, with patients generally accessing services following referral or through urgent and emergency pathways. It includes acute hospital care, outpatient and diagnostic services, planned care, urgent and emergency care, maternity services, specialist treatment and secondary mental-health services.

- 9.28 Responsibility for planning and commissioning NHS healthcare across Swindon sits within the wider Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (BSW ICB). Great Western Hospitals NHS Foundation Trust (GWH) is the principal provider of acute hospital services within Swindon, while specialist mental-health, learning-disability and autism services are principally provided by Avon and Wiltshire Mental Health Partnership NHS Trust. The healthcare system operates across administrative boundaries and hospital catchments extend beyond Swindon Borough.
- 9.29 Great Western Hospital is the principal acute hospital serving Swindon and also provides a wider sub-regional function. GWH provides services across hospital, community and primary-care settings. Its strategic direction⁴⁴ describes a vision of providing services to local people at home, in the community and in hospital, with particular emphasis on prevention, early intervention, integrated working and addressing health inequalities.
- 9.30 GWH is also developing closer collaborative working with hospital partners in Bath and Salisbury through the BSW Hospitals Group. This reflects a wider move towards planning and delivering some services across organisational and geographical boundaries rather than considering Great Western Hospital as an isolated acute facility. GWH's strategy recognises that some care will increasingly be better delivered closer to home and commits to supporting this through a joined-up local infrastructure plan and greater use of digital technology.
- 9.31 GWH's 2025–2028 strategic direction records recent investment in a new Emergency Department and Urgent Treatment Centre, alongside wider clinical and technological improvements. Previous infrastructure evidence also identified the wider strategic expansion of the hospital site and potential supporting infrastructure including additional clinical and operational accommodation, a new sterile-services facility, staff and student accommodation, utility and access improvements and a potential integrated Community Hub. These projects provide important context to the evolution of the hospital estate but are not treated as Local Plan infrastructure requirements unless a relationship with planned growth is established.
- 9.32 GWH identifies existing capacity and operational pressures, together with the requirements for supporting energy, drainage and transport infrastructure as the hospital estate develops. These issues provide important context for the Local Plan but are distinguished from infrastructure requirements directly attributable to planned development.
- 9.33 GWH's current strategic direction is clear that accommodating future demand cannot rely simply upon continued expansion of hospital-based services. The Trust considers that continuing to expand services and build additional facilities in the same way is neither affordable nor sustainable and instead identifies integration, prevention and early intervention as central to managing future demand.

⁴⁴ Great Western Hospitals NHS Foundation Trust (2025), *Our Local Strategic Direction 2025–2028*

- 9.34 This approach is consistent with the wider national and BSW direction towards more community-based care, increased use of digital technology and greater emphasis on prevention. The national direction of travel is set out in the NHS 10 Year Health Plan, which identifies three fundamental shifts in the future model of NHS care: from hospital to community, from analogue to digital, and from sickness to prevention.

Establishing Secondary Healthcare Infrastructure Requirements

- 9.35 New development proposed through the Swindon Local Plan 2043 will increase the population served by the health system and will therefore increase demand for acute, urgent and emergency, diagnostic, mental-health and community healthcare services.
- 9.36 The relationship between an individual development and secondary healthcare infrastructure is less direct than for primary care because acute and specialist services generally operate across wider catchments and serve populations extending beyond the Borough. Additional population growth will therefore generate additional service demand, but this cannot currently be translated into a standardised site-by-site capacity or infrastructure requirement.
- 9.37 The formal Regulation 18 representation submitted by GWH does not identify an acute-healthcare capacity requirement, specific infrastructure project, project cost or funding requirement associated with Local Plan growth.
- 9.38 At Regulation 19 stage, no specific new acute hospital facility or other secondary-healthcare project is confirmed as being required solely to mitigate the Local Plan growth strategy. This does not mean that growth will have no infrastructure impact, instead that the appropriate response is likely to form part of a wider combination of hospital-estate investment, community and neighbourhood healthcare, diagnostics, intermediate care, digital services, prevention and service transformation.

Secondary Healthcare Infrastructure Assessment against Proposed Growth

- 9.39 The Regulation 19 growth strategy will generate additional demand across the secondary and community healthcare system. Great Western Hospital will remain a particularly important component of this provision because of its role as Swindon's principal acute hospital.
- 9.40 GWH's strategy indicates that accommodating future demand will require an increasingly integrated model extending across hospital, community and home-based care. The infrastructure implications of Local Plan growth should therefore be considered across this wider health system rather than solely in terms of physical expansion at Great Western Hospital.
- 9.41 For the Regulation 19 IDS, the current working position is that planned growth will generate additional demand across secondary, acute, mental-health and community healthcare services, which will need to be accommodated through the wider health system. The specific infrastructure response, cost, phasing and funding arrangements remain to be refined through continued engagement with GWH, BSW ICB and other relevant health providers through subsequent strategic health planning and, where appropriate, the planning-application process.

- 9.42 The health infrastructure position should remain under review as provider strategies and capital programmes develop. Where a specific secondary or community-healthcare project is subsequently demonstrated to be necessary to accommodate Local Plan growth, this will be incorporated into an updated IDS with the available information on scope, location, cost, phasing, delivery responsibility and funding.

Public Health

- 9.43 Public Health in Swindon has a broader role than the provision of healthcare facilities. Its purpose is to improve population health, prevent ill health, reduce health inequalities and address the wider social and environmental determinants of health. Swindon's Health and Wellbeing Strategy⁴⁵ places prevention and the reduction of inequalities at the centre of the local approach, with priorities including improving mental health and wellbeing, supporting healthy eating and physical activity, reducing smoking and alcohol harm, and enabling residents to start well, live well and age well.
- 9.44 Swindon experiences significant geographical and population-based health inequalities and while overall life expectancy is broadly comparable with England, healthy life expectancy is poorer. The Health and Wellbeing Strategy identifies the importance of housing, employment, green space, social connection, physical activity and other wider determinants alongside access to healthcare services.
- 9.45 SBC Public Health emphasised through its Regulation 18 representation that health should be considered across the Local Plan rather than solely through healthcare facilities. Particular matters raised included health inequalities, access to inclusive green space, active travel, play, the food environment, alcohol and gambling-related harms, access to healthcare and the need for an effective process for preparing and reviewing Health Impact Assessments.
- 9.46 The Regulation 19 Local Plan responds to this through Policy HL1 which requires Health Impact Assessments for residential developments of more than 100 dwellings, non-residential development exceeding 5 hectares and specified potentially health-harming uses. The assessment must identify affected population groups, relevant health inequalities and priorities, assess positive and negative effects and identify appropriate mitigation and monitoring. Policy HL2 additionally addresses concentrations of uses with potential adverse public-health effects.
- 9.47 Public Health does not currently generate a separate standalone infrastructure project or capital requirement for the IDS. Its infrastructure implications are principally cross-cutting and are addressed through the planning and delivery of healthcare, active-travel networks, green and open space, sport and recreation, community facilities, healthy food environments and other infrastructure considered elsewhere in the IDP.
- 9.48 Public Health considerations should continue to inform the design and delivery of infrastructure across the IDP and the assessment of individual strategic developments through Health Impact Assessment. Particular attention should be given to development

⁴⁵ Swindon Borough Council (2023), *Narrowing the Gap – More People Spending More Years in Good Health: A Health and Wellbeing Strategy for Swindon 2023–2033*

in areas experiencing existing health inequalities and to ensuring that growth supports prevention, active lifestyles, accessible green space, social connection and access to health and community services.

Adult Social Care

Current Context and Existing Provision

- 9.49 Under the Care Act 2014, Swindon Borough Council (SBC) has responsibilities for assessing and meeting eligible care and support needs, preventing or delaying the development of care needs, providing information and advice, and supporting the development of a sustainable care and support market. Adult Social Care therefore encompasses both direct care and support services and the wider housing, accommodation and community-based provision that enables people to remain independent.
- 9.50 Supported and specialist housing and accommodation takes a range of forms reflecting differing levels of independence, care and support. In Swindon this includes extra-care housing, retirement and sheltered housing, residential and nursing care homes, supported living and supported housing for adults with learning disabilities and/or autism, physical and sensory impairments and/or mental-health needs. SBC also identifies Shared Lives and services and equipment that support people to live independently as part of the wider housing and care offer.
- 9.51 SBC's Adult Services Strategy⁴⁶ sets the overarching direction for Adult Social Care. Its vision is for people to have “Lives, not Services”, underpinned by choice, empowerment and personalisation. The strategy places particular emphasis on maximising independence, enabling people to remain connected to their communities and ensuring that housing and care decisions are joined up so that people's homes continue to support them through changing needs and periods of crisis.
- 9.52 The Adult Services Commissioning Strategy⁴⁷ translates this vision into commissioning priorities. It seeks to increase local service capacity so that residents can remain living in Swindon where possible, promote prevention and community-based support and integrate commissioning with Housing, Planning, Public Health, Health, Estates and other Council services.
- 9.53 SBC intends to undertake a Housing and Care Needs Assessment and prepare a Housing and Care Strategy covering independent living, supported living, supported housing, extra care, residential care, nursing care and short-term support to provide a more detailed understanding of future demand and market capacity across the different forms of provision.
- 9.54 The strategic direction is increasingly towards supporting people to remain independent in their own homes and communities for as long as possible. The Adult Services Strategy places particular emphasis on short-term support, reablement,

⁴⁶ Swindon Borough Council (2024), *Adult Services Strategy 2024–2029: Lives, Not Services*

⁴⁷ Swindon Borough Council (2025), *Adult Services Commissioning Strategy 2025–2028*

technology-enabled care, community connection and ensuring that people's homes continue to work for them as their needs change.

9.55 This approach is particularly important given Swindon's changing demographic profile. The Local Housing Needs Assessment Update 2026 (LHNA)³ projects the population aged 65 and over increasing from 42,188 in 2026 to 60,633 in 2043, an increase of 43.7%, and the number of people aged 65 and over with dementia is projected to increase by 71.3%. The number of households headed by someone aged 65 or over is also projected to increase from 27,693 to 38,887 over the same period.

9.56 The LHNA also identifies increasing care and support needs across the wider adult population. Between 2026 and 2043, the number of people with a learning disability is projected to increase by 17.5%. Among working-age adults, the number of people with impaired mobility is projected to increase by 16.7% and those with a common mental-health condition by 11.5%. These projections reinforce the need to plan for a range of accommodation and support models.

Establishing Adult Social Care Infrastructure Requirements

9.57 New development proposed through the Swindon Local Plan 2043 will increase the population of the Borough and is therefore expected to increase demand for adult social care services, supported and specialist housing and accommodation, accessible and adaptable homes and community-based support. This is particularly relevant in the context of an ageing population, increasing levels of complex need and the policy objective of supporting people to live independently within their home and community.

9.58 The Regulation 19 Local Plan provides a policy framework for responding to these requirements. Policy HC4 requires accessible and adaptable housing, while Policy HC5 supports specialist housing where it meets an identified local need and encourages pre-application engagement with SBC Adult Social Care and/or the ICB. Policy HC5 also establishes specific accessibility requirements for specialist housing for older people.

9.59 A Local Housing Needs Assessment⁴⁸ (LHNA) has been prepared to support the Swindon Local Plan 2043. It identifies substantial growth in the older population and provides a quantitative assessment of future specialist housing and registered-care requirements. The Regulation 19 Local Plan subsequently takes forward a higher overall specialist-housing requirement. The respective positions are summarised in Table 9.3.

Provision	LHNA 2026	Regulation 19 Local Plan
Sheltered / retirement housing	1,229 units	1,584 units
Extra care	530 units	530 extra care and supported living units
Total specialist housing for older people	1,760 units	2,114 units
Registered residential /	296 spaces	296 spaces

⁴⁸ HDH Planning & Development Ltd for Swindon Borough Council (2026), *Local Housing Needs Assessment Update*, July 2026

Provision	LHNA 2026	Regulation 19 Local Plan
nursing care		

Table 9.3 – Identified Specialist Housing and Registered Care Requirements

- 9.60 The LHNA identifies a requirement to 2043 for 1,760 additional specialist housing units for older people, comprising 1,229 sheltered/retirement units and 530 extra-care units, together with 296 additional registered-care spaces. The LHNA states that the specialist-housing requirement represents approximately 8.6% of projected household growth.
- 9.61 Paragraph 5.30 of the Regulation 19 Local Plan seeks delivery of a higher requirement of 2,114 specialist housing units for older people, comprising 1,584 sheltered and retirement units and 530 extra care and supported living units, together with the same requirement for 296 registered-care spaces. The Local Plan states that the specialist-housing requirement represents 10.3% of projected household growth.
- 9.62 The IDP therefore records both the underlying evidence position and the Regulation 19 policy position. For the purposes of infrastructure delivery and the IDS, the Regulation 19 Local Plan requirement is used, comprising 2,114 specialist housing units for older people and 296 registered-care spaces. This provides a consistent basis for monitoring delivery of the Local Plan while retaining transparency regarding the lower requirement identified within the LHNA.
- Adult Social Care Infrastructure Assessment against Proposed Growth**
- 9.63 The growth proposed through the Local Plan will increase demand for supported and specialist accommodation and wider adult-social-care services. The identified requirements are strategic Borough-wide needs rather than individual infrastructure projects that can be attributed automatically to particular development sites.
- 9.64 For most sites, the precise type, tenure and scale of supported and specialist accommodation will be determined through masterplanning and the planning-application process, having regard to Policy HC5, the latest housing-needs evidence and updated evidence from Adult Social Care. Strategic and larger developments may provide particular opportunities to contribute towards Borough-wide requirements where their location, scale and accessibility make specialist provision appropriate.
- 9.65 Supported and specialist accommodation can be delivered as part of the overall housing mix. Accessible and adaptable general-needs housing is also important because the majority of older people are expected to continue living within mainstream housing. The LHNA estimates that 8,469 accessible and adaptable homes and 1,907 wheelchair-adaptable homes will be required within the overall housing stock by 2043. These are not net additional requirements because the existing adapted stock cannot be quantified sufficiently to derive a net figure. The Regulation 19 Local Plan addresses this through Policy HC4 rather than treating it as a standalone Adult Social Care infrastructure project.
- 9.66 No single Borough-wide Adult Social Care facility is identified as being required solely to support the Local Plan growth strategy. The IDS therefore records the Borough-wide

requirement for 2,114 specialist housing units for older people and 296 registered-care spaces, rather than identifying a new Adult Social Care facility. Requirements for supported living and other working-age adult needs should be refined through SBC's Housing and Care Needs Assessment and subsequent Housing and Care Strategy.

- 9.67 The Adult Social Care position should remain under review as this evidence develops. Where the Housing and Care Needs Assessment, commissioning work or engagement on individual strategic sites identifies a specific land, facility or other capital requirement necessary to support Local Plan growth, this should be incorporated into an updated IDS with the available information on its scale, location, phasing, cost and delivery responsibility.

10 Emergency Services Infrastructure

10.1 This section considers the provision of emergency services infrastructure in Swindon Borough. This includes:

- Ambulance Service;
- Police; and
- Fire and Rescue.

10.2 Emergency service infrastructure and facilities are essential to supporting safe, strong, healthy, resilient and sustainable communities. New development across Swindon will need to be planned and make appropriate provision so that it can be effectively served by ambulance, police, and fire and rescue services. Growth will lead to additional demand on these services, and additional infrastructure, facilities and appropriate access arrangements will need to be identified and delivered where required to ensure that emergency services have sufficient capacity to manage the impacts arising from development and continue to operate effectively.

10.3 This chapter has been prepared having regard to the Swindon Local Plan 2043, available evidence and engagement with the South Western Ambulance Service NHS Foundation Trust (SWASFT), Wiltshire Police (WP) and Dorset & Wiltshire Fire and Rescue Service (DWFRS).

Ambulance Service

Current Context and Existing Provision

10.4 Ambulance services in Swindon Borough are provided by the South Western Ambulance Service NHS Foundation Trust (SWASFT). SWASFT provides emergency and urgent ambulance services across the South West, operating across approximately 10,000 square miles and serving a resident population of around 5.7 million, with substantial seasonal increases associated with visitors to the region. Its operational area includes a mixture of major urban areas, rural communities and coastal areas, each presenting different service demands and accessibility considerations.

10.5 Ambulance service demand and service planning are influenced by more than population growth. SWASFT's strategy⁴⁹ recognises changing population needs, geographical variation, health inequalities, increasing numbers of people living with disability and multiple long-term conditions, mental-health needs and variations in demand between communities. Swindon is specifically identified within the Trust's regional evidence as an area experiencing inequalities in life expectancy.

10.6 SWASFT is required to respond to nationally defined ambulance response standards⁵⁰. Category 1 calls have a national average response standard of under 7 minutes, with 90% of responses within 15 minutes. Category 2 calls have a national average response standard of under 18 minutes, with 90% of responses within 40 minutes.

⁴⁹ South Western Ambulance Service NHS Foundation Trust (2023), *Our Strategy 2023–28*

⁵⁰ NHS England, *Ambulance Response Programme – Response Time Standards*

- 10.7 SWASFT's *Our Strategy 2023–28*⁵¹ and its refreshed *Next Chapter 2026–28*⁵² set out an evolving model for emergency and urgent care. The Trust is seeking to increase clinical assessment and treatment without conveyance where appropriate, expand specialist paramedic responses, make greater use of digital and data-led decision-making, and deploy responding vehicles more dynamically so that resources are positioned closer to anticipated demand. The refreshed strategy also identifies an intention to maintain conveying resource hours while improving the targeting and deployment of those resources.
- 10.8 SWASFT's future operating model is supported by changes to its estate and facilities. The refreshed strategy identifies a network of Main Operating Bases and Community Ambulance Points, intended to provide facilities in appropriate locations to support faster and more efficient responses. Fleet and vehicle preparation are also identified as important components of the future service model, including the transition towards net zero vehicles. SWASFT's wider strategy expressly identifies the commencement of moves towards net-zero frontline ambulances.
- 10.9 Existing ambulance infrastructure within Swindon includes the SWASFT ambulance station at Queens Drive as well as voluntary-sector ambulance and first-aid facilities operated by St John Ambulance within Swindon. The SWASFT station should, however, be considered as part of a wider regional operational network rather than as a standalone facility serving only the Borough.
- 10.10 SWASFT's strategic approach means that additional ambulance-service capacity cannot be translated directly into a requirement for additional ambulance stations. Future capacity may be delivered through a combination of operational estate, Main Operating Bases and Community Ambulance Points, fleet capacity, specialist and dynamically deployed resources, digital and clinical-response infrastructure and closer integration with wider urgent and emergency care services.

Establishing Ambulance Service Infrastructure Requirements

- 10.11 New development proposed through the Swindon Local Plan 2043 will increase the resident population and is therefore expected to increase demand for ambulance and urgent emergency-care services. Demand may also arise from employment development, education and healthcare facilities, care homes and specialist housing, leisure and visitor-generating uses and other development that increases the number of people living in, working in or visiting the Borough.
- 10.12 Policy INF1 of the Local Plan provides the principal policy mechanism for addressing infrastructure requirements generated by development. It requires development to provide or contribute towards appropriate and sufficient infrastructure required to support it. This expressly identifies Emergency Services as an infrastructure category that may appropriately be addressed through planning obligations.
- 10.13 The Regulation 18 IDP strategic infrastructure assessment established a high-level benchmark of one ambulance station per 97,000 population. Applying this benchmark to

⁵¹ South Western Ambulance Service NHS Foundation Trust (2023), *Our Strategy 2023–28*

⁵² South Western Ambulance Service NHS Foundation Trust (2026), *Our Strategy: The Next Chapter 2026–28*

the CoPlug housing-trajectory population yield of 65,183 additional people over 2026/27 –2042/43 produces a theoretical station-equivalent of approximately 0.67. The benchmark provides an indication of the scale of additional demand associated with planned growth but is not a SWASFT operational standard and does not determine a specific station requirement.

10.14 The form of ambulance infrastructure required to respond to growth cannot be determined solely by applying this population-to-station benchmark. SWASFT's current operating model increasingly combines physical estate with dynamic vehicle deployment, remote clinical assessment, specialist paramedic responses, digital infrastructure and closer integration with wider health and care services. Infrastructure requirements will consequently need to be established with SWASFT having regard to the scale, location and phasing of growth and its own estate and operational planning.

10.15 Safe and practical access for emergency vehicles should also be considered through site masterplanning and detailed design. This is principally a development-design and transport matter rather than a separate strategic ambulance infrastructure project.

Ambulance Service Infrastructure Assessment against Proposed Growth

10.16 The growth proposed through the SLP will increase demand on ambulance services and provides a clear basis for considering additional ambulance capacity as part of the infrastructure required to support growth.

10.17 At this stage, no specific new ambulance station, Main Operating Base or Community Ambulance Point within Swindon has been confirmed by SWASFT as being required specifically to support the Local Plan growth strategy. The theoretical station-equivalent assessment should therefore not be recorded in the IDS as a defined project.

10.18 The current infrastructure requirement is identified as additional ambulance-service capacity to support planned growth. The form of this capacity should be determined with SWASFT as the Local Plan progresses and as individual Sustainable Development Areas move through masterplanning and planning applications. This could include estate, fleet, equipment, digital or other capital infrastructure where SWASFT demonstrates a relationship between the requirement and additional development.

10.19 Where a specific growth-related ambulance infrastructure requirement is established, the IDS should record the available information on its scope, location, cost, phasing, delivery responsibility and funding.

10.20 The ambulance infrastructure position should therefore remain under review through continued engagement with SWASFT. Any specific estate or operational project identified through that engagement should be incorporated into an updated IDS, while the current strategic assessment indicates a material increase in demand for ambulance-service capacity arising from planned growth.

Wiltshire Police

Current Context and Existing Provision

- 10.21 Policing in Swindon is provided by Wiltshire Police, with strategic priorities for policing and community safety set through the Wiltshire and Swindon Police and Crime Plan. The Wiltshire Police force area covers Wiltshire and Swindon and serves a resident population of approximately 744,000 people, comprising a mixture of predominantly rural communities and the larger urban area of Swindon.
- 10.22 The Crime and Disorder Act 1998 places a duty on local authorities and other responsible authorities to consider crime and disorder reduction in the exercise of their functions. Police service provision is therefore a relevant infrastructure consideration in planning for sustainable communities and supporting growth.
- 10.23 The current Wiltshire and Swindon Police and Crime Plan⁵³ identifies four priorities: providing a police service that meets community needs; reducing violence and serious harm; tackling crimes that matter most to local communities; and improving the experience of victims and delivery of justice.
- 10.24 In addition, Wiltshire Police's Strategic Plan⁵⁴ includes objectives to provide a visible, accessible and engaged service, strengthen neighbourhood policing and deliver an efficient, effective, affordable and sustainable police operating model. The latter includes using data to understand and manage demand, technology to improve operational effectiveness and partnership working to manage system-wide pressures.
- 10.25 Wiltshire Police operates a neighbourhood policing model alongside response and specialist policing functions. Wiltshire Police is divided into ten Neighbourhood Policing Teams (NPTs), comprising police officers, Police Community Support Officers and supervisory staff. NPTs work with local authorities, other organisations and communities to identify local priorities and develop longer-term responses to crime, anti-social behaviour and other local policing issues.
- 10.26 Within Swindon, neighbourhood policing is currently organised across the broad areas of Swindon Central South; Swindon North, East and Rural; and Stratton, Central Swindon North and West Swindon. These areas cover the urban area together with Highworth and the rural communities surrounding Swindon. Current Wiltshire Police leadership arrangements bring these areas together within the wider Swindon policing hub.
- 10.27 Current police infrastructure in Swindon includes Swindon Gablecross Police Station, which operates as the principal publicly accessible police station in the Borough. Current Wiltshire Police mapping also identifies Swindon as one of the Force's five Response Hubs and as a Neighbourhood Policing Team base. The policing model relies on a

⁵³ *Making Wiltshire Safer: Police and Crime Plan 2025–2029*

⁵⁴ Wiltshire Police (2024), Strategic Plan 2024–2027

combination of operational hubs, neighbourhood bases and public-access provision rather than conventional police stations alone.

10.28 Wiltshire Police continues to experience operational demand and resource pressures. Its Force Management Statement⁵⁵ identifies continued financial pressures alongside increasing and changing service demands. The detailed assessment of Response Policing identifies a continuing gap between demand and available capability and capacity, notwithstanding improvements in fleet, IT and estate provision.

10.29 Wiltshire Police's Force Management Statement identifies its Estates Strategy as directing longer-term masterplanning as buildings reach the end of their operational life and service requirements change. Large-scale estate planning, acquisitions and disposals are overseen by the Office of the Police and Crime Commissioner, with a wider programme of estate transformation and rationalisation underway. No specific new police estate project within Swindon has currently been identified through the evidence reviewed as being required to support Local Plan growth.

10.30 Wiltshire Police has identified the future transition towards electric vehicles as requiring new supporting infrastructure and has undertaken a fleet electrification and decarbonisation feasibility study. The Force Management Statement identifies charging and associated infrastructure as an area requiring further planning as the vehicle fleet transitions over time.

Establishing Police Service Infrastructure Requirements

10.31 New development proposed through the Swindon Local Plan 2043 will increase the number of residents, businesses and activities requiring police services and will therefore generate additional policing demand. The nature of that demand will depend on the scale, form and location of development as well as wider demographic, socioeconomic and crime trends.

10.32 Policy INF1 of the Local Plan provides the principal policy mechanism for addressing infrastructure requirements generated by development. It requires development to provide or contribute towards appropriate and sufficient infrastructure required to support it. This expressly identifies Emergency Services as an infrastructure category that may appropriately be addressed through planning obligations.

10.33 The Regulation 18 IDP strategic infrastructure assessment established a high-level benchmark of one police station per 145,000 population. As with other strategic benchmarks, this provides a means of considering the potential scale of growth-related demand but does not represent a current Wiltshire Police service standard or determine the form of infrastructure that should be provided. The CoPlug housing-trajectory population yield identifies 65,183 additional people arising from planned housing over 2026/27–2042/43. Applying the strategic benchmark to this population yield produces a theoretical station-equivalent of approximately 0.45.

10.34 This theoretical station-equivalent should not be interpreted as demonstrating a need for an additional conventional police station. Wiltshire Police's current operating

⁵⁵ Wiltshire Police (2025), *Force Management Statement (FMS7)*, May 2025

model combines Response Hubs, NPT bases, publicly accessible stations, mobile provision, fleet, technology and other specialist and operational infrastructure. The benchmark instead indicates that planned growth will generate additional policing demand, with the appropriate infrastructure response to be established with Wiltshire Police.

- 10.35 The design and layout of new development can also influence future policing demand. Early engagement with Wiltshire Police should therefore form part of the masterplanning of the Sustainable Development Areas and other major development proposals. Wiltshire Police maintains accredited Designing Out Crime Officer capability within its Neighbourhood Harm Reduction function, which can provide advice on measures to reduce opportunities for crime and anti-social behaviour through development design.

Police Service Infrastructure Assessment against Proposed Growth

- 10.36 The population growth proposed through the Local Plan will increase demand for police services and supporting infrastructure. This does not identify police infrastructure as a constraint to the growth strategy, but existing demand pressures and the scale of additional population growth indicate additional service capacity needs to be considered.
- 10.37 No specific new police station, Response Hub or Neighbourhood Policing Team base has been confirmed by Wiltshire Police as required specifically to support the SLP. The theoretical station-equivalent assessment is therefore not recorded in the IDS as a defined police-station project.
- 10.38 For the IDS, police infrastructure is identified as a requirement for additional police-service infrastructure and capacity to support planned growth, with the precise form, location, cost and phasing to be confirmed through engagement with Wiltshire Police.
- 10.39 Specific requirements should be established through continued engagement with Wiltshire Police and, for major development, through early masterplanning and the development-management process.
- 10.40 Where a specific growth-related infrastructure requirement is demonstrated, the IDS should be updated to record its scope, cost, delivery responsibility, phasing and funding mechanism.

Fire and Rescue

Current Context and Existing Provision

- 10.41 Fire and rescue services in Swindon Borough are provided by Dorset & Wiltshire Fire and Rescue Service (DWFRS), under the governance of the Dorset & Wiltshire Fire and Rescue Authority. DWFRS serves Bournemouth, Christchurch and Poole, Dorset, Swindon and Wiltshire, covering approximately 2,500 square miles and a population of around 1.5 million people. The Service operates from 50 fire stations supported by fire engines, specialist vehicles, equipment and wider operational facilities.

- 10.42 The Service area includes major urban areas, smaller towns, and extensive rural communities. This creates differing patterns of risk and demand associated with dwelling and commercial fires, road traffic collisions, flooding, wildfires, hazardous materials and other emergencies, as well as differing accessibility and response considerations.
- 10.43 DWFRS's Community Safety Plan 2024–2028⁵⁶ provides the current strategic framework for the Service. It is structured around five priorities covering prevention, protection of the built environment, emergency response, financial sustainability and supporting the Service's workforce.
- 10.44 DWFRS's more recent approach to Community Risk Management Planning⁵⁷ confirms that infrastructure and operational planning are risk-led. The Service assesses national and local demand data and trends alongside wider social, environmental, technological and organisational risks to determine how prevention, protection and response resources should be allocated. This means the spatial distribution and risk profile of development, as well as the overall scale of population growth, are relevant to future service planning.
- 10.45 There are currently three fire stations within Swindon Borough:
- Swindon Fire Station;
 - Stratton Fire Station; and
 - Westlea Fire Station.
- 10.46 DWFRS currently identifies all three as wholetime fire stations. Swindon and Stratton also retain on-call provision, providing additional operational resilience. Westlea has recently been strengthened as part of DWFRS's wider Fire Cover Review. The Service increased wholetime firefighter provision at Westlea and the station now operates as a wholetime station, reflecting DWFRS's approach of reallocating resources towards areas of greater risk and demand.
- 10.47 Although Swindon benefits from three wholetime stations, on-call firefighters remain an important part of the wider operational model, including at Swindon and Stratton and at surrounding stations that can provide cross-boundary support. DWFRS identifies recruitment and retention of on-call firefighters as important to maintaining appliance availability and operational resilience across the wider Service area.
- 10.48 DWFRS's asset-management approach seeks to ensure that people, premises, vehicles and equipment are located and configured to meet operational need, while also identifying opportunities for estate rationalisation, partnership working and changes to fleet provision. The Service's environmental strategy additionally identifies the need to plan infrastructure upgrades for new vehicle technologies and to install appropriate supporting infrastructure across its estate as fleet requirements evolve⁵⁸.

⁵⁶ Dorset & Wiltshire Fire and Rescue Service (2024), *Community Safety Plan 2024–28*

⁵⁷ Dorset & Wiltshire Fire and Rescue Service (2026), *Our Approach to Community Risk Management Planning*

⁵⁸ Dorset & Wiltshire Fire and Rescue Service, *Asset Management Strategy*; Dorset & Wiltshire Fire and Rescue Service (2024), *Environmental Strategy 2024–28*

Establishing Fire and Rescue Infrastructure Requirements

- 10.49 New development proposed through the Swindon Local Plan 2043 will increase the population, built development and level of activity within the Borough and will therefore affect demand on fire and rescue services. Requirements may arise across prevention, protection and emergency response functions and may include operational estate, appliances and specialist vehicles, equipment, digital and communications infrastructure, firefighter capacity and supporting infrastructure.
- 10.50 Policy INF1 of the Local Plan provides the principal policy mechanism for addressing infrastructure requirements generated by development. It requires development to provide or contribute towards appropriate and sufficient infrastructure required to support it. This expressly identifies Emergency Services as an infrastructure category that may appropriately be addressed through planning obligations.
- 10.51 The Regulation 18 IDP strategic infrastructure assessment established a high-level benchmark of one fire station per 72,500 population. Applying this benchmark to the CoPlug housing-trajectory population yield of 65,183 additional people over 2026/27–2042/43 produces a theoretical station-equivalent of approximately 0.90.
- 10.52 The benchmark is not a current DWFRS operational standard and does not take account of the existing distribution and crewing of fire stations, appliance availability, neighbouring station coverage, incident risk, response-time modelling or the opportunities to increase capacity within the existing estate. It therefore provides a strategic indication of the additional demand associated with planned growth rather than establishing a requirement for a new fire station.
- 10.53 DWFRS's current planning methodology provides a more appropriate basis for establishing the specific infrastructure response. Its Fire Cover Review considers incident demand, risk, appliance availability, station locations and the ability of neighbouring stations to provide cover, while the wider Community Risk Management process considers how prevention, protection and response resources should be deployed proportionately to identified risks.
- 10.54 No new fire station within Swindon has been confirmed through the current DWFRS evidence reviewed or specifically identified within the Regulation 19 Local Plan.
- 10.55 Firefighting water supply is a further development-level infrastructure consideration. DWFRS maintains and plans fire hydrant provision in conjunction with water undertakers, including the installation of new hydrants and water mains. Major developments should therefore engage with DWFRS and the relevant water undertaker to establish whether additional hydrants or associated firefighting water infrastructure are required.
- 10.56 Development layout and access arrangements will also need to enable safe and effective emergency response. These matters should be addressed through masterplanning and development management, with early engagement with DWFRS particularly important for strategic developments, higher-risk uses and developments with complex access arrangements.

Fire and Rescue Infrastructure Assessment against Proposed Growth

- 10.57 The scale and distribution of growth proposed through the Local Plan will increase demand on fire and rescue services. The evidence reviewed does not identify fire and rescue infrastructure as a constraint to the principle of the growth strategy, but the additional population and built development will need to be incorporated into DWFRS's ongoing risk, fire-cover and resource-planning processes.
- 10.58 At this stage, no specific new fire station has been confirmed by DWFRS as necessary to support the Regulation 19 growth strategy. The theoretical station-equivalent assessment is not included in the IDS as a defined new fire-station project.
- 10.59 For the IDS, the requirement is identified as additional fire and rescue service infrastructure and capacity to support planned growth, with the precise form, location, cost and phasing to be confirmed through engagement with DWFRS. Depending on DWFRS's assessment, this could include enhancement of existing stations or operational facilities, appliances and specialist vehicles, equipment and communications infrastructure, firefighting water infrastructure or other capital measures required to maintain appropriate prevention, protection and response capability.
- 10.60 Specific requirements will be established through continued engagement with DWFRS and, where relevant, through the masterplanning and development-management process for individual Sustainable Development Areas. This should include consideration of the location and phasing of growth, changes in risk profile, response coverage, access arrangements and firefighting water supply.
- 10.61 Where DWFRS subsequently identifies a specific infrastructure requirement necessary to mitigate Local Plan growth, the IDS should be updated to record its scope, location, cost, delivery responsibility, phasing and funding mechanism.

11 Green Infrastructure, Sports, Recreation and Leisure

11.1 This chapter considers the green infrastructure, open space, sport, recreation and leisure infrastructure required to support growth proposed through the Swindon Local Plan 2043. It considers:

- Green Infrastructure and Open Space;
- SANG Infrastructure;
- Outdoor Sports Facilities; and
- Indoor Sports Facilities.

11.2 Green infrastructure, open space, sport and recreation are important components of sustainable growth. New development should ensure that residents have access to high-quality, accessible and multifunctional green and open spaces and appropriate sport and recreation facilities. These assets contribute to health and wellbeing, biodiversity and nature recovery, climate resilience, active travel, landscape character, social inclusion and the creation of successful and distinctive places.

11.3 This chapter has been prepared having regard to the Swindon Local Plan 2043, the adopted Swindon Borough Green Infrastructure Strategy 2024, the Great Western Community Forest Plan 2025–2050, the Wiltshire and Swindon Local Nature Recovery Strategy, the Swindon Open Space Assessment 2026, the Swindon Playing Pitch and Outdoor Sports Strategy and the available evidence at the point of preparing the Regulation 19 IDP. It has also been informed by engagement with SBC's Green Infrastructure and Open Space team, Natural England, the Environment Agency, Sport England and other relevant infrastructure providers. SBC is preparing an updated Green Infrastructure Strategy, which remains emerging at the time of preparing this IDP.

Green Infrastructure and Open Spaces

Current Context and Existing Provision

11.4 Green infrastructure comprises a network of multifunctional green and blue spaces, routes and assets within urban and rural areas. It can include parks and gardens, natural and semi-natural greenspace, woodlands, green corridors, amenity greenspace, allotments, street trees, watercourses, Sustainable Drainage Systems (SuDS), active travel routes and other features that together provide environmental, social and economic benefits. The SBC Green Infrastructure Strategy also recognises that GI operates from individual buildings and streets through to landscape-scale networks.

11.5 Green infrastructure can provide multiple functions simultaneously, including recreation and amenity, ecological habitat, active travel, flood management, urban cooling, biodiversity enhancement, landscape value and opportunities for nature recovery. Its value therefore extends beyond the amount of open space provided and includes its quality, accessibility, connectivity and ability to perform multiple functions.

11.6 Green infrastructure should therefore be planned alongside water and flood-risk infrastructure. River corridors, wetlands, Sustainable Drainage Systems (SuDS) and natural flood-management measures can form part of the same multifunctional network, manage surface water while supporting biodiversity, climate resilience,

recreation and active travel. These relationships are also considered within the Water Management and Flood Risk chapter of this IDP.

- 11.7 The adopted Swindon Borough Green Infrastructure Strategy 2024⁵⁹ provides the current strategic framework for the Borough's GI network. It establishes a vision for an accessible, connected, biodiverse and multifunctional green and blue infrastructure network, operating from individual sites and streets through to landscape-scale networks. SBC is preparing an updated Strategy which will provide an opportunity to refresh this position as priorities and evidence develop.
- 11.8 The strategic GI network connects open spaces, biodiversity sites, river corridors, waterbodies and the wider landscape. Protecting, enhancing and creating connections within this network provides opportunities to support nature recovery, Biodiversity Net Gain, active travel and climate resilience alongside recreational provision.
- 11.9 Although the SLP is being prepared and examined against the December 2024 NPPF, the 2026 NPPF provides relevant current context for future plan-making and decision-taking with specific recognition of strategic green infrastructure and forestry frameworks. Policy N1 requires development plans to draw on Local Nature Recovery Strategies, National Forest Strategies and Community Forest Plans when identifying environmental opportunities and to establish locally appropriate green infrastructure standards. Policy N2 similarly expects development to take opportunities to connect and strengthen ecological networks, drawing on these strategies and plans, and to use green infrastructure and nature-based solutions to secure multiple benefits.
- 11.10 The Great Western Community Forest (GWCF) is an important component of Swindon's strategic GI network. The Great Western Community Forest Plan 2025–2050 provides a long-term framework for woodland creation, tree planting, habitat connectivity, public access and environmental resilience.
- 11.11 The Western Forest provides a further, separate strategic opportunity. Announced in 2025 as England's first new national forest in more than 30 years, it extends across the wider western region and identifies Swindon as one of five initial priority areas. Its objectives include woodland and habitat creation, improved access to green space and nature-based responses to flood risk.
- 11.12 The Wiltshire and Swindon Local Nature Recovery Strategy (LNRS)⁶⁰ provides a complementary strategic framework for nature recovery. It identifies priorities and spatial opportunities for habitat creation, restoration and improved ecological connectivity and is intended to guide the targeting of resources and investment rather than operate as a prescriptive land-use plan. Biodiversity Net Gain, environmental grants and other forms of green finance are identified as potential mechanisms for supporting delivery.
- 11.13 The North Wessex Downs National Landscape also forms an important part of the wider green infrastructure and landscape context of the Borough, particularly in the

⁵⁹ Swindon Borough Council, *Swindon Borough Green Infrastructure Strategy 2024*

⁶⁰ Local Nature Recovery Strategy for Wiltshire and Swindon, 2025

south and south-east. Policy CSE10: Landscape of the Swindon Local Plan gives great weight to conserving and enhancing the landscape and scenic beauty of the National Landscape and requires development within, or affecting its setting, to complement its special qualities and have regard to the North Wessex Downs National Landscape Management Plan.

11.14 An updated Open Space Assessment 2026⁶¹ has been prepared on behalf of SBC to support the Local Plan. The assessment provides an up-to-date assessment of the quantity, quality and accessibility of publicly accessible open space across the Borough and establishes locally derived standards to inform new development.

11.15 At the Borough level, the assessment identifies sufficient overall provision of amenity green space, parks and gardens and natural and semi-natural green space, but shortfalls in allotments, orchards and community growing space and play space. There is substantial variation at ward level, with almost every ward other than South Marston experiencing a shortfall in play space. Accessibility and quality also vary geographically, with poorer access to parks, allotments and play space particularly evident in rural parts of the Borough.

11.16 Much of the day-to-day management of local open space has been devolved to Town and Parish Councils, while SBC retains responsibility for the Country Parks and certain other strategic assets. Town and Parish Councils therefore have an important role in the future management and delivery of open-space infrastructure, including in some cases the use of Section 106 funding.

Establishing Green Infrastructure and Amenity Open Space Requirements

11.17 Policy HL4 of the Swindon Local Plan sets out the open-space requirements expected of new development, based on the Open Space Assessment 2026 and incorporated within the Local Plan. Table 11.1 sets out these standards.

Typology	Quantity Benchmark	Accessibility Benchmark
Allotments, orchards and community grow spaces	0.30 ha / 1,000 population	15-minute walk / 720m straight line
Amenity Green Space (>0.1 ha)	0.70 ha / 1,000	10-minute walk / 480m straight line
Parks and Gardens	0.80 ha / 1,000	15-minute walk / 720m straight line
Play Space (LAP, LEAP and NEAP)	0.30 ha / 1,000	LAP: 5 minutes; LEAP: 10 minutes; NEAP: 15 minutes
Natural and Semi-Natural Green Space	1.45 ha / 1,000	15-minute walk / 720m straight line and Natural England Accessible Green Space Standards
Total	3.55 ha / 1,000	

Table 11.1 – Open Space Quantity and Accessibility Standards

⁶¹ Swindon Borough Council, *Swindon Open Space Assessment*, August 2026

- 11.18 Policy HL4 establishes an on-site-first approach to the provision of public open space. The Open Space Assessment provides guidance on the types of provision normally sought on-site according to the scale of development, while recognising that the appropriate response should take account of existing supply, accessibility and quality and the circumstances of the individual site. Where on-site provision is not required or cannot reasonably be achieved, contributions may instead be sought towards appropriate off-site provision or improvements. Long-term management, maintenance and stewardship must also be secured.
- 11.19 The Open Space Assessment also provides an indicative capital-cost methodology for calculating on- and off-site open-space provision. Based on the five assessed typologies, the indicative cost of providing the full 3.55 ha per 1,000 population standard is £1,601.60 per person, excluding land costs. This comprises £100.74 per person for allotments and community growing space, £121.52 for amenity green space, £497.52 for parks and gardens, £681.00 for play space and £200.82 for natural and semi-natural green space.
- 11.20 These figures provide a benchmark rather than a blanket developer contribution: the appropriate provision and any Section 106 contribution will depend on site circumstances, existing quantity, quality and accessibility, the feasibility of on-site provision, viability and the statutory tests for planning obligations. Costs should be appropriately index-linked.
- 11.21 Wider GI requirements also apply alongside quantitative open-space standards. Policy CSE6 requires major development to integrate accessible and multifunctional GI, and encourages use of the Natural England Green Infrastructure Framework and Urban Greening Factor, with target scores of 0.4 for predominantly residential development and 0.3 for predominantly non-residential development.
- 11.22 Tree and woodland provision is also an important component of the approach. Policy CSE9 requires major development to achieve a future canopy cover of at least 25% of the site through the retention of existing trees and hedges and new planting. Where this cannot appropriately be achieved on site, the policy allows for off-site contributions in accordance with the Great Western Community Forest policy.

Green Infrastructure and Amenity Open Space Assessment against Proposed Growth

- 11.23 Development proposed through the Local Plan will increase demand for open space and green infrastructure and increase use of existing assets. The appropriate infrastructure response will vary according to the location, scale and characteristics of development and the quantity, quality and accessibility of existing provision.
- 11.24 For strategic infrastructure-planning purposes, the IDP applies the finalised open space standards against the IDP housing baseline, including housing growth associated with each Sustainable Development Area and the Borough-wide growth not spatially scheduled within the SDA baseline. This provides a consistent indication of the scale of demand generated by growth but is not intended to prescribe the precise form or location of provision within individual development sites.

11.25 The Regulation 19 IDP baseline identifies 26,943 dwellings for infrastructure-planning purposes. Applying the IDP assumption of 2.45 persons per dwelling results in an indicative gross population of approximately 66,011 people. Table 11.2 identifies the population against which the final standards will be applied.

Sustainable Development Area Cluster	IDP baseline homes	Indicative population (2.45 persons/dwelling)	Indicative open-space requirement (ha)
SDA01 – Central Area	4,974	12,186	43.26
SDA02 – Pipers Way	1,073	2,629	9.33
SDA03 – Marlowe Avenue	719	1,762	6.26
SDA04 – Windmill Hill	650	1,593	5.66
SDA05 – Gateway North	459	1,125	3.99
SDA06 – Wichelstowe	2,472	6,056	21.50
SDA07 – New Eastern Villages	8,766	21,477	76.24
SDA08 – Kingsdown	1,741	4,265	15.14
SDA09 – North Tadpole	513	1,257	4.46
SDA10 – Blunsdon St Andrew	760	1,862	6.61
SDA11 – Highworth	807	1,977	7.02
SDA12 – Wroughton	589	1,443	5.12
SDA13 – Broad Blunsdon	324	794	2.82
Boroughwide / not spatially scheduled	3,096	7,585	26.93
Total	26,943	66,011	234.34

Table 11.2 – Indicative Open Space Requirement Generated by the IDP Housing Baseline

11.26 Indicative population figures have been calculated using the IDP-wide assumption of 2.45 persons per dwelling and rounded to the nearest whole person. The open space requirement applies the 3.55 ha per 1,000 population standard to these indicative population figures. The outputs represent theoretical gross demand and do not determine the precise form, location or funding of provision.

11.27 This distinction is particularly important within the Central Area. The GI Strategy identifies the Central Area as having the Borough's lowest tree canopy cover, at approximately 4.8%, together with low levels of access to open space and play. Its higher-density and constrained urban form means that a simple quantitative requirement will need to be considered alongside opportunities for new pocket parks and public spaces, enhancement of existing spaces, street greening, SuDS and improved connections.

11.28 For all SDA sites, the final form of provision should be determined through site-specific masterplanning and development management, taking account of existing and secured provision, accessibility, the GI Strategy, the Open Space Assessment, biodiversity and nature recovery priorities, SANG requirements, SuDS and flood risk, landscape character and, where relevant, the North Wessex Downs National Landscape

and its setting, site constraints and long-term management. Green infrastructure should be integrated from the outset rather than treated as residual land after other development requirements have been established.

- 11.29 For the purposes of the IDS, the theoretical open-space requirements generated by each SDA are not treated as individual infrastructure projects. The IDS instead records defined GI and open-space projects and interventions where sufficient information is available on their scope, delivery responsibility, cost, funding and, where relevant, their relationship to Section 106 contributions. Inclusion within the IDS does not mean that a project is caused by, or wholly attributable to, new Local Plan development. Development contributions will only be relevant where an appropriate and proportionate relationship to development can be established.

Strategic Green Infrastructure Projects and Programmes

- 11.30 In addition to development-specific provision, a number of wider strategic GI programmes are already underway or being developed. These do not arise solely as a consequence of Local Plan growth but provide potential mechanisms through which development-related mitigation and investment can contribute towards wider strategic objectives where an appropriate relationship to development exists.
- 11.31 The Great Western Community Forest should continue to be recognised as a Borough-wide strategic GI programme. The Forest Plan provides the long-term framework for woodland creation, tree planting, improved access, habitat connectivity and environmental resilience. SBC also continues to deliver the Trees for Climate programme, which provides a separate source of funding for woodland and tree-planting projects.
- 11.32 Swindon Forest Meadows is an ongoing partnership between SBC and Wiltshire Wildlife Trust focused on habitat creation, restoration, enhancement and improved management. The programme is reviewed annually and can receive Section 106 funding where contributions can lawfully and clearly be applied to the relevant works. It should therefore continue to be recognised within the IDS as an ongoing strategic programme, subject to confirmation of the current project scope, costs and funding position by SBC.
- 11.33 The adopted Green Infrastructure Strategy 2024 identifies a range of potential interventions associated with the Borough's Country Parks, the Central Area, strategic GI connections and street-tree planting. The updated GI Strategy now in preparation may refine these priorities and identify further projects. Project-level information will be reflected in the IDS where SBC confirms a sufficiently defined intervention, delivery programme, cost or funding position. Where wider existing programmes are included, the IDS will distinguish between their broader strategic role and any specific requirement or contribution associated with Local Plan growth.
- 11.34 Policy SDA06 also identifies restoration of the Wilts & Berks Canal through Wichelstowe as specific on-site infrastructure. The IDS records the Wichelstowe canal restoration as an established Local Plan requirement, with the detailed restoration

scope, phasing, cost, funding and delivery responsibilities to be confirmed through the Wichelstowe masterplanning and delivery programme.

North Meadow and Clattinger Farm SAC Recreation Mitigation Infrastructure

Current context and provision

- 11.35 SBC has adopted the North Meadow and Clattinger Farm Interim Recreation Mitigation Strategy 2023–2028⁶², which provides a strategic approach to mitigating recreational impacts associated with new development on the North Meadow and Clattinger Farm Special Area of Conservation (SAC).
- 11.36 The Interim Mitigation Strategy was prepared jointly by Swindon Borough Council, Wiltshire Council and Cotswold District Council in partnership with Natural England. It provides an interim framework for identifying and securing mitigation required to ensure that development does not adversely affect the integrity of the SAC. The Strategy is intended to be reviewed within five years, or earlier if required, and the Local Plan therefore also allows for the application of any successor strategy.
- 11.37 The SAC comprises North Meadow, near Cricklade, and Clattinger Farm, near Ashton Keynes and Somerford Keynes. Both components lie outside Swindon Borough but close to its boundary. The Interim Mitigation Strategy principally addresses recreational pressure at North Meadow, where increased visitor numbers have resulted in recreational impacts on the sensitive lowland hay meadow habitat.
- 11.38 Visitor survey evidence underpinning the Strategy identifies two Zones of Influence (Zoi) around North Meadow:
- an Inner Zone, extending from 0-4.2km; and
 - an Outer Zone, extending from 4.2-9.4km.
- 11.39 Most of the Inner Zone lies within Wiltshire rather than Swindon Borough. Relevant development within these zones is subject to different mitigation requirements reflecting the nature of recreational visits generated from each area.
- 11.40 The Interim Mitigation Strategy uses two complementary forms of recreational mitigation: Strategic Access Management and Monitoring (SAMM) and Suitable Alternative Natural Greenspace (SANG) / Infrastructure Mitigation Projects.
- SAMM comprises measures at North Meadow such as visitor management, wardening, information, monitoring and other interventions intended to manage recreational pressure at the designated site.
 - SANG and other Infrastructure Mitigation Projects seek to provide attractive alternative recreational opportunities and thereby reduce the additional recreational demand reaching North Meadow.
- 11.41 SAMM is funded through a tariff applied to relevant development. From April 2026, the SAMM contribution is £356.21 per dwelling/unit for qualifying development within

⁶² Swindon Borough Council, Wiltshire Council and Cotswold District Council, *North Meadow and Clattinger Farm Interim Recreation Mitigation Strategy 2023–2028*

both the Inner and Outer Zones. Within the Inner Zone, developments of fewer than 50 units are additionally subject to a £480 per unit Infrastructure Mitigation Project/SANG contribution. For developments of 50 units or more within the Inner Zone, SANG is normally expected to be provided as part of the development rather than through this £480 tariff. Larger developments within the Outer Zone may also require additional SANG or alternative greenspace mitigation on a case-by-case basis.

11.42 SANG is designed to provide an attractive alternative destination for regular recreation, particularly walking and dog walking, thereby reducing additional recreational pressure on North Meadow. It is therefore distinct from general public open space, although appropriately designed multifunctional green infrastructure may contribute towards SANG where it performs the required mitigation function.

11.43 The Interim Mitigation Strategy sets criteria for SANG provision. Amongst other requirements, SANG should provide attractive natural greenspace suitable for walking and dog walking, opportunities for visits of approximately 30–60 minutes, suitable access and supporting infrastructure, and functional natural greenspace at a rate of 8 hectares per 1,000 residents. Formal sports pitches and play areas do not count towards this functional SANG quantum. Existing natural greenspace may contribute, although existing recreational use needs to be taken into account.

11.44 SANG must also be secured for the long term. The Interim Mitigation Strategy requires provision in perpetuity, or at least for the lifetime of the development, which is generally taken to mean 80 years.

Establishing Infrastructure Requirements

11.45 The scale and form of recreational mitigation required from development depends on its location relative to North Meadow, its scale and the potential recreational effects identified through the Habitats Regulations Assessment process. SAMM and SANG perform different but complementary functions and, where both are required, the provision of SANG does not remove the requirement to make the relevant SAMM contribution.

11.46 Policy CSE11: Biodiversity, Geodiversity and Nature Recovery of the Regulation 19 Local Plan establishes the Local Plan framework for this mitigation. Relevant development within the defined Zone of Influence is required to make the appropriate mitigation contribution in accordance with the Interim Mitigation Strategy or any subsequent update. Within 4.2km, proposals of 50 dwellings or more will normally be expected to provide sufficient natural recreational greenspace, while smaller developments or those unable to provide mitigation on-site are expected to contribute towards strategic alternative greenspace projects. Larger development within the Outer Zone may also be required to provide SANG or contribute towards strategic alternative greenspace on a case-by-case basis. Planning applications will be assessed alone and in combination to ensure compliance with the Habitats Regulations.

11.47 Natural England has identified North Tadpole and Kingsdown as being within the recreational Zones of Influence and has also identified the New Eastern Villages (NEV) as

capable of generating recreational pressure on North Meadow because of its accessibility via the A419.

- 11.48 During further engagement, Natural England confirmed that SANG should be planned for SDA07 New Eastern Villages, SDA08 Kingsdown and SDA09 North Tadpole. Natural England also confirmed that the 8 hectares per 1,000 residents standard contained in the Interim Mitigation Strategy provides an appropriate basis for assessing the potential SANG requirement arising from these allocations.
- 11.49 For consistency with the wider Regulation 19 IDP assessment, the calculations below apply the IDP-wide population assumption of 2.45 persons per dwelling, as explained in Chapter 4. The resulting figures should therefore be regarded as an IDP-level assessment of gross theoretical demand rather than a substitute for site-specific SANG assessment.
- 11.50 The relationship between SANG and wider green infrastructure will need to be considered through masterplanning. Multifunctional green infrastructure, SuDS, biodiversity measures and public open space may potentially form part of a SANG where they are compatible with its recreational mitigation function. However, the functional SANG requirement must still be met and uses such as formal sports pitches and play areas cannot simply be counted towards the 8ha/1,000 population requirement.
- 11.51 The existing position differs between the three identified SDAs. Natural England confirmed that a SANG strategy for Kingsdown has previously been discussed and agreed in principle through pre-application engagement with the developer.
- 11.52 At NEV, substantial green infrastructure and recreational mitigation has previously been agreed through the development and planning process, although Natural England identified a need to ensure that this provision is coordinated across the multiple development parcels and is capable of performing the required SANG function.
- 11.53 North Tadpole is identified for 600 dwellings within the Regulation 19 Local Plan. The July 2026 IDP engagement baseline assessed 513 dwellings at North Tadpole, which is retained for the high-level SANG assessment set out below. Parts of the allocation fall within the relevant Zones of Influence, and Natural England confirmed that SANG will be required.
- 11.54 Natural England also emphasised the importance of demonstrating the deliverability of the SANG requirement. This includes ensuring that site promoters understand the scale of land and financial commitment involved and that land, funding, phasing, ownership and long-term management arrangements can realistically be secured. These matters are relevant to the viability and deliverability of the affected allocations.

Identified Infrastructure Requirements to Address Local Plan Proposed Growth

- 11.55 The Regulation 19 growth strategy gives rise to a requirement for recreational mitigation associated with the North Meadow and Clattinger Farm SAC. SAMM contributions will continue to apply to qualifying development in accordance with Policy CSE11 and the Interim Mitigation Strategy. In addition, Natural England has identified SANG requirements associated with NEV, Kingsdown and North Tadpole.

11.56 Table 11.3 provides a high-level assessment of the gross theoretical SANG requirement generated by these SDAs. It applies the Natural England/Interim Mitigation Strategy standard of 8ha per 1,000 residents to the agreed Regulation 19 IDP growth baseline. The figures do not represent the residual amount of new SANG still to be delivered, which will depend on the extent to which existing or secured provision can perform the required mitigation function.

11.57 The benchmark is used for high-level IDP and IDS cost assumptions only. Actual SANG costs will vary significantly according to site circumstances and infrastructure requirements and will require site-specific assessment, including consideration of land ownership, existing public access, design, access, parking, signage, paths, habitat management, maintenance, monitoring, governance and long-term stewardship.

11.58 These figures represent the agreed high-level IDP assessment of potential SANG demand. The residual requirement for each growth area will need to be refined through the final HRA, confirmed site capacities, site-specific masterplanning and detailed delivery arrangements, in consultation with Natural England.

SDA	Number of Dwellings	Indicative Population (Based on 2.45 people per dwelling)	Gross theoretical SANG Requirement as per Natural England formula	Indicative benchmark SANG cost	Existing context / secured provision
SDA07 - New Eastern Villages	8,766	21,477	171.8ha	£13.7m– £18.9m	Existing GI and recreational mitigation arrangement is already secured. Natural England has identified a need to review how provision across individual development parcels can be coordinated and fulfil the SANG function. Majority of the NEV sites are already approved.
SDA08 – Kingsdown	1,741	4,265	34.1 ha	£2.7m– £3.8m	A SANG strategy has previously been discussed

SDA	Number of Dwellings	Indicative Population (Based on 2.45 people per dwelling)	Gross theoretical SANG Requirement as per Natural England formula	Indicative benchmark SANG cost	Existing context / secured provision
					and agreed in principle with Natural England through developer pre-application engagement. Exact secured provision, delivery and management arrangements remain to be confirmed.
SDA09 – North Tadpole	513	1,257	10.1 ha	£0.8m–£1.1m	Natural England has confirmed that SANG is required. Detailed location, delivery and management arrangements are to be established through masterplanning.
Subtotal for Listed SDAs	11,020	26,999	216ha	£17.3m–£23.8m	Gross theoretical position before existing/secured provision is taken into account.

Table 11.3 - Indicative SANG Requirements Associated with Regulation 19 Growth

11.59 Natural England confirmed through Regulation 19 engagement that an indicative benchmark range of approximately £80,000–£110,000 per hectare can be used for high-level IDP purposes. The figures in Table 11.3 are therefore indicative only and should not be treated as detailed project costs or as the amount of developer funding still to be secured.

- 11.60 SANG represents a significant land and cost requirement for the affected Sustainable Development Areas. It will need to be considered alongside site capacity, developable area, housing trajectory, biodiversity net gain, SuDS, public open space, active travel, viability and long-term stewardship. Natural England has specifically advised that SANG quantum should be factored into allocation design and red line boundaries.
- 11.61 Natural England confirmed that SANG must be provided before first occupation of the relevant development. The SANG does not need to be fully mature before first occupation, but it must be functional and contain sufficient SANG elements to provide effective mitigation from the outset. For SDAs, SANG delivery will therefore need to be planned so that sufficient functional SANG capacity is available ahead of occupation.
- 11.62 Natural England confirmed that SANG delivery is expected to be secured by the developer of the relevant site and that long-term management must be secured for a minimum period of 80 years. Step-in rights should be secured where required to allow management responsibility to pass to the Council or another appropriate third party if necessary.
- 11.63 The IDS therefore distinguishes between: (i) the ongoing SAMM tariff applicable to qualifying development; and (ii) developer-led SANG requirements at NEV, Kingsdown and North Tadpole. The residual land and cost requirements for the three SDAs should be updated as existing and secured SANG provision is confirmed through continued engagement with Natural England, SBC and the relevant site promoters.

Outdoor and Indoor Sports Provision

Current Context and Existing Provision

- 11.64 Outdoor and indoor sports facilities are an important component of community infrastructure, supporting physical activity, health and wellbeing. Sport England's Planning for Sport guidance⁶³ promotes a "Protect, Enhance, Provide" approach, whereby existing facilities should be protected where they are needed, enhanced where quality, accessibility or capacity improvements are required, and new provision made where existing facilities cannot meet current or future demand.
- 11.65 SBC has prepared a Playing Pitch and Outdoor Sport Strategy⁶⁴ and supporting Assessment Report which provide the principal evidence base for playing pitches and outdoor sports facilities within the Borough. Indoor sports provision is informed by SBC's Indoor & Built Sports Facilities Needs Assessment⁶⁵ together with Sport England Facilities Planning Model (FPM)⁶⁶ assessments for swimming pools and sports halls. Together, these assess current provision, capacity, quality and accessibility and future demand to 2043.

⁶³ Sport England, *Planning for Sport Guidance*, June 2019, last updated April 2024

⁶⁴ Swindon Borough Council *Playing Pitch & Outdoor Sport Strategy*, February 2025; and *Playing Pitch & Outdoor Sport Strategy – Assessment Report*, February 2025

⁶⁵ Swindon Borough Council *Indoor & Built Sports Facilities Needs Assessment*, September 2025

⁶⁶ *Facilities Planning Model Assessment of Swimming Pool Provision, 2024*; and *Facilities Planning Model Assessment of Sports Hall Provision, 2025*

11.66 Policies HL3 and HL6 of the Local Plan provide the principal policy framework for protecting existing sports provision and securing additional infrastructure associated with development, including through new provision or contributions towards existing facilities where appropriate.

11.67 Sport England's Playing Pitch Calculator (PPC) and Sports Facilities Calculator (SFC) have been used to supplement this evidence by assessing the additional demand generated by the IDP growth population. Calculator outputs provide strategic estimates of demand and cost and do not, in isolation, establish specific infrastructure projects or developer contributions. They need to be considered alongside the PPOSS, Indoor & Built Sports Facilities Needs Assessment, FPM evidence, existing facility capacity and quality, accessibility, relevant National Governing Body advice and site-specific masterplanning.

Outdoor Sports Provision

11.68 Outdoor sports provision in Swindon Borough includes football, cricket, rugby union and rugby league pitches, artificial grass pitches, tennis and netball courts, bowling greens, athletics, golf, cycling and BMX facilities and a range of other outdoor sports provision. The Swindon Playing Pitch and Outdoor Sport Strategy (PPOSS) 2025 provides the evidence base for assessing the current supply, quality, accessibility and capacity of these facilities and future requirements to 2043.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
Football – grass pitches	191 grass pitches across 84 sites, of which 143 pitches across 50 sites are available for community use.	Existing shortfalls occur across most pitch formats and worsen under the PPOSS future-demand scenario. Quality and overplay are significant issues: 35 pitches across 19 sites are overplayed. Priorities include quality improvements, greater community access to education sites, reconfiguration and, where required, additional provision.
3G pitches	Seven full-size 11v11 3G pitches and eight smaller 3G pitches; all are community accessible and sports-lit.	Existing provision is generally operating at or close to capacity at peak times. The PPOSS identifies a future shortfall equivalent to approximately 2.5 full-size 11v11 3G pitches based on projected participation growth, increasing to a potential shortfall of three pitches when club aspirations are included. The PPOSS identifies Central North, North East, South and South East as the principal areas in which additional provision should be focused. World Rugby compliant 3G provision may also assist in addressing rugby-union capacity pressures.
Cricket	Seven active grass-wicket squares, all	Sufficient capacity exists for Sunday and midweek cricket, but Saturday cricket has a current deficit of

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
	community accessible, together with 13 active non-turf pitches across 11 sites.	14 match-equivalent sessions, increasing to 38 under the PPOSS future scenario. Capacity pressures are concentrated particularly at Swindon Cricket Club and Hooper's Field. NTPs, quality improvements and potentially hybrid wickets can increase capacity.
Rugby union	17 pitches, 16 of which are community accessible. Nine pitches are rated poor, seven standard and one good.	Current deficit of approximately 0.7 match-equivalent sessions per week, increasing to 2.7 under the PPOSS future-demand scenario. Pressures are concentrated at Swindon RUFC and Supermarine RUFC. Pitch quality, training capacity, ancillary facilities and possible World Rugby compliant 3G provision are key considerations.
Rugby league	Two identified pitches, including dual use at Swindon Rugby Football Club.	Existing and future deficit of approximately 2.25 match-equivalent sessions per week.
Hockey	Four full-size hockey-suitable AGPs at Abbey Park School, Deanery Academy, Dorcan Recreation Complex and St Joseph's Catholic College.	Overall supply is sufficient and spare capacity exists, although quality and access vary. Existing hockey-suitable surfaces should be protected and maintained, with resurfacing and sinking funds required where appropriate.
Tennis and padel	81 outdoor tennis courts across 21 sites, of which 46 courts across 13 sites are community accessible.	Club-based tennis can generally be accommodated, but the PPOSS identifies a shortage of accessible recreational provision, particularly in the north of the Borough, alongside quality and lighting issues. Padel provision is expanding commercially and community accessibility should be considered as provision develops.
Netball	44 outdoor courts across 13 sites, but only 15 courts across four sites are community accessible; only	Existing provision requires investment and improved accessibility. Much demand is concentrated at Dorcan Recreation Complex. Greater community access, quality improvements and sports lighting are priorities.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
	two courts are sports-lit.	
Bowls	13 outdoor greens across 12 sites.	Sufficient capacity exists for current and future demand, but all greens are in use and should therefore be protected and maintained.
Athletics	One community-accessible, sports-lit, eight-lane 400m track at Swindon Athletics Track.	Existing provision is sufficient and the track is good quality, although future resurfacing/re-topping is required. England Athletics has also identified potential for smaller active-track provision associated with new housing growth.
Cycling / BMX	Existing dedicated provision includes the Maunsell Way and West Wheels BMX facilities and Croft Trail, alongside the strategic cycling provision at Moredon.	Existing dedicated provision is considered sufficient and should be protected and maintained. Most future cycling demand is not expected to require purpose-built sporting facilities.
Golf	Two active golf sites: Broome Manor and Wrag Barn, with 18-hole provision at both, a further 9-hole course at Broome Manor and 47 driving-range bays.	Provision is relatively limited and existing sites experience high demand. Existing provision should be protected and opportunities to diversify the offer should be supported.
Other outdoor sports	Includes softball/baseball, American football, pétanque/bocce, croquet, speedway, volleyball and skateboarding.	Most needs can be addressed through protection or enhancement of existing provision. Specific issues include formal provision for Wanborough Pétanque Club and the longer-term speedway facility requirement identified by the PPOSS.

Table 11.4 - Overview of provision and needs for outdoor sports facilities within Swindon

Establishing Outdoor Sports Infrastructure Requirements

11.69 New development proposed through the Swindon Local Plan 2043 will increase demand for playing pitches and other outdoor sports facilities. This additional demand needs to be considered alongside the current supply-and-demand position identified

through the PPOSS, including existing capacity constraints, overplay, facility quality, accessibility and opportunities to make better use of existing provision.

11.70 The Local Plan supports this approach through Policies HL3 and HL6. Existing sports and recreational facilities are protected unless the relevant policy tests for their loss are satisfied, while development generating additional community infrastructure requirements is expected to ensure that necessary infrastructure is delivered at the appropriate stage. Outdoor sports requirements are additional to the core open-space standards considered earlier in this chapter.

11.71 The PPOSS recommends use of Sport England's Playing Pitch Calculator (PPC) to assess the additional playing-pitch demand generated by housing growth. The PPC provides a consistent starting point for estimating demand generated by a new population and translates participation into additional teams, match-equivalent sessions, training demand and, where relevant, indicative new-pitch and ancillary requirements.

11.72 For the Regulation 19 IDP, the PPC has been run using an additional population of 66,011 people⁶⁷, based on the IDP housing-growth assessment and the population methodology set out in Chapter 4. Current team and membership inputs are derived from the 2025 PPOSS. Where the PPOSS does not disaggregate available team or membership totals into the exact age and gender categories required by the PPC, proportionate assumptions have been applied using the most detailed available PPOSS evidence.

11.73 The PPC does not replace the PPOSS or determine automatically whether new provision should be provided on or off site. Its outputs must be considered alongside the location and scale of growth, existing facility capacity and quality, the PPOSS Action Plan and opportunities to improve or increase use of existing provision. Sport England's PPC guidance itself identifies enhancement of existing provision, securing greater community use and provision of new pitches as alternative ways in which additional demand may be met.

Outdoor Sports Infrastructure Assessment against Proposed Growth

11.74 The PPC identifies substantial additional playing-pitch demand arising from the IDP growth population. The headline results are summarised in Table 11.5.

Sport	Additional match demand	Additional training demand	Indicative implication if demand were met through new provision
Football	11.66 adult, 24.75 youth and 19.33 mini match-equivalent sessions per week	111.49 hours per week on 3G	Significant additional grass-pitch demand and 2.93 full-size 3G pitch equivalents for training
Rugby	2.52 match-equivalent	2.92 match-equivalent	Additional capacity

⁶⁷ The 66,011 population input reflects the sum of the rounded population figures used in the IDP growth assessment.

Sport	Additional match demand	Additional training demand	Indicative implication if demand were met through new provision
union	sessions per week	sessions per week on floodlit grass	equivalent to c.2.52 senior grass pitches if met wholly through new provision
Rugby league	0.50 match-equivalent sessions per week	0.57 match-equivalent sessions per week on floodlit grass	c.0.50 senior grass-pitch equivalent
Cricket	113.23 match-equivalent sessions per season	Not calculated by PPC	c.2.65 natural-turf pitch/square equivalents
Hockey	1.56 adult and 2.27 junior/mixed U10 match-equivalent sessions per week	4.69 adult and 1.00 junior/mixed U10 hours per week on sand-based AGP	c.0.58 full-size sand-based AGP equivalent

Table 11.5 - Sport England Playing Pitch Calculator: headline growth-generated demand

11.75 The results represent gross additional demand generated by Local Plan growth and should not be interpreted as requiring each SDA to provide the calculated facilities independently or requiring all identified demand to be met through new pitches. The appropriate response may comprise new provision, enhancement of existing facilities, increased capacity through improved maintenance and drainage, improved community access or a combination of these measures.

11.76 PPC identifies growth-generated football-training demand equivalent to approximately 2.93 additional full-size 3G pitches. This is additional to the existing and future capacity pressure already identified through the PPOSS and reinforces the need for a strategic programme of additional and enhanced 3G provision over the Plan period.

11.77 Similar considerations apply to grass-pitch sports. The PPOSS already identifies capacity deficits for Saturday cricket, rugby union and rugby league, while the PPC demonstrates that Local Plan growth will generate further demand. Growth-related investment should therefore be directed towards a combination of pitch-quality improvements, increased capacity, secure community access and new provision where existing sites cannot accommodate demand.

11.78 For larger SDA sites, the scale of growth may support on-site provision where existing facilities are inaccessible or do not have sufficient capacity. Opportunities should also be taken to coordinate school and community sports provision where new education infrastructure is planned. Where off-site contributions are appropriate, these should be directed towards defined facilities or PPOSS Action Plan projects capable of addressing the demand generated by development.

11.79 The calculator outputs have also been considered spatially against the agreed IDP housing-growth baseline for each SDA, together with the relevant PPOSS analysis-area findings, Action Plan priorities and Indoor & Built Sports Facilities evidence. This enables the IDP to identify the broad type of sports infrastructure response appropriate to

individual growth areas, while recognising that the precise facility, location, phasing and delivery mechanism will generally be established through masterplanning and development management.

- 11.80 The IDS therefore records specific outdoor-sports infrastructure projects where sufficient information is available regarding their scope, cost, delivery and relationship to Local Plan growth. The PPC provides evidence of the overall scale of growth-generated demand but does not itself establish a specific project or developer contribution.

Indoor Sports Provision

- 11.81 Indoor sports provision within Swindon includes sports halls, swimming pools, health and fitness facilities and studios, squash courts, gymnastics and trampolining facilities, indoor bowls and indoor tennis. Sports halls also accommodate a wide range of activities including badminton, netball, basketball, indoor cricket, gymnastics and martial arts.

- 11.82 The Indoor & Built Sports Facilities Needs Assessment and subsequent Sport England Facilities Planning Model (FPM) assessments identify a generally good geographical distribution of facilities, but a more complex position in relation to quality, accessibility and future capacity. Population growth is expected to increase pressure particularly on sports halls and swimming pools, while for several other facility types the principal requirement relates to protection, quality, accessibility and affordability rather than major additional capacity.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
Sports Halls (Badminton)	The Needs Assessment identifies 51 sports halls of all sizes providing 91 badminton courts. Sixteen 3+ court halls across 15 sites are identified as community available.	Existing accessibility is generally good, but demand increases materially to 2043 and a number of facilities operate at or near comfortable capacity. The subsequent FPM tests three alternative options providing eight additional courts: two four-court halls at NEV District Centre and Central Sports Hall; one eight-court hall at Oasis Leisure Centre; or two four-court halls at Oasis Leisure Centre and Central Sports Hall. All three options are supported at the scale and locations tested and one option is required to meet demand to 2043.
Swimming Pools	Existing pool provision is spread across public, commercial and education facilities, with the Health Hydro and Oasis forming	The FPM indicates that reopening/modernisation of Health Hydro and Oasis improves access and reduces unmet demand, while a new pool in the eastern growth area is

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
	important elements of the future public supply.	also supported at the scale and location modelled. Even with this provision, public pools are expected to operate at high levels of utilisation at peak times.
Health and Fitness Suites	25 facilities with 20+ stations provide 2,448 stations, increasing to 26 facilities and 2,648 stations with the Health Hydro. The assessment also records 38 studios across 21 sites.	Overall station supply is quantitatively sufficient, but there is a need for accessible and affordable public provision, particularly as growth occurs. The Needs Assessment specifically identifies the Eastern Villages as an area where growth should be supported by new provision.
Squash	Seven community-accessible courts across four sites.	The England Squash population ratio indicates a theoretical deficit, but local consultation identifies spare capacity at peak periods. The priority is therefore protection and quality improvements, particularly at Highworth, rather than automatically providing the theoretical number of additional courts.
Gymnastics and Trampolining	Five affiliated clubs; four operate from dedicated facilities, while Aquila Trampolining Club uses Swindon Academy.	Existing clubs are generally satisfied with their facilities, although waiting lists exist at some clubs. No specific additional strategic facility requirement is identified, but a dedicated gymnastics offer could be considered as part of future leisure development.
Indoor bowls	Two indoor bowls facilities within Swindon: Westlecot and Swindon Manor.	The governing body considers existing provision sufficient for current and future demand. The principal requirement is investment in the poor-quality Swindon Manor facility rather than additional capacity.
Indoor Tennis	Two facilities provide eight indoor courts: four at Delta Tennis Centre and four at David Lloyd.	Quantitative access is good. Delta is the Borough's sole publicly accessible indoor tennis venue and is of strategic importance; it should therefore be protected and supported.

Table 11.6 – Overview of provision and identified indoor sports facilities needs**Establishing Indoor Sports Infrastructure Requirements**

11.83 Local Plan growth will increase demand for indoor sports and leisure facilities. Policy HL6 provides the principal framework for securing associated community infrastructure and supports investment in existing facilities and new multi-use provision where required.

11.84 The Sport England Sports Facilities Calculator (SFC) has been used to assess the gross additional demand attributable to the IDP growth population. The SFC has been run for an additional population of 66,011 people and provides indicative demand and capital costs for swimming pools, sports halls, artificial grass pitches, outdoor tennis courts and indoor bowls.

11.85 The SFC is a strategic demand-assessment tool rather than a means of identifying specific facility solutions. Its outputs therefore need to be interpreted alongside the Indoor & Built Sports Facilities Needs Assessment and the more detailed FPM assessments, particularly for swimming pools and sports halls.

Indoor Sports Infrastructure Assessment against Proposed Growth

11.86 The SFC results are summarised in Table 11.7.

Sports Facility Type	Required Infrastructure	Cost Estimate
Swimming pools	730.83 sqm water space / 13.76 lanes / 3.44 four-lane pool equivalents	£15.79m
Sports halls	16.51 badminton courts / 4.13 four-court hall equivalents	£12.41m
Artificial grass pitches	1.93 full-size pitch equivalents	£2.31m if 3G £2.09m if sand-based
Outdoor tennis courts	8.79 court equivalents	£1.01m
Indoor bowls	1 rink / 0.17 six-rink centre equivalents	£0.45m

Table 11.7 – Sport England Sports Facilities Calculator Output

11.87 These figures represent gross theoretical demand associated with the new population, not a requirement to construct 3.44 new swimming pools, 4.13 new sports halls or the other facilities shown in isolation. Existing provision, planned investment, spare capacity, accessibility and the ability to enhance existing facilities must be taken into account before determining the infrastructure response.

11.88 For sports halls, the evidence supports additional capacity equivalent to approximately eight courts by 2043, with several alternative delivery configurations tested through the FPM.

11.89 For swimming pools, the evidence supports the modernised/reopened Health Hydro and Oasis provision together with the modelled eastern growth-area pool. The principal

infrastructure requirement is therefore to secure and maximise this planned supply rather than to identify further additional pool provision solely from the residual unmet demand identified by the FPM.

11.90 For other indoor sports not covered by the SFC, including health and fitness, squash, gymnastics, trampolining and indoor tennis, the Needs Assessment does not currently identify a quantified strategic additional-facility requirement attributable to Local Plan growth. Requirements are principally associated with protection, accessibility, quality and investment in existing provision, although opportunities for additional provision should continue to be considered as individual developments and leisure projects come forward.

11.91 Broadly, the sports evidence and distribution of Local Plan growth identifies several clear spatial priorities. In the Central Area, Policy SDA01 requires refurbishment of the Oasis Leisure Centre and additional sports-hall capacity; the FPM evidence should inform the final configuration rather than being treated as a fixed eight-court Oasis scheme. At the New Eastern Villages, Policy SDA07 requires new indoor sports and leisure facilities at Great Stall West; the detailed facility mix should be informed by the sports-hall and swimming-pool evidence, including the identified eastern growth-area pool need. Growth across northern Swindon and Highworth reinforces the need for additional and enhanced football/3G and grass-pitch capacity, while growth at Wichelstowe and Wroughton adds to identified pitch and 3G pressures in the south.

11.92 For the smaller urban and rural SDAs, the principal response is generally expected to comprise enhancement of existing facilities, increased capacity and improved community access rather than standalone new strategic facilities.

11.93 The IDS records indoor and outdoor sports projects and strategic capacity requirements at the level supported by the available evidence where sufficient information is available regarding their scope, cost, delivery arrangements and relationship to Local Plan growth. The calculator outputs provide evidence of the scale of additional demand and an indicative cost benchmark but do not themselves constitute infrastructure projects requiring delivery.

12 Social and Community Infrastructure

12.1 This chapter considers social and community infrastructure required to support growth in Swindon Borough. It focuses on:

- Libraries;
- Arts and Heritage;
- Cemeteries;
- Community Centres and Community Spaces; and
- Gypsy, Traveller and Travelling Showpeople accommodation.

12.2 Social and community infrastructure is essential to supporting sustainable places. It provides facilities and spaces that support community life, learning, health and wellbeing, social interaction, inclusion and local identity. Growth proposed through the Swindon Local Plan 2043 will increase demand for these facilities and should be supported by appropriate social and community infrastructure.

12.3 This chapter has been prepared to reflect the Regulation 19 Swindon Local Plan 2043, updated evidence and engagement with SBC service teams and other relevant infrastructure providers.

Libraries

12.4 Libraries form an important part of Swindon Borough's social and community infrastructure. SBC has a statutory duty under the Public Libraries and Museums Act 1964 to provide a comprehensive and efficient library service. Libraries provide access to physical and digital resources, internet services, study and learning space, community activities and wider support services.

12.5 The NPPF (2024) requires strategic policies to make sufficient provision for community facilities and supports the provision of social, recreational and cultural facilities and services required by existing and future communities.

12.6 Policy HL6 of the Local Plan provides the policy framework for community facilities. It requires development that generates additional need to make timely provision and supports accessible, flexible and co-located facilities that can respond to changing community needs. The policy also seeks to protect existing community facilities where they continue to be required.

12.7 Library services in Swindon Borough are provided through a network of five Core Libraries operated by SBC and nine Community Libraries operated by Parish Councils and Trust Groups, alongside a home library service. The existing network is set out in Table 12.1 below.

Provision	Libraries
Core Libraries - SBC	Central Library; Highworth Library; North Swindon Library; Park

	Library; West Swindon Library
Community Libraries	Badbury Park Library; Beechcroft Library; Even Swindon Library; Liden Library; Moredon and Rodbourne Cheney Library; Old Town Library; Penhill Library; Pinetrees Library; Wroughton Library
Other provision	Home library service

Table 12.1 - Current Library Provision within Swindon

12.8 The existing core library estate faces a number of building suitability and climate-resilience challenges. An SBC review⁶⁸ of the five core libraries identifies recurring issues with heating, cooling and ventilation, reflecting buildings that were not designed for current patterns of use or increasingly frequent periods of extreme heat. Heat-related closures have occurred at Highworth and Park Libraries. Improvement works are underway at a number of sites, although none of the core libraries is currently considered adequately adapted to operate reliably as a cool space during periods of extreme heat, despite their increasing role as Welcome Spaces and community hubs.

12.9 These matters principally relate to the management, maintenance and adaptation of the existing library estate rather than infrastructure requirements generated by Local Plan growth. They are nevertheless relevant when considering the capacity and suitability of existing facilities to accommodate additional demand.

12.10 The future delivery of library services places increasing emphasis on flexible and shared facilities rather than standalone library buildings. This is consistent with Policy HL6, which encourages co-location and multi-functional community space. A new library service is planned within the New Eastern Villages District Centre as part of a shared building with other community facilities.

Establishing Future Library Infrastructure Requirements

12.11 Growth proposed through the Local Plan will increase demand for library services, including library space, physical and digital resources, equipment and community-based services.

12.12 For the purposes of the IDP, future demand is assessed using a benchmark of 30 sqm of flexible library space per 1,000 additional population. Applying the IDP assumption of 2.45 persons per dwelling is equivalent to approximately 0.0735 sqm of library space per additional dwelling.

12.13 The benchmark provides a consistent measure of the additional demand associated with development. It does not represent an automatic requirement for each development to provide an equivalent amount of new library floorspace on-site. The appropriate response depends on the scale and location of development, the capacity and suitability of existing provision and opportunities for extension, reconfiguration, co-location or new provision.

⁶⁸ Briefing Note – Library Estate Heat Resilience and Building Suitability (June 2026)

Library Infrastructure Assessment against Proposed Growth

12.14 Applying the benchmark to the SDA plan-period growth within the July 2026 IDP engagement baseline produces the indicative additional demand set out in Table 12.2.

Sustainable Development Areas	Indicative additional library demand
SDA01 – Swindon's Central Area	269 sqm
SDA02 – Pipers Way	79 sqm
SDA03 – Marlowe Avenue	16 sqm
SDA04 – Windmill Hill	37 sqm
SDA05 – Gateway North	34 sqm
SDA06 – Wichelstowe	182 sqm
SDA07 – New Eastern Villages	608 sqm
SDA08 – Kingsdown	128 sqm
SDA09 – North Tadpole	38 sqm
SDA10 – Blunsdon St Andrew	56 sqm
SDA11 – Highworth	52 sqm
SDA12 – Wroughton	43 sqm
SDA13 – Broad Blunsdon	24 sqm
Total	1,565 sqm

Table 12.2 - Indicative library infrastructure demand generated by SDA growth (Individual SDA figures are rounded to the nearest square metre. Totals are calculated from unrounded values and may therefore differ from the sum of the rounded figures shown.)

12.15 The SDAs collectively generate additional demand equivalent to approximately 1,565 sqm of library floorspace. This does not represent the full Borough-wide requirement, as development outside the SDAs will also generate additional demand.

12.16 At the New Eastern Villages, the calculated demand should be considered alongside the library service development already planned within the District Centre. This provision should therefore contribute towards meeting the identified requirement rather than being treated as additional to it.

12.17 Elsewhere, no specific programme of new standalone libraries is identified. The appropriate infrastructure response depends on the location and scale of development and may comprise extension or reconfiguration of existing facilities, co-location with other community uses, investment in library resources or, where justified, new provision. Existing building-condition and climate-resilience works are considered separately from infrastructure requirements generated by development.

12.18 Policy INF1 provides the mechanism for development to deliver or contribute towards infrastructure required to support it. Where additional library provision is required as a consequence of development, this may therefore comprise on-site provision or an appropriate contribution towards provision serving the development.

12.19 A benchmark of £3,077 per sqm for public library floorspace is used within the IDP to inform indicative costing where a floorspace-based intervention is required. Actual costs will depend on the form of provision and should be refined as specific projects are

identified. The IDS should distinguish confirmed projects from calculated demand where the form of mitigation has not yet been established.

Arts and Heritage

Current context and existing provision

- 12.20 Arts and heritage facilities form an important part of Swindon's social and community infrastructure. They provide opportunities for cultural participation, learning and engagement with the Borough's history and identity, as well as supporting the wider cultural and creative economy.
- 12.21 Provision is delivered by a combination of SBC, charitable trusts, private businesses and local organisations.
- 12.22 Ten arts and cultural facilities have been identified across the Borough, including STEAM Museum of the Great Western Railway, Museum and Art Swindon, the Wyvern Theatre, Swindon Arts Centre and Lydiard House Museum, alongside a range of smaller museum and theatre facilities. Provision is predominantly concentrated within central Swindon, reflecting the wider catchment served by many of these facilities.
- 12.23 A number of strategic arts and cultural projects are also being progressed. Most notably, a replacement for the Wyvern Theatre is being developed as a new entertainment venue at Kimmerfields. The current proposal comprises a flexible venue with capacity for approximately 1,200 seated or 2,000 standing, at an estimated cost of approximately £45m. £20m of Government funding has been announced and SBC is progressing procurement and delivery arrangements, with completion currently targeted for 2028⁶⁹.
- 12.24 Policy HL6 of the Local Plan seeks to protect community facilities, including cultural venues, where they remain required, while Policy E7 supports new cultural and leisure uses that contribute to the vitality and vibrancy of Swindon Town Centre and other centres.

Future provision required to address proposed growth

- 12.25 Population growth will increase demand for arts and cultural facilities and can also help support the continued use and viability of existing provision. Given the strategic catchments served by these facilities, future requirements are considered principally at Borough level rather than separately for each SDA.
- 12.26 The IDP applies a benchmark of 45 sqm of arts and cultural space per 1,000 population. Applying this benchmark to the 24,389 dwellings within the July 2026 IDP plan-period baseline, and the IDP assumption of 2.45 persons per dwelling, generates indicative additional demand equivalent to approximately 2,689 sqm of arts and cultural floorspace.
- 12.27 This represents an indication of additional demand rather than a requirement for a specific new facility or for provision within individual developments. The appropriate

⁶⁹https://www.swindon.gov.uk/news/article/1354/work_begins_to_deliver_transformational_theatre_and_concert_venue_in_swindon

response may include investment in or expansion of existing cultural facilities, or new provision where a specific growth-related need and deliverable project is identified. Any such infrastructure requirements are recorded within the IDS.

12.28 Public art also forms part of the infrastructure programme for the NEV and is secured through development obligations and delivery of the public realm. Elements have already been delivered and further provision is delivered alongside development. The residual programme and funding requirement is recorded in the IDS.

Cemeteries

Current context and existing provision

12.29 Cemeteries form an important part of Swindon's community infrastructure, providing places for burial, remembrance and commemoration.

12.30 Policy HL3: Protecting Open Spaces, Sports and Recreational Facilities of the Swindon Local Plan 2043 seeks to protect, maintain and, where possible, enhance existing open spaces. Cemeteries and churchyards are expressly included within the open spaces protected by the policy.

12.31 Existing cemetery provision is managed principally by Swindon Borough Council (SBC). Local authorities have a statutory duty to arrange burial or cremation where no suitable alternative arrangements are being made, but there is no general statutory requirement for SBC itself to provide burial land. The Council nevertheless continues to consider how local burial needs can be met.

12.32 Separately, SBC is undertaking a wider strategic review of whether it should continue to provide burials and whether the use of land for burial represents an effective use of land. This is a discrete corporate and service-planning process outside the scope of the IDP.

12.33 SBC operates three cemeteries within Swindon:

- Kingsdown Cemetery and Crematorium, operational and opened in 2007;
- Radnor Street Cemetery, which is closed to new grave purchases, although burials can continue within existing graves; and
- Whitworth Road Cemetery, where new plots are no longer available, although burials can continue within existing graves.

12.34 Kingsdown Cemetery is therefore the only SBC-operated cemetery currently providing new burial plots. A separate cemetery at Highworth is operated by Highworth Town Council.

12.35 SBC Cemeteries advised in August 2026 that current estimates indicate approximately three years of burial capacity remains at Kingsdown. On average (based on the last 11 years), there are 186 full burials per year across the three burial sites.

Future provision required to address proposed growth

- 12.36 Population growth over the Local Plan period will contribute to continuing demand for burial and cremation provision. However, cemetery capacity is not assessed through a direct housing or population benchmark. The key IDP consideration is therefore whether sufficient burial capacity can be maintained over the Plan period if SBC continues to provide burial services.
- 12.37 The current SBC preferred short-term solution is an expansion of Kingsdown Cemetery on adjacent land owned by SBC. The proposed expansion is expected to provide approximately a further ten years of burial capacity. Before the project can be confirmed as deliverable, further feasibility work is required, including confirmation of funding, a Flood Risk Assessment and Environmental Health assessment.
- 12.38 The Kingsdown expansion is not expected to provide sufficient capacity for the whole Local Plan period. If SBC continues to provide burial services, additional burial land may therefore be required over the longer term.
- 12.39 SBC Cemeteries considers that additional burial provision through suitable development sites could help maintain longer-term capacity. Opportunities should therefore be considered at the masterplanning and development-management stages of larger Local Plan sites, having regard to site-specific suitability and the Council's wider strategic position on burial provision.
- 12.40 The expansion of Kingsdown Cemetery is identified in the IDS as the principal Borough-wide cemetery infrastructure project. Where capacity, cost, funding, feasibility or programme remain uncertain, this is recorded accordingly. The IDS also records the potential longer-term requirement for additional burial land, conditional on SBC's future burial-service strategy and subsequent evidence of need.

Community Centres and Community Spaces

Current Context and Existing Provision

- 12.41 Community centres, village halls and community halls form an important part of Swindon Borough's social infrastructure. They provide flexible local space for meetings, events, community groups, learning, health and wellbeing activities, cultural uses and wider community support.
- 12.42 Policy HL6 of the Local Plan seeks to protect existing community facilities and requires development that generates additional need to make appropriate provision. New facilities should be accessible, flexible and capable of supporting co-location and a range of community uses.
- 12.43 Existing provision across the Borough is varied and includes purpose-built community centres, village and community halls, parish and town council facilities and buildings managed by charities, community groups and other organisations. Facilities vary considerably in their size, quality, accessibility and range of uses, and there is no single comprehensive database of provision.
- 12.44 A number of community facilities are already planned or form part of established development proposals. These include community hubs and a District Centre community facility at the New Eastern Villages, community provision at Wichelstowe and

community uses within the proposed local centre at Kingsdown. These commitments are taken into account when assessing the residual requirement generated by Local Plan growth.

Establishing Future Infrastructure Requirements for Community Centres and Community Spaces

- 12.45 New development will increase demand for accessible community space. The scale and form of provision required will depend on the size and location of development, existing provision within the surrounding area and whether growth creates a new community with a need for facilities on-site.
- 12.46 For the purposes of the IDP, an indicative benchmark of 61.1 sqm of flexible community space per 1,000 additional population has been applied. Using the IDP assumption of 2.45 persons per dwelling, this is equivalent to approximately 0.1497 sqm of community space per additional dwelling.
- 12.47 As with library provision, this benchmark represents an indication of demand rather than an automatic requirement for an equivalent amount of new floorspace within each development. It provides a basis for considering whether existing facilities can accommodate growth, require improvement or expansion, or whether new provision should be incorporated into a development.

Community Centre and Community Space Provision Required to Address Proposed Growth

- 12.48 Applying the benchmark to the SDA plan-period growth within the July 2026 IDP engagement baseline produces the following indicative additional demand, as set out in Table 12.3.

Sustainable Development Areas	Indicative community-space demand
SDA01 – Swindon's Central Area	548 sqm
SDA02 – Pipers Way	161 sqm
SDA03 – Marlowe Avenue	33 sqm
SDA04 – Windmill Hill	75 sqm
SDA05 – Gateway North	69 sqm
SDA06 – Wichelstowe	370 sqm
SDA07 – New Eastern Villages	1,239 sqm
SDA08 – Kingsdown	261 sqm
SDA09 – North Tadpole	77 sqm
SDA10 – Blunsdon St Andrew	114 sqm
SDA11 – Highworth	106 sqm
SDA12 – Wroughton	88 sqm
SDA13 – Broad Blunsdon	49 sqm
Total	3,187 sqm

Table 12.3 - Indicative community space demand generated by SDA growth (Individual SDA figures are rounded to the nearest square metre. Totals are calculated from unrounded values and may therefore differ from the sum of the rounded figures shown.)

- 12.49 The SDAs collectively generate additional demand equivalent to approximately 3,187 sqm of flexible community space. This is an assessment of the scale of demand and does not in itself establish the need for a separate community centre within each SDA.
- 12.50 The largest strategic developments are more likely to support dedicated on-site provision, particularly where they create new neighbourhoods or local centres. Existing proposals already include a network of community hubs within the New Eastern Villages, community provision at Wichelstowe and potential community uses within Kingsdown. These planned facilities should be assessed against the calculated demand to identify any residual requirement and avoid double counting.
- 12.51 In other locations, the appropriate response may be improvement, expansion or reconfiguration of an existing facility rather than new standalone provision. Where development generates a need that cannot appropriately be met on-site, developer contributions may be required towards provision serving the relevant development. Policy HL6 requires facilities to be available at the appropriate phase and to have suitable arrangements for their long-term management and maintenance.
- 12.52 A benchmark of £2,991 per sqm of community centre floorspace is used to inform indicative costs. This should not be treated as a standard contribution rate: actual costs will depend on the specification of the facility, land requirements, fit-out, the extent to which provision is shared with other uses and long-term management arrangements. Confirmed site-specific community infrastructure projects and their delivery arrangements are recorded in the IDS.

Gypsy, Traveller and Travelling Showpeople Accommodation

Current Context

- 12.53 Gypsy and Traveller and Travelling Showpeople accommodation forms part of the housing and social infrastructure required to support inclusive and sustainable growth and to meet the accommodation needs of different groups within the Borough.
- 12.54 A Gypsy and Traveller pitch comprises an area within a site capable of accommodating a household and associated caravans, vehicles and amenity provision. Travelling Showpeople plots perform a similar residential function but require additional space for the storage and maintenance of equipment and vehicles.
- 12.55 A Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment has been prepared to support the preparation of the Local Plan⁷⁰. This assessment identifies a need between 2024 and 2043 for 35 additional permanent Gypsy and Traveller pitches under the ethnic-identity definition, compared with 25 pitches under the PPTS 2023 definition, together with 19 additional Travelling Showpeople plots. The GTAA recommends that the Council plans for the higher 35-pitch requirement. Need is front-loaded, with 17 Gypsy and Traveller pitches and 16 Travelling Showpeople plots required during 2024–2029.

⁷⁰ Swindon Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2024)

12.56 Policy HC9 of the Regulation 19 Local Plan adopts a requirement for 35 additional permanent Gypsy and Traveller pitches and 19 Travelling Showpeople plots over the Plan period. The policy protects existing authorised provision and allocates a number of sites to contribute towards meeting this identified need.

Gypsy, Traveller and Travelling Showpeople Accommodation Required to Address Proposed Growth

12.57 The identified requirement of HC9 is a Borough-wide accommodation and infrastructure need to be delivered alongside the Local Plan's wider growth strategy. It is not a demand generated directly by individual mainstream housing allocations; rather, it reflects unmet need and future household formation within the Gypsy, Traveller and Travelling Showpeople communities.

12.58 Policy HC9 identifies three allocations to meet the identified Gypsy and Traveller and Travelling Showpeople accommodation requirements. These are set out in Table 12.4.

Allocation	Local Plan Requirement
Little Rose Lane	18 Gypsy and Traveller pitches
Land South of Hay Lane	17 Gypsy and Traveller pitches
Land at Chapel Farm	19 Travelling Showpeople plots

Table 12.4 - Gypsy, Traveller and Travelling Showpeople allocations identified by Policy HC9

12.59 The allocations provide for a total of 35 additional permanent Gypsy and Traveller pitches and 19 Travelling Showpeople plots, corresponding with the identified Plan-period requirement set out in Policy HC9. Little Rose Lane is identified for 18 Gypsy and Traveller pitches, Land South of Hay Lane for 17 Gypsy and Traveller pitches, and Land at Chapel Farm for 19 Travelling Showpeople plots.

12.60 Delivery of the allocated sites will require appropriate access, servicing, clean water supply, foul sewerage disposal, surface-water drainage and suitable site layout and amenity provision. Policy HC9 also requires sites to be accessible to community facilities and infrastructure, not be located in areas of high flood risk, and have arrangements in place to ensure their proper management.

12.61 For the purposes of the IDP and IDS, the three allocations should be recorded as specific infrastructure requirements, identifying their proposed pitch or plot capacity, land ownership, delivery responsibility, servicing requirements, cost and funding where known, and expected phasing. The IDS should be updated as further information becomes available on site preparation, infrastructure requirements and delivery timescales.

13 Waste Management and Minerals Infrastructure

Waste Management

Current Context

- 13.1 Swindon Borough Council (SBC), as a unitary authority, is responsible for the collection and management of Local Authority Collected Waste (LACW) within the Borough. This includes household waste and recycling collection and the provision of public household waste recycling infrastructure. SBC is also the waste planning authority for development within its administrative area.
- 13.2 Waste planning has historically been undertaken jointly by SBC and Wiltshire Council. The established planning framework comprises the Wiltshire and Swindon Waste Core Strategy 2006–2026⁷¹; the Waste Development Control Policies Development Plan Document⁷²; and the Waste Site Allocations Local Plan⁷³. The Regulation 19 Swindon Local Plan recognises the Waste Core Strategy as part of the adopted development plan.
- 13.3 The Waste Core Strategy establishes the strategic framework for waste management, including provision of sufficient waste management capacity, the location and safeguarding of waste facilities, application of the waste hierarchy and waste reduction. In particular, Policy WCS4 provides for the safeguarding of waste management sites, while Policies WCS5 and WCS6 support sustainable waste management, waste reduction and movement of waste up the waste hierarchy.
- 13.4 SBC currently operates a single Household Waste Recycling Centre (HWRC) at Waterside Park, Darby Close, Cheney Manor Industrial Estate. The facility operates on a pre-booked basis, with a limited number of slots available between 08:00 and 16:20 and is open every day except Wednesday. The booking system is used to control the number of vehicles using the site and reduce queues and disruption to neighbouring businesses and the waste collection operation, which also operates from this location.
- 13.5 The SBC Waste Strategy 2019–2029⁷⁴ records the Waterside Depot as an integrated waste-management hub, accommodating the HWRC alongside the Waste Transfer Station, recycling bulking facilities and Solid Recovered Fuel plant.
- 13.6 The SBC Waste Strategy seeks to reduce waste generation and increase reuse and recycling. Its headline target is to achieve a 60% household recycling rate by 2029, alongside a 15% reduction in residual waste per household from 2017/18 levels and reducing waste sent to landfill to less than 2%.

⁷¹ Wiltshire Council and Swindon Borough Council (2009), *Wiltshire and Swindon Waste Core Strategy 2006–2026*, adopted July 2009

⁷² Wiltshire Council and Swindon Borough Council (2009), *Wiltshire and Swindon Waste Development Control Policies Development Plan Document*, adopted September 2009

⁷³ Wiltshire Council and Swindon Borough Council (2013), *Wiltshire and Swindon Waste Site Allocations Local Plan*, adopted February 2013

⁷⁴ Swindon Borough Council (2019), *Sustainable Swindon: Waste Less, Recycle More – Waste Strategy 2019–2029*

- 13.7 Waste collection arrangements have continued to evolve since the Waste Strategy was adopted. SBC currently provides fortnightly collections of recycling and black-bin waste, alongside weekly food-waste collections. Food-waste recycling is available to households with kerbside recycling and those with access to communal bin stores.
- 13.8 These changes also need to be considered in the context of national Simpler Recycling requirements⁷⁵. From 31 March 2026, household waste collections are required to include food waste, paper and card, other dry recyclable materials and residual waste, with garden waste collected where households request the service. Food waste must be collected at least weekly, while recyclable streams may be co-collected where permitted by the relevant requirements. These changes affect both collection arrangements and the type and volume of material requiring segregation, transfer and treatment through waste infrastructure.
- 13.9 Notwithstanding the objective of reducing residual waste, recent data demonstrates the continuing scale of waste that must be managed. Government waste statistics⁷⁶ data published in 2026 records approximately 93,771 tonnes of waste collected in Swindon in 2024/25, of which 86,175 tonnes was household waste. Around 30,730 tonnes of household waste was sent for recycling, composting or reuse.

Establishing Future Waste Management Needs

- 13.10 Housing and employment growth proposed through the Regulation 19 Local Plan 2043 will increase the number of households and businesses generating waste within Swindon and will therefore place additional demands on waste collection, recycling, transfer and treatment infrastructure. The Waste Strategy itself identifies population and housing growth as an important long-term pressure on the waste service and recognises that collection and management arrangements need to adapt as the Borough grows.
- 13.11 For the purposes of the Regulation 19 infrastructure assessment, the agreed growth baseline identifies 24,389 dwellings within the Plan period, with a further 2,554 dwellings of identified post-plan capacity considered where relevant to whole-site infrastructure planning.
- 13.12 Waste infrastructure is principally an authority-wide consideration and therefore needs to have regard to the cumulative effect of this growth rather than being assessed solely against individual Sustainable Development Areas.
- 13.13 The Borough's reliance on a single HWRC at Cheney Manor/Waterside Park is a key infrastructure consideration. Previous proposals for an additional HWRC serving East Swindon were not progressed. The evidence currently available does not establish a capacity deficit at Waterside Park; further capacity assessment is therefore required to determine whether expansion of the existing facility is feasible or whether additional provision is required, and to establish an appropriate location and cost if so.

⁷⁵ Department for Environment, Food & Rural Affairs (2025), *Simpler Recycling: Household Recycling in England*

⁷⁶ Department for Environment, Food & Rural Affairs (2026), *Local Authority Collected Waste Management – Annual Results*

- 13.14 The latest Regulation 19 Local Plan provides protection for the existing infrastructure through Policy E3: Designated Employment Areas. Policy E3 specifically safeguards the Swindon Household Waste Recycling Centre, together with Swindon Sewage Treatment Works, for its strategic infrastructure function.
- 13.15 At the development-management level, new development will also need to incorporate appropriate arrangements for the storage and collection of residual waste, recycling and food waste.
- 13.16 Where additional waste infrastructure is demonstrated to be necessary to mitigate the effects of development, Policy INF1: Infrastructure and Developer Contributions provides the wider Local Plan mechanism for securing appropriate infrastructure. Policy INF1 requires development to provide or contribute towards sufficient infrastructure and allows this to be secured through on-site provision, planning conditions, Section 106, Section 278, CIL or other appropriate mechanisms.
- 13.17 SBC operates a Community Infrastructure Levy, with Strategic CIL available to support infrastructure priorities identified by the Borough Council. However, no specific waste infrastructure CIL allocation, standard per-dwelling waste contribution or costed HWRC project has been identified. Therefore, no specific developer contribution to waste infrastructure is identified at this stage.

Waste Infrastructure Assessment against Proposed Growth

- 13.18 The Regulation 19 growth strategy will result in a material increase in the population served by SBC's waste collection and management network. This will increase demand on collection services and is also likely to increase use of the Borough's single HWRC and the quantity of material requiring transfer, bulking and treatment.
- 13.19 No new waste-management site is identified through the Regulation 19 Local Plan itself. The Plan instead safeguards the existing HWRC through Policy E3 and provides the wider mechanism for securing infrastructure through Policy INF1. This approach should be considered alongside the existing adopted Waste Core Strategy and Waste Site Allocations Local Plan, which continue to provide the specialist planning framework for waste-management development.
- 13.20 For the Regulation 19 IDS, the position identifies additional HWRC capacity / waste-management capacity as an infrastructure requirement subject to further assessment, with the precise project, cost, timing and funding mechanism recorded as to be confirmed.
- 13.21 SBC Waste Management should continue to be engaged as the Local Plan progresses to confirm the operational capacity of the Waterside Park facilities, the cumulative effect of planned growth and whether expansion, reconfiguration or additional provision is required. Where a specific infrastructure project, cost or delivery mechanism is subsequently identified, this should be incorporated into the Submission-stage update of the IDP and IDS.

Minerals Infrastructure and Safeguarding

- 13.22 Swindon Borough Council (SBC), as a unitary authority, is the Minerals Planning Authority for the Borough and is responsible for minerals planning policy and the determination of planning applications for minerals development. Minerals planning has historically been undertaken jointly with Wiltshire Council, reflecting the cross-boundary nature of mineral resources and supply.
- 13.23 The principal adopted policy framework is the Wiltshire and Swindon Minerals Core Strategy 2006–2026, supported by the Minerals Development Control Policies Development Plan Document and the Aggregate Minerals Site Allocations Local Plan. The Regulation 19 Swindon Local Plan confirms that the Minerals Core Strategy remains part of the adopted development plan and should therefore continue to be read alongside the Swindon Local Plan 2043.
- 13.24 Minerals differ from many other forms of infrastructure as finite resources that can only be worked where they occur. Consequently, the principal consideration for the IDP is not generally the provision of new minerals infrastructure through developer contributions, but the safeguarding of mineral resources and associated infrastructure from sterilisation or constraint by non-minerals development.
- 13.25 The Minerals Core Strategy identifies potentially economically important resources including sharp sand and gravel, soft building sand, chalk, clay and building stone and establishes Mineral Safeguarding Areas to protect mineral resources that may be required in the future.
- 13.26 Policy MCS6: Safeguarding Mineral Resources, Rail-head Facilities and Mineral Recycling Facilities provides the principal policy framework. It safeguards Mineral Resource Zones, active and dormant mineral sites, land within 1 km of active and dormant mineral sites, sites allocated for future mineral working, operational land associated with mineral recycling facilities and relevant rail-head infrastructure from potential sterilisation by other forms of development.
- 13.27 Mineral Safeguarding Areas (MSAs) are intended to ensure that the implications of non-minerals development for potentially viable mineral resources are properly considered. The Minerals Core Strategy requires the relevant planning officers to be consulted where development is proposed within an MSA so that the potential for unacceptable sterilisation can be assessed. Where viable mineral deposits are present, consideration may need to be given to their extraction before or alongside non-minerals development. However, designation within an MSA does not itself mean that mineral extraction will necessarily be appropriate or that non-minerals development should be prevented.
- 13.28 For the purposes of the Regulation 19 IDP, no specific minerals infrastructure project, cost or developer contribution is identified. The principal requirement is to ensure that planned growth does not unnecessarily sterilise safeguarded mineral resources or prejudice existing or future minerals infrastructure, and that the

requirements of the adopted minerals development plan are taken into account as individual sites progress.

- 13.29 Engagement with the relevant minerals planning officers should continue following Regulation 19 publication to confirm whether any of the final Local Plan allocations give rise to specific safeguarding, prior-extraction or minerals infrastructure issues. Where site-specific requirements are subsequently identified that have implications for development delivery, phasing or viability, these should be reflected in an updated IDP and, where appropriate, the IDS.

14 Digital Infrastructure

14.1 Digital infrastructure is an essential component of modern infrastructure provision. High-quality digital connectivity supports economic growth, home working, education, healthcare access, digital inclusion, business productivity, public service delivery and wider social participation.

14.2 This section considers fixed broadband infrastructure and mobile connectivity, including full-fibre broadband, gigabit-speed broadband, 4G, 5G and associated digital infrastructure. It also considers the role of new development in ensuring that digital infrastructure is planned and provided from the outset, avoiding the need for costly or disruptive retrofitting after occupation.

Current Context and Existing Provision

14.3 Fixed broadband is delivered to premises through fixed telecommunications networks. Full-fibre broadband, also known as Fibre to the Premises (FTTP), provides a fibre connection directly to the home or business and supports higher speeds and greater reliability than legacy copper-based connections. Gigabit-capable infrastructure is capable of providing download speeds of at least 1 gigabit per second.

14.4 Mobile connectivity, including 4G and 5G, is also increasingly important. It supports mobile working, access to services, emergency resilience, smart infrastructure, transport systems, environmental monitoring and the wider Internet of Things.

14.5 Digital communications infrastructure is principally owned, delivered and maintained by commercial fixed and mobile network operators. Ofcom regulates the communications sector, while Building Digital UK (BDUK), within the Department for Science, Innovation and Technology, is responsible for Government programmes supporting improved digital connectivity, including Project Gigabit.

14.6 Swindon has benefited from a series of public and commercial investments in digital connectivity. The Superfast Swindon programme sought to extend superfast broadband to premises that were not expected to be reached commercially, while commercial investment has subsequently included full-fibre rollout by providers including CityFibre. CityFibre's primary full-fibre network build in Swindon formed part of an investment of approximately £40 million in the area.

14.7 The latest Ofcom Connected Nations data, as at January 2026⁷⁷, demonstrates that fixed broadband availability in Swindon is strong. Approximately 98.4% of premises have access to superfast broadband and 94.3% have access to gigabit-capable broadband. This compares favourably with the UK-wide position, where gigabit-capable broadband was available to 89% of residential premises by January 2026. However, coverage is not universal and localised gaps remain, particularly within some of the more rural parts of the Borough.

14.8 Mobile connectivity is also strong. Ofcom's January 2026 data indicates that approximately 94.3% of premises in Swindon receive indoor 4G coverage from all four mobile network operators, while outdoor 4G coverage from all four operators extends to approximately 99.9%. 5G coverage has expanded significantly, with approximately

⁷⁷ Ofcom (2026), *Connected Nations update: Spring 2026*, published 13 May 2026

92.2% of premises having outdoor 5G coverage from all four operators. Coverage nevertheless varies at a local level and continued investment will be required as 5G rollout and future mobile technologies develop.

14.9 The Swindon and Wiltshire Digital Capabilities Strategy, adopted in 2018, established digital infrastructure as one of the area's core 'Digital Foundations'. Its strategic aim was to ensure that the digital infrastructure network kept pace with technological change and that its benefits were distributed across the area. The Strategy identified continued broadband rollout, addressing locations with poor service, engagement with mobile operators and supporting 5G development as priorities.

14.10 More recent economic policy continues this emphasis. SBC's Economic Growth Plan 2026 identifies physical and digital connectivity as a foundation of Swindon's economic competitiveness. It refers to the high level of superfast coverage across the Borough, while recognising the remaining rural connectivity gap and the need for new development to be future-proofed through full-fibre connectivity.

14.11 Project Gigabit provides the principal national intervention mechanism for premises that are unlikely to receive gigabit-capable broadband through commercial rollout alone.

Establishing Digital Infrastructure Requirements

14.12 Growth proposed through the Regulation 19 Local Plan will increase the number of homes, businesses, schools, healthcare facilities and community uses requiring reliable digital connectivity. Unlike infrastructure where development directly consumes a finite amount of network capacity, telecommunications infrastructure is predominantly delivered through competitive commercial networks. The principal Local Plan requirement is therefore to ensure that new development is designed and connected appropriately from the outset and does not create areas of poor connectivity that subsequently require retrofit.

14.13 Overall, digital network capacity is considered unlikely to determine the ability of individual SDAs identified in the Plan to accommodate growth. The provision of future-proofed telecommunications infrastructure within new development is nevertheless critical, particularly within strategic allocations where infrastructure will need to be incorporated as development is built out.

14.14 Policy INF3: Digital Connectivity and Telecommunications requires new development to provide telecommunications infrastructure during construction to enable connection to full-fibre broadband and to be ready for both 5G technology and gigabit-capable broadband.

14.15 Policy INF3 also addresses circumstances where full-fibre connectivity is not immediately available. Applicants are required to demonstrate early engagement with infrastructure providers and incorporate appropriate design measures where providers intend to deliver connectivity. Where agreement for connection cannot initially be achieved, additional dedicated telecommunications ducting is required to facilitate subsequent provision. Telecommunications infrastructure must also be appropriately sited and designed to minimise amenity impacts.

- 14.16 Since 26 December 2022, Building Regulations have generally required new homes in England to include gigabit-ready physical infrastructure. A functional gigabit-capable connection is also required subject to a £2,000 per-dwelling cost cap; where a gigabit-capable connection cannot be secured within that cap, the next fastest available connection is required where it can also be provided within the cost cap.
- 14.17 Developers should engage with fixed and mobile telecommunications providers at an early stage of masterplanning and detailed design. This is particularly important for the Sustainable Development Areas and significant employment developments, where the scale and phasing of growth provide an opportunity to coordinate ducts, fibre infrastructure, mobile connectivity and other telecommunications equipment with highways, utilities and public-realm works.

Digital Infrastructure Assessment against Proposed Growth

- 14.18 The scale of growth proposed through the Swindon Local Plan 2043 does not currently give rise to an identified strategic digital infrastructure capacity constraint. Digital infrastructure will instead form part of the normal infrastructure required to make individual developments functional and future-proofed, with Policy INF3 providing the mechanism for ensuring this is addressed through development delivery.
- 14.19 The remaining connectivity gap in parts of rural Swindon is a wider infrastructure and digital inclusion issue. Existing communities with poorer connectivity may benefit from continued commercial network investment and national programmes including Project Gigabit. However, no evidence reviewed for the Regulation 19 IDP identifies a specific publicly funded broadband or mobile project that is required to unlock an individual Local Plan allocation.
- 14.20 For the Regulation 19 IDS, no separate growth-specific digital infrastructure project is therefore identified at this stage. Telecommunications provision within new development is treated as a standard development requirement to be secured through Policy INF3, Building Regulations, masterplanning and early engagement with telecommunications providers. This approach reflects the nature of digital infrastructure provision, which is predominantly delivered through developer commitments and commercial investment by telecommunications providers rather than through separate strategic infrastructure projects.
- 14.21 The position should continue to be monitored as commercial rollout, Project Gigabit and mobile-network investment progress. If subsequent provider engagement identifies a specific infrastructure dependency, funding gap or scheme necessary to support Local Plan growth, this should be incorporated into the update of the IDP and IDS.

15 Conclusion and Summary

- 15.1 This Infrastructure Delivery Plan has assessed the infrastructure implications of the growth proposed through the Swindon Local Plan 2043. It has reviewed existing infrastructure provision and capacity, previous Local Plan evidence, current infrastructure-provider strategies and investment programmes, and the findings of engagement undertaken during preparation of the Regulation 19 Local Plan. The assessment identifies infrastructure requirements at site, SDA, Borough and wider strategic levels and brings defined projects and requirements together within the Infrastructure Delivery Schedule (IDS).
- 15.2 The scale and nature of infrastructure requirements vary considerably between sectors and locations. Some requirements can be defined and costed at Regulation 19 stage, while others will depend upon subsequent technical assessment, masterplanning, infrastructure-provider investment decisions or the detailed form and phasing of development. The IDP therefore represents the best available infrastructure position at this stage rather than fixing every future infrastructure requirement, cost or delivery mechanism.
- 15.3 The IDP has also identified an important distinction between gross infrastructure demand and defined infrastructure projects. In a number of sectors, benchmark calculations demonstrate the scale of additional demand generated by growth but do not mean that an equivalent quantity of wholly new infrastructure must automatically be provided. Existing capacity, committed provision, opportunities to expand or reconfigure facilities and the ability to serve more than one development through shared infrastructure all need to be taken into account before determining the final mitigation requirement. This approach is reflected throughout the IDS.
- 15.4 Overall, the assessment identifies a substantial programme of infrastructure required to support planned growth across transport, education, utilities, green and recreational infrastructure and social and community services. Requirements range from strategic infrastructure serving multiple developments to site-specific provision and improvements to existing facilities and networks. In a number of sectors, existing or committed investment will contribute towards accommodating growth, while further infrastructure will need to be phased alongside development or refined as individual allocations progress. The principal delivery considerations are therefore the timing, funding and coordination of infrastructure with development, rather than simply the identification of additional projects.
- 15.5 The IDS provides the project-level record of identified infrastructure requirements and, where information is available, records their location, delivery responsibility, status, phasing, indicative cost, funding position and dependencies. Cost information is based on infrastructure-provider information, established project information or appropriate benchmark assumptions where project-specific costs are not yet available. Costs should therefore be treated as indicative unless expressly stated otherwise and will require refinement and indexation as projects progress.

- 15.6 The IDP should be read alongside the Council's Whole Plan Viability Assessment⁷⁸. The two documents perform related but different functions: the IDP identifies and assesses the infrastructure required to support planned growth, while the viability assessment considers whether the cumulative costs of Local Plan policy and infrastructure requirements can be supported by the development expected to come forward. The viability assessment therefore uses proportionate assumptions and typologies rather than reproducing each individual project cost identified within the IDS. The September 2026 Viability Assessment Update Note tests the strategic sites using site-specific strategic infrastructure and mitigation allowances provided by the Council, in addition to CIL where applicable. These represent viability-testing assumptions rather than project-cost totals and should not be read as replacing the more detailed infrastructure requirements and costs recorded within the IDS. Strategic-site infrastructure requirements, phasing and funding arrangements will continue to be refined through engagement with site promoters and infrastructure providers.
- 15.7 Infrastructure will be delivered through a combination of direct developer provision, Section 106 planning obligations, Section 278 agreements, CIL, infrastructure-provider investment, SBC funding, other public-sector funding and external funding sources where available. Inclusion of a project within the IDP or IDS does not mean that its full cost should be attributed to Local Plan development. Developer contributions will need to be proportionate to the impacts and requirements generated by development and satisfy the statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). The viability assessment similarly treats CIL and Section 106 infrastructure costs as development costs while recognising that major developments can include direct infrastructure delivery as well as financial contributions.
- 15.8 The IDP and IDS should therefore continue to be treated as living evidence documents. This is particularly important for strategic allocations with long build-out periods extending towards or beyond the end of the Plan period, during which infrastructure-provider programmes, technical evidence, costs and development proposals may change. Following Regulation 19 consultation, the IDP and IDS should be reviewed and, where necessary, updated ahead of submission and examination to reflect consultation representations, completed technical evidence, Statements of Common Ground, infrastructure-provider updates, changes to development trajectories and further developer engagement. Thereafter, the infrastructure position should continue to be reviewed as development and infrastructure investment progress.
- 15.9 Subject to this continuing process of review and refinement, the IDP and IDS provide a strategic evidence framework for coordinating infrastructure provision with the delivery of the Swindon Local Plan 2043 and for informing subsequent masterplanning, development management, infrastructure investment and developer-contribution decisions.

⁷⁸ Local Plan Viability Assessment, 2026 Update Note, HDH Planning and Development, September 2026

16 Glossary

This section defines the principal acronyms, abbreviations and technical terms used within the Infrastructure Delivery Plan.

Acronym / Term	Meaning
3G	Third Generation artificial grass pitch
4G	Fourth Generation mobile network
5G	Fifth Generation mobile network
ACL	Adult Community Learning
AEB	Adult Education Budget
AGP	Artificial Grass Pitch
AMP	Asset Management Period – the regulated water-company investment cycle
AMP8	Asset Management Period 8, covering the 2025–2030 water-company investment period
ASF	Adult Skills Fund
BDUK	Building Digital UK
BMX	Bicycle Motocross
BSIP	Bus Service Improvement Plan
BSP	Bulk Supply Point
BSW	Bath and North East Somerset, Swindon and Wiltshire
CIL	Community Infrastructure Levy
DfE	Department for Education
DFES	Distribution Future Energy Scenarios
DNO	Distribution Network Operator
DRT	Demand Responsive Transport
DSO	Distribution System Operator
DWF	Dry Weather Flow
DWFRS	Dorset & Wiltshire Fire and Rescue Service
DWMP	Drainage and Wastewater Management Plan
DWMP28	Thames Water Drainage and Wastewater Management Plan covering the 2030–2055 planning period
EA	Environment Agency
ESOL	English for Speakers of Other Languages
EV	Electric Vehicle
EYCC	Early Years and Childcare
FE	Further Education
FES	Future Energy Scenarios
FPM	Facilities Planning Model
FTTP	Fibre to the Premises
GI	Green Infrastructure
GIA	Gross Internal Area
GP	General Practitioner
GSP	Grid Supply Point

Acronym / Term	Meaning
GTAA	Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment
GWCF	Great Western Community Forest
GWH	Great Western Hospitals NHS Foundation Trust
GWML	Great Western Main Line
GWR	Great Western Railway
HGV	Heavy Goods Vehicle
HRA	Habitats Regulations Assessment
HWRC	Household Waste Recycling Centre
ICB	Integrated Care Board
ICT	Information and Communications Technology
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Schedule
IFS	Infrastructure Funding Statement
LACW	Local Authority Collected Waste
LAP	Local Area for Play
LCWIP	Local Cycling and Walking Infrastructure Plan
LEAP	Local Equipped Area for Play
LFRMS	Local Flood Risk Management Strategy
LHNA	Local Housing Needs Assessment
LLFA	Lead Local Flood Authority
LNRS	Local Nature Recovery Strategy
LTP	Local Transport Plan
LTP4	Local Transport Plan 4
MHCLG	Ministry of Housing, Communities and Local Government
MI/d	Megalitres per day
MSA	Mineral Safeguarding Area
NEAP	Neighbourhood Equipped Area for Play
NESO	National Energy System Operator
NEV	New Eastern Villages
NGET	National Grid Electricity Transmission
NHS	National Health Service
NIA	Net Internal Area
NPPF	National Planning Policy Framework
NPT	Neighbourhood Policing Team
PCN	Primary Care Network
PPC	Playing Pitch Calculator
PPG	Planning Practice Guidance
PPOSS	Playing Pitch and Outdoor Sport Strategy
PPTS	Planning Policy for Traveller Sites
R18	Regulation 18
R19	Regulation 19
RAMS	Recreational Disturbance Avoidance and Mitigation Strategy
RUFC	Rugby Union Football Club

Acronym / Term	Meaning
S106	Section 106 planning obligation
S278	Section 278 highway agreement
SAC	Special Area of Conservation
SAMM	Strategic Access Management and Monitoring
SANG	Suitable Alternative Natural Greenspace
SATURN	Simulation and Assignment of Traffic to Urban Road Networks – strategic transport-modelling software
SBC	Swindon Borough Council
SDA	Sustainable Development Area
SDP	Strategic Development Plan – used in the electricity-network planning context
SDS	Spatial Development Strategy
SEND	Special Educational Needs and Disabilities
SESRO	South East Strategic Reservoir Option
SFC	Sports Facilities Calculator
SFRA	Strategic Flood Risk Assessment
SLP	Swindon Local Plan 2043
SNG	Synthetic Natural Gas
SoCG	Statement of Common Ground
SRN	Strategic Road Network
SSEN	Scottish and Southern Electricity Networks Distribution
STW	Sewage Treatment Works
SuDS	Sustainable Drainage Systems
SWASFT	South Western Ambulance Service NHS Foundation Trust
SWOX	Swindon and Oxfordshire Water Resource Zone
TBC	To be confirmed
TPD	Troy Planning + Design
VISSIM	Microscopic traffic-simulation modelling software
WCS	Water Cycle Study
WINEP	Water Industry National Environment Programme
WRMP	Water Resources Management Plan
WRMP24	Water Resources Management Plan 2024
WTW	Water Treatment Works
WWU	Wales & West Utilities

Individual Local Plan policy and allocation references, such as SDA01, INF1 and CSE2, are not listed separately in this glossary. These refer to policies and allocations within the Regulation 19 Swindon Local Plan 2043. Road numbers, project reference numbers and individual site references are also excluded.

Appendix A - Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule (IDS) is issued as a separate accompanying document and, together with this guide, forms Appendix A to this IDP. The IDS brings together the infrastructure projects and requirements identified through the IDP as necessary to support delivery of the Swindon Local Plan 2043. It provides a single reference point for understanding what infrastructure is required, where it is needed, its relationship to planned growth and, where known, how and when it is expected to be delivered.

The IDS has been informed by the infrastructure assessments set out in the preceding chapters, the housing and employment growth baseline, existing Local Plan evidence, infrastructure already planned or secured through committed development, and engagement with Swindon Borough Council, infrastructure providers and other relevant stakeholders. Infrastructure secured through existing planning permissions but not yet delivered remains identified where it continues to be relevant to the delivery of planned growth. This ensures that the IDS reflects the overall infrastructure required to support the Local Plan without treating already-secured provision as a new residual requirement.

Guide to the Infrastructure Delivery Schedule (IDS)

For each identified infrastructure requirement, the IDS records the available information on the project or intervention, location and growth served, delivery responsibility, project status, expected timing or phasing, indicative cost, potential or secured funding, funding gap and delivery dependencies. It also identifies the source of the requirement so that the relationship between the IDS and the supporting evidence can be understood.

Where information is shown as TBC, this does not mean that the infrastructure is not required. It indicates that the relevant detail has not yet been sufficiently established at the point at which this IDP was prepared. This is particularly relevant where the precise form, cost, timing or funding of infrastructure will depend upon subsequent technical work, masterplanning, planning applications or infrastructure-provider investment decisions.

Categorisation of Infrastructure Projects

The IDS identifies infrastructure requirements associated with planned growth and categorises these according to their relationship with the delivery of development as **Critical, Necessary or Important**. These categories are defined in Table A.1. The categorisation is intended to assist understanding of the relationship between infrastructure provision and development delivery and does not, in itself, determine the timing or phasing of individual infrastructure projects. Nor should a lower category be interpreted as indicating that an infrastructure project is of lesser value or does not need to be delivered.

Category	Definition
Critical	Infrastructure that must be provided before the relevant development can physically commence or proceed. Without its provision, development would not be capable of being delivered, for example because there is insufficient infrastructure capacity, access or other essential provision to enable development to take place.
Necessary	Infrastructure required to support or mitigate the impacts of new development and to ensure that development is appropriately served. Its delivery is necessary as development comes forward, but it may not need to be in place before development commences and may therefore be phased alongside development.
Important	Infrastructure that would support the successful delivery of sustainable and well-functioning communities and respond to the wider needs arising from growth, but which is not essential to enable development to commence or proceed. Its precise timing is therefore less directly linked to the phasing of individual development sites.

Table A.1 – Infrastructure Categories

Costs, Funding and Delivery

Costs included within the IDS are indicative unless expressly stated otherwise. They are based on information provided by infrastructure providers, existing project information or appropriate benchmark assumptions where project-specific costs are not yet available. Costs will require refinement as projects progress and should be index-linked from their stated cost base where appropriate.

The identification of a project within the IDS does not mean that its full cost will be met through developer contributions. Infrastructure may be delivered through a combination of direct developer provision, Section 106 or Section 278 obligations, CIL, infrastructure-provider investment, government or other public funding and other sources. Any planning obligation will need to satisfy the relevant statutory and policy tests, including those set out in the Community Infrastructure Levy Regulations 2010 (as amended).

A Living Schedule

The IDS represents the best available position at the time of preparing the IDP. Infrastructure planning is an iterative process and projects, costs, funding arrangements, phasing and delivery responsibilities will continue to evolve. The IDS should therefore be treated as a living schedule, reviewed and updated as the Local Plan progresses, planning applications come forward, technical evidence is completed and infrastructure providers refine their investment and delivery programmes.