

Swindon Borough Local Development Framework

# Swindon Borough Local Plan 2026 Pre-Submission Draft

*Infrastructure Delivery Plan*

[www.swindon.gov.uk/localplan](http://www.swindon.gov.uk/localplan)

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## **1. INTRODUCTION**

- 1.1 This Infrastructure Delivery Plan (IDP) forms part of the evidence base for the Swindon Borough Local Plan 2026. The Local Plan will guide future development of the Borough to 2026, setting out a long term spatial vision and the overall strategy for delivery of that vision.
- 1.2 The production of the Infrastructure Delivery Plan (IDP) has been a collaborative effort, with the Local Planning Authority (LPA) engaging with a wide range of key stakeholders involved in delivering infrastructure associated with the strategic aims and objectives of the Local Plan.

### **Purpose of the Infrastructure Delivery Plan (IDP)**

- 1.3 Swindon Borough Council is required to demonstrate that the policies in the Swindon Local Plan will be delivered in a sustainable way. To this end, there is now an increased emphasis on the need to identify infrastructure required to support future growth, resulting from additional housing and employment during the Plan period to 2026. The IDP focuses on those infrastructure items which will require capital expenditure, i.e. largely in the form of physical works.
- 1.4 The IDP helps to identify
  - types and costs of infrastructure;
  - delivery timetable;
  - gaps in funding; and
  - critical pieces of local and strategic infrastructure.
- 1.5 The IDP will also help ensure delivery of the Swindon Local Plan by:
  - Co-ordinating coherent and timely delivery with key partners;
  - Recognising funding opportunities and providing the baseline for identifying investment through subsequent work;
  - Identifying responsible delivery agents, delivery mechanisms and overcoming barriers to successful delivery; and
  - Measuring how well the Strategy is being implemented, acting as an evidence base and providing an effective response.
- 1.4 In addition, the IDP is used as an evidence base for the infrastructure requirements used to inform the development of the Borough's Community Infrastructure Levy (CIL) Charging Schedule.
- 1.6 Against the background of the current recession, alternative, smarter methods of delivery which achieve greater value for money have been considered, for example the co-location of services and alternative infrastructure solutions to ensure that the monies, funding and opportunities available are utilised efficiently to deliver more.

## Structure and Content of the Infrastructure Delivery Plan

- 1.7 The IDP addresses the issue of infrastructure provision by identifying infrastructure requirements and issues regarding deliverability (a where, when and how approach). This process involves understanding future service delivery models, business plans, asset management and estates rationalisation for a wide range of internal and external partners and stakeholders and ensuring they do not duplicate or prejudice each other. Furthermore, it exists to promote co-location and joint working to minimise future revenue burdens going forward.
- 1.8 The IDP is broken down into chapters relating to different sectors of infrastructure, see paragraph 7.1. Each chapter identifies the elements of infrastructure required to support growth in the Borough, a justification for this requirement and information regarding deliverability. This is summarised in a detailed Infrastructure Delivery Programme at the end of each chapter.
- 1.7 The Local Plan will cover the period from 2011 to 2026; however, it is inevitable that timescales for delivering development and infrastructure will be subject to change due to both local and national factors and the re-emergence of the market following recession. Consequently, the IDP will evolve over time to reflect change.
- 1.8 The IDP is a 'live' document that will be updated throughout the life of the plan period (2011-2026) to accurately reflect current and future infrastructure requirements. Reviews of the IDP will be programmed in accordance with reviews of the CIL and Comprehensive Spending Review funding allocation processes, plus the Local Plan timetable.

## 2. Policy Background, Guidance and Studies

- 2.1 This section sets out the relevant policy background, guidance and studies relevant to infrastructure planning.

### National Policy Context

- 2.2 Through the National Planning Policy Framework (NPPF) the requirement to plan for infrastructure has, been given greater importance to the plan making process than previously, in Planning Policy Statement 12: 'Creating Strong Safe and Prosperous Communities through Local Spatial Planning' (PPS12, 2009). Amongst other infrastructure related requirements, the NPPF requires Local Planning Authorities to consider the quality and capacity of existing infrastructure and assess its ability to sustain future growth.
- 2.6 On 27<sup>th</sup> March 2012, the Coalition Government published the **National Planning Policy Framework (NPPF)**<sup>1</sup>, which replaces all Planning Policy Statements and Guidance Notes. Infrastructure Delivery Plans were required under the now deleted PPS12 to sit alongside and support the growth identified within Core Strategies. The NPPF now requires LPAs to produce Local Plans that are supported by a

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<sup>1</sup> National Planning Policy Framework:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>



proportionate evidence base and carries forward the need for infrastructure planning as stated in paragraph 162, as follows:

*“Local planning authorities should work with other authorities and providers to:*

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas”<sup>2</sup>.*

### **The Community Infrastructure Levy**

- 2.7 The Community Infrastructure Levy (CIL) is a new charging mechanism that local authorities can choose to levy on new developments in their area to fund necessary infrastructure. CIL came into force on 6 April 2010 through the CIL Regulations 2010, with additional amendments in April 2011. CIL will largely replace Section 106 developer contributions as the means to fund off-site infrastructure made necessary by development. In order to continue to require contributions to off-site infrastructure requirements, local authorities must have a CIL in place by April 2014. A Local Planning Authority is the charging authority for its areas. Swindon Borough Council is proposing to bring a CIL into effect by the summer of 2012, which will replace the existing developer contributions regime.
- 2.8 CIL Guidance<sup>3</sup> states that information on the charging authority area’s infrastructure needs should, wherever possible, be drawn directly from the infrastructure planning that underpins their Development Plan. In the case of Swindon Borough this is this IDP.
- 2.9 The IDP can then be used by the charging authority to identify a selection of indicative infrastructure projects or types of infrastructure that are likely to be funded by the levy and a total infrastructure cost. The charging authority should consider known and expected infrastructure costs and the other sources of funding available, or likely to be available, to meet those costs and thus illustrate that their intended CIL target is justifiable given local infrastructure need and is based on appropriate evidence.<sup>4</sup>

### **Best Practice Guidance**

Best practice guidance and further guidelines on infrastructure planning and implementation of CIL have been published by the Planning Advisory Service (PAS)<sup>5</sup>, Planning Officers Society (POS)<sup>6</sup> and the Planning Inspectorate<sup>7</sup>. The

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<sup>2</sup> NPPF, page 40, para. 162.

<sup>3</sup> Community Infrastructure Levy Guidance: Charge setting and charging schedule procedures (DCLG, 2010)

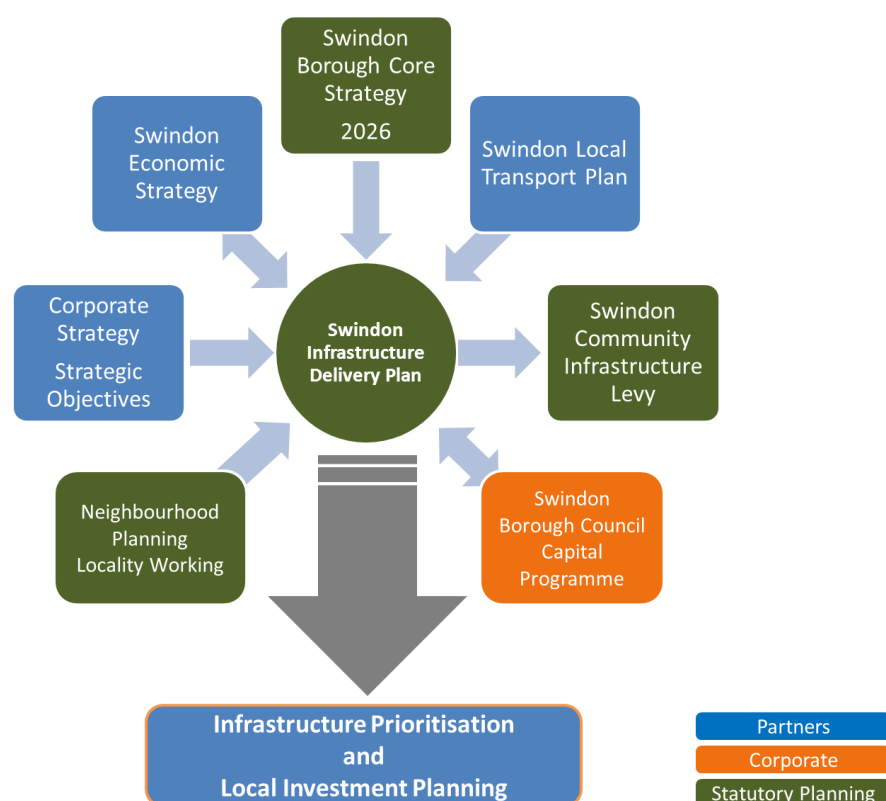
<sup>4</sup> CIL – Preliminary Draft Charging Schedule Consultation (SBC, August 2012)

<sup>5</sup> A Steps Approach to Infrastructure Planning (POS, June 2009)

Council also participated in Department for Communities and Local Government (DCLG) CIL Practitioners Working Group. The Council has had regard to this guidance in writing the IDP.

## Local Policy Context

- 2.10 The IDP sits alongside a suite of other corporate and partner strategies, all designed to identify service and/or infrastructure need and the delivery outcomes associated with that need. It is informed by a rich picture of supply and demand across Swindon. These strategies are outlined below at Figure 1.



**Figure 1**

- 2.11 The collaborative process used to inform the production of the IDP allows us to raise awareness of the infrastructure implications arising from future development and to broaden ownership of the delivery of that infrastructure both internally and externally. This recognises the fact that the statutory planning process can only ever act as a facilitator.

### Adopted Swindon Borough Local Plan 2011 (2006)

- 2.11 The extant planning policy framework is the Swindon Borough Local Plan 2011 (2006). It's status was confirmed via 'saved policies' under transitional arrangements of the Planning and Compulsory Purchase Act 2004, subsequent direction from the

<sup>6</sup> Section 106 Obligations and the Community Infrastructure Levy (POS, April 2011)

<sup>7</sup> Local Development Frameworks – Examining Development Plan Documents: Learning from Experience (The Planning Inspectorate, September 2009)

Secretary of State via Government Office South West and the provisions set out in the National Planning Policy Framework for a year's grace for adopted Local Plans in lieu of an adopted Local Plan. Its saved policies are valid until March 27 2013.

#### Swindon Local Development Framework

##### *Swindon Borough Local Plan 2026 Pre-Submission (2012)*

- 2.12 The emerging Swindon Borough Local Plan presents the spatial vision and development strategy for Swindon Borough to 2026. The importance of successful infrastructure planning is highlighted throughout the document to ensure that the planned level of growth can be sustained. In particular, Strategic Objective 2 of the emerging Swindon Borough Local Plan states, *"Infrastructure – to meet the infrastructure needs for and arising from the growth of Swindon (including health and community needs) in a timely manner and being adequately funded"*.
- 2.13 The emerging Swindon Local Plan also identifies the key infrastructure items required for regeneration areas and proposed new communities at Wichelstowe, Commonhead, Tadpole Farm and at the New Eastern Villages including Rowborough and South Marston Expansion Village. The IDP comprises infrastructure items necessitated by specific sites and for the Borough as a whole.

##### *Implementation and Monitoring Plan*

- 2.14 The Implementation and Monitoring Plan (March 2011) (IMP) was produced to sit alongside the Swindon Borough Local Plan Revised Proposed Submission Document (March 2011). The purpose of the Implementation and Monitoring Plan was to set out the required infrastructure items required to deliver sustainable development. This IDP updates and replaces the Implementation and Monitoring Plan.
- 2.15 The monitoring section of the IMP has been incorporated into the Pre Submission Swindon Local Plan and sits alongside the Annual Monitoring Report.

#### Swindon Central Area Action Plan (2009)

- 2.16 The Central Area Action Plan (CAAP) provides a planning framework that will guide the future development of Central Swindon to 2016 with strategic policies which look to 2026. It identifies strategic aims across 4 themes; design, public realm, sustainability and transport. It also details major regeneration projects and the key players in their delivery with a focus on the private investment and expertise necessary to bring them forward.

#### Local Transport Plan 3 (LTP3)

- 2.17 The Local Transport Plan 3 was adopted in March 2011 and covers the period from 2011- 2026. It sets out an overarching strategy for the delivery of the Council's transport programme. Its mission is to create

*“a safe, effective and fit for purpose transport network that supports Swindon’s ambitions for town centre regeneration and economic growth whilst protecting and enhancing quality of life and the environment for the benefit of local residents, visitors and businesses”*

- 2.18 While LTP3 covers maintenance and small schemes which do not figure in the IDP, it also incorporates larger, more strategic transport schemes.

#### Swindon Economic Strategy

- 2.19 At a time when private and public sector partners in Swindon face the twin challenges of recession and constraints on public sector funding, agreeing shared objectives and priority actions is the best way of ensuring that the Borough secures the maximum benefit from their investments.
- 2.20 The main purpose of the Economic Strategy is to set out the practical measures that stakeholders will need to take to encourage recovery and a return to growth. In some cases, this means completing or building on activity that is already taking place. In other cases, it requires new ideas and new action. Some actions are identified as immediate priorities (1-2 years), while others are for the medium (3-5 years) or long term (5 years +). The emphasis is on actions that will deliver economic benefit, but that are also realistic and deliverable given the resources available to partners.

#### Swindon Corporate Strategy

- 2.21 The Corporate Strategy translates One Swindon into a single set of Council priorities which provide a clear sense of purpose and directions against which decisions can be made and commissioning, financial and delivery actions planned, implemented and reviewed.
- 2.22 Decisions around infrastructure provision will be informed by One Swindon principles around a growing economy, a good place to live, cultural and leisure opportunity and promoting independent living.

#### **Swindon and Wiltshire Local Enterprise Partnership**

- 2.23 The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) is a business-led public/private partnership tasked with driving economic growth in the area. Approved by government in July 2011, their role is to formulate the Partnership’s strategic direction and commission projects to drive growth, part of which will be achieved by influencing funding to deliver key infrastructure.
- 2.23 The SWLEP four year Business Plan includes a challenging target for job creation and retention. Initial targets are to:-
- create 10,000 New Private Sector jobs;
  - Safeguard a further 8000 jobs within our business base.



2.24 This can only be achieved by making Swindon an attractive place in which to invest, both in terms of new businesses coming to the area and supporting those already here.

2.24 The four elements needed to attract and retain businesses are:-

- A stable and certain infrastructure planning and investment environment;
- Deliverable sites for new business/business expansion;
- Access to a skilled and motivated workforce;
- A great place to live and work

2.25 The LEP revolving infrastructure fund is one potential means of funding infrastructure in Swindon and is discussed in more detail at para 6.19.

### 3. Growth during the Plan Period to 2026. The Demand for Infrastructure

- 3.1 This section provides a brief summary of the main housing, employment and demographic changes that the Borough is expected to undergo over the lifetime of the Local Plan. It is these changes which impact upon the demand, supply, type and location of infrastructure, within and adjoining the Borough. The Swindon Infrastructure Delivery Plan details the necessary infrastructure required to support this anticipated housing and employment growth to 2026.

#### Population and Jobs Borough Wide

- 3.2 The population of Swindon Borough increased from 181,000 in 2001 to an estimated 209,000<sup>8</sup> in 2011 and is expected to rise by 36,000 by 2026.
- 3.3 The Local Plan is based on a higher growth scenario which represents an additional 19,000 jobs in the Borough to 2026.

#### Location and Nature of Changes

- 3.5 The Swindon Borough Local Plan sets out the development strategy to guide sustainable growth within the Borough. The most sustainable pattern of development is expressed in Policy SD2: The Sustainable Development Strategy, which concentrates development primarily at Swindon's Urban Area and allocated sites including Wichelstowe, Commonhead, and Tadpole Farm and at the New Eastern Villages including Rowborough and South Marston Expansion Village.

#### Housing (allocated housing numbers)

- 3.6 Policy SD2 of the Swindon Local Plan states that 22,000 homes will be provided between 2011 and 2026 at an annual average rate of 1470 dwellings a year. The delivery of housing is to be phased as follows:
- 1,150 dwellings per annum between 2011 and 2016
  - 1,625 dwellings per annum between 2016 and 2026
- 3.7 Between 2006-2011, 6852 dwellings were completed; the remaining are to be distributed, as follows:

	Area	No. dwellings completed 2006-2011	Local Plan Provision 2011-2026
<b>Existing Urban and Rural Areas</b>	Swindon Central Area (incl. Town Centre)	287	1000
	Existing Urban Area	2328	3500
	Rural Settlements	410	450
<b>Strategic Allocations</b>	Northern Development Area	3381	589
	Wichelstowe	446	4064
	Commonhead	0	890
	New Eastern Villages	0	6000

<sup>8</sup> 2011 Census, First Release (July, 2012)

	Rowborough		1500
	South Marston Village		640
	Tadpole Farm	0	1695
	Kingsdown	0	1650
	<b>Total</b>	<b>6852</b>	<b>21,978</b>

- 3.9 At April 2011, there are 6500 dwellings with planning permission yet to be constructed. In addition, there were 601 dwellings under construction.

#### Employment

- 3.10 Policy SD2 of the Swindon Borough Local Plan states that 77.5 hectares of additional employment land will be provided between 2011 and 2026. The above employment land is to be distributed, as follows:

Area	Additional Employment Land
Wichelstowe	12.5 hectares
Commonhead	15 hectares
New Eastern Villages	40 hectares
Tadpole Farm	5 hectares
Highworth (Blackworth)	5 hectares
<b>Total</b>	<b>77.5 hectares</b>

- 3.11 In addition, the Local Plan makes provision for 90,000 sq metres of employment in Swindon Central Area on brownfield sites.

#### **4. Appraisal of Infrastructure Requirements**

- 4.1 The scope of infrastructure requirements is covered in more detail at Section 5 of the IDP.
- 4.2 The criteria for including items in the Infrastructure Delivery Plan are;
- The infrastructure contributes to the delivery of 1 or more of the Local Plan Objectives and/or the delivery of infrastructure is directly related and essential to the delivery of a strategic site
  - The infrastructure is required to address the demands of growth (housing, employment and population)
- 4.2 It is not the role of the IDP to prioritise the delivery of infrastructure or what funds should be allocated to the delivery of that infrastructure. These decisions will be informed by other processes including Service Area Business and Delivery Plans and more strategically, work on a Local Investment Plan for the Borough. In relation to CIL decisions will be taken through the governance arrangements established to allocate CIL monies.
- 4.3 While best endeavours have been made to identify realistic timing for delivery it should not be expected that all the infrastructure detailed will be delivered within the timeframes identified.

#### **5 Delivery Mechanisms**

- 5.1 The successful delivery of Swindon's strategic growth and regeneration requires the Council to lead and manage the delivery programme through strong project management and effective partnership working. It has been critical to seek to identify all necessary infrastructure requirements to deliver the vision of the Local Plan and to ensure that in the context of a much reduced financial envelope, Swindon is well positioned to bid for public funding streams and to promote private sector investment in infrastructure.
- 5.2 With this in mind, and given the current economic environment, development economics and viability are more critical than ever when considering the delivery of development and its associated infrastructure. This is reflected in the robust viability analysis and sensitivity testing which underpins the Council's CIL charging schedule.
- 5.3 The Council's role in delivery is to: -
- identify opportunities for investment
  - broker investment
  - monitor delivery
  - unlock barriers to investment and delivery

##### Delivery through Partnership Working

- 5.4 The IDP and the processes and relationships behind its production represent a new strategy for coordinating public and private investment.

### Private Sector

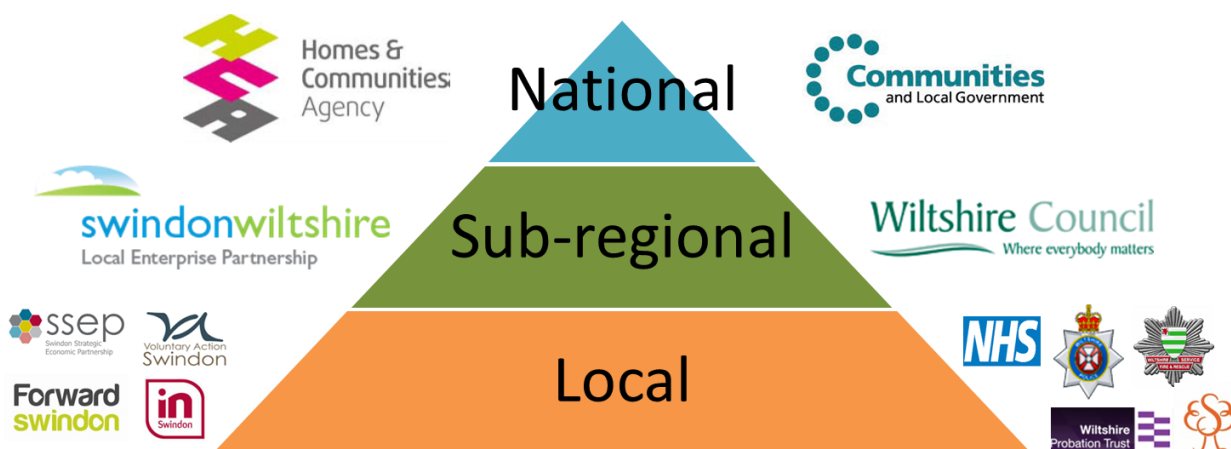
- 5.5 It is no longer enough to prudently manage and prioritise public capital investment in infrastructure; places need to use all the tools at their disposal to facilitate the private investment that will finance the majority of the Boroughs infrastructure as it grows.

### Government Agencies

- 5.6 Clearly identifying our infrastructure needs and coordinating the conversations we have with a collection of government agencies is key in accessing limited public sector funding, tightly linked to the delivery of growth. This includes our relationships with the Environment Agency (EA), Highways Agency (HA), Homes and Communities Agency (HCA) the Arts Council (AC).

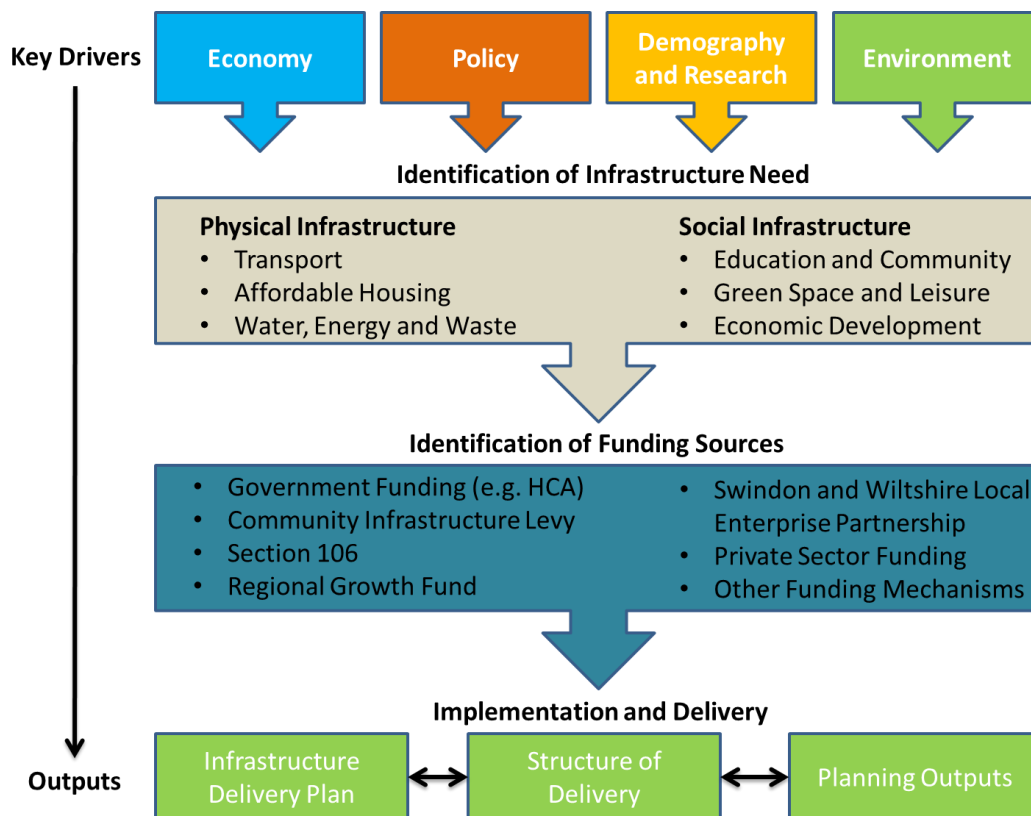
### Adjoining Authorities

- 5.7 It will also involve close working relationships with adjoining authorities, in particular Wiltshire reflecting the duty to cooperate and the likelihood that development on the Borough boundary will utilise the Boroughs infrastructure. For strategic infrastructure, conversations must reflect our location at the edge of the Thames Valley and Oxfordshire.



**Figure 2**

- 5.8 The IDP is the first step in formulating a clear joint message to government that Swindon Borough knows what infrastructure needs funding over the plan period. It is an exercise in coordinating, collating and interpreting physical service delivery needs across the Council and our partners, allowing us to put forward strong case to government departments like CLG and HCA for funding and to inform Local Investment Planning and other bidding activity. This approach is detailed in Figure 3 below.



**Figure 3**

5.9 Local investment needs and priorities may change over time and are likely to be influenced by changes in:

- the local economic context;
- the focus of economic development through Local Enterprise Partnerships;
- the availability of public and private finance;
- in policy; and
- institutions and organisations.

## 6 Funding

6.1 Lack of funding or an unbridgeable funding gap is a barrier to growth. Funding is critical to enable delivery of our vision for Swindon. Infrastructure planning is a continuous process and a valuable tool. Infrastructure planning is central in bidding for public funds. Partners and providers need to be involved in this process, sharing information about their own plans and future requirements. Swindon's funding requirements to support strategic growth are communicated to government through the 'Local Investment Plan'. The Swindon Local Investment Plan is a high level, strategic, 15 year plan. It is an evolving document and sets out the investment required to deliver the vision for growth and regeneration in Swindon. It is the product of a continued dialogue between Swindon Borough Council, the Homes and Communities Agency (HCA), other partners and our local community.

6.2 The list of funding opportunities outlined below is not exhaustive, there will be other funding opportunities or mechanisms which may be used / utilised or which may come about during the lifetime of the Local Plan and IDP.



## Private Sector

- 6.3 Much of the on-site infrastructure for the Boroughs strategic allocations will be delivered through site specific Section 106 Agreements which will ensure the developments mitigate their own infrastructure need. The Council sees developer contributions as playing a vital role in securing the funding necessary to facilitate the provision of essential infrastructure to support the future growth of Swindon. It is imperative that new development should not detract from the quality of services and facilities made available to the Borough's existing population, and that additional provision is created to meet the increased demand for such services.
- 6.4 New development should also be seen to provide enhancements to the wider environment. More strategic infrastructure, which benefits more than one development can be funded from a mixture of sources including existing S106, CIL monies, grant and Council funded capital. The Council have adopted Supplementary Planning Guidance (SPGs) and Development Control Guidance Notes (DCGNs) that seek to secure contributions from developers towards infrastructure, and are involved in the Department for Community and Local Government's (DCLG's) working group to bring forward the Community Infrastructure Levy (CIL).

## Planning Obligations and the Community Infrastructure Levy

- 6.5 The Swindon Borough Local Plan requires development to make contributions to infrastructure, and identifies the Community Infrastructure Levy as a suitable mechanism for achieving this. Swindon Borough Council intend to adopt the Levy as a fairer, faster, more certain and transparent means of funding infrastructure than the system of planning obligations. The CIL charging schedule would apply to most new buildings and charges are based on the size and type of new development. The CIL payments will be directed to pay for the infrastructure required to serve the new development. The type of infrastructure that the contributions would fund will be decided by the Council who will publish a list of infrastructure proposals known as the Regulation 123 list. The CIL regulations have also introduced limits to the future use of Section 106 developer contributions from 2014.
- 6.6 The preparation of a CIL charging schedule has been informed by a Viability Assessment carried out by the Council's appointed independent consultants GVA Grimley. The level of the CIL rate must be set such that it does not put at risk the overall viability of new development within the Swindon Borough area. The Community Infrastructure Levy Regulations (2010) state that in publishing and adopting a Charging Schedule, the Council as Charging Authority must strike what appears to the charging authority an "appropriate balance" between:
- a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
  - b) the potential effects (taken as a whole) of the introduction of the CIL on the economic viability of development across its area.

- 6.7 The Council has carefully assessed and weighed up an appropriate balance between the requirement to fund infrastructure through CIL and the potential effect of the implementation of the CIL on the economic viability of the development across the Borough. The CIL will encourage greater confidence and encourage inward investment to Swindon.

#### Future use of Section 106 and Pooling of Contributions

- 6.8 Section 106 agreements and other legal agreements (for example S278 of the Highways Act) will continue to be used by the Council in some circumstances. However the implementation of the CIL will ensure that there is no double counting or double charging for infrastructure contributions and development proposals will not be asked to pay twice. The Council has identified the specific large strategic sites as allocated in the Local Plan, where on-site requirements for infrastructure for example education, health transport and flood prevention works, mean that it would be more appropriate to use S106 obligations rather than the CIL. In such cases where a S106 planning obligation is proposed, to deliver specific infrastructure it must meet the 3 statutory tests in the CIL Regulations (Reg 122).
- 6.9 As only a maximum of five individual S106 contributions may be pooled for a particular infrastructure project, the decision to implement the CIL locally in Swindon Borough reflects the national strategy to use the CIL as the preferred mechanism for collecting pooled financial contributions for funding infrastructure. The limit of five S106 agreements applies to types of general infrastructure contributions, such as education and transport. The Council as Local Planning Authority will retain a database of all agreements that have been entered into since 6 April 2010 and monitor and check that there are no more than five in total to ensure that no more than five separate planning obligations have already been entered into (for a specific infrastructure project or a type of infrastructure).
- 6.10 The Council published the preliminary Draft Charging Schedule for consultation on 30th July 2012. It is anticipated that the Draft Charging Schedule will be placed on formal consultation in March 2013.

#### Government Funding and New Homes Bonus

- 6.11 Council's will increasingly need to bid smarter as central monies reduce over time. The IDP will be the starting point for investment decisions in Swindon Borough, helping to coordinate funding or bidding activity. It will also inform investment decisions around the Growing Places Fund allocated to the Swindon and Wiltshire Local Enterprise Partnership, Future Get Britain Building Money and other government funding initiatives.
- 6.12 The New Homes Bonus (NHB) is a means to incentivise sustainable development by rewarding the building of new homes. The un-ring fenced NHB pot, made up of a £250 million departmental budget and topped up by formula grant, will be equal to the national average for Council Tax for a property, payable for 6 years, with an additional £350 on top for affordable homes. Swindon will receive 100% of NHB

funding. The NHB is outside of the main grant allocation and its future is less certain lending it to one off initiatives and infrastructure as opposed to on-going projects.

- 6.13 Crucially, while it is intended to be a permanent fixture of the Local Government finance system, it is unclear whether the NHB initiative will extend past The Comprehensive Spending Review period to 2015. Furthermore, it remains a subject of much debate if the money is in fact additional to Council's grant settlement.
- 6.14 Other public funding sources include Big and Heritage Lottery Funding, Arts Council, Sport England funds, Sports Governing Bodies including, Lawn Tennis Association, Football Foundation. Regional Growth Fund, Get Britain Building, Regional Growth Fund, other special infrastructure revolving funds e.g. for renewables / low carbon energy, all of these will be targeted where appropriate for full, part, match funded or repayable funding for infrastructure.

#### Homes and Communities Agency (HCA) and the Local Investment Plan (LIP)

- 6.15 The IDP is the foundation from which the Swindon Local Investment Plan (LIP) is derived. The LIP sets out strategic investment requirements to deliver growth and regeneration for Swindon Borough over the next 15 years and seeks to prioritise essential infrastructure outlined in the IDP according to deliverability, timing and need. The LIP is produced in partnership with the local community and key partners including the Homes and Communities Agency (HCA) and seeks to bridge funding shortfalls.
- 6.17 Local Investment Plans provide a basis for Local Authorities to identify and prioritise the investment needs of their places and communities. They are also a means to allocate resources and manage delivery across local partnerships over a long period of time. The priorities identified by local authorities in their Local Investment Plans shapes the HCA's business planning, delivery of our investment programmes and the enabling support to local partners.
- 6.18 The Commissioning arm of the Council is responsible for co-ordinating, monitoring, driving and reviewing the Local Investment Plan.

#### Local Enterprise Partnership

- 6.19 Currently the guardian of the Growing Places Fund, the LEP will be the preferred government investment vehicle for sub regions who share a functional economic geography. Currently considering the first tranche of funding, the fund is expected to be a revolving infrastructure fund with a payback period of no more than 4 years.
- 6.20 Bids are assessed against criteria including, direct job creation, safeguarding of existing jobs, other investment leveraged, outputs including commercial floorspace delivered, new homes built. These are then considered against four LEP priorities:
- Inward Investment
  - Stimulating Growth
  - Job Creation, Education and Skills
  - Economic Infrastructure

## 7 Strategic Infrastructure Requirements

- 7.1 The infrastructure required to support housing and employment growth in the Borough to 2026 is presented within this plan under the following categories:

Physical infrastructure, including:

- Transport
- Water and Sewerage
- Water Supply
- Wastewater (sewerage and sewer treatment works)
- Electricity
- Gas
- Waste
- Sustainable Energy
- Information and Communications Technology (ICT)
- Air Quality

Green Infrastructure, including:

- Open Space
- Biodiversity
- Cemetery

Social and Community Infrastructure, including:

- Education – Primary and Secondary (including Special Educational Needs)
- Education – Post 16 Further Education
- Early Years – Children’s Centres and Nurseries
- Youth Clubs
- Community Hubs including Health, Police and Libraries
- Fire and Rescue Service
- Housing – Extra Care
- Economic Development
- Leisure – Sports
- Culture – Central Area
- Theatre
- Library
- Public Art

- 7.2 The total infrastructure cost associated with the growth and regeneration of Swindon Borough is £1.38 billion inclusive of affordable housing. Without affordable housing the figure is calculated at **£822 million**, of which some £140 million is anticipated from future S106 receipts associated with strategic allocations, with a further £320 million being funded through the private sector.
- 7.3 This leaves a funding gap of **£345 million** where funding is yet to be identified or secured. The Council is not committed to meeting this funding shortfall in full. The allocation of monies to infrastructure will be a combination of prioritisation of infrastructure, central grant allocations, New Homes Bonus, Community Infrastructure Levy, bidding to other public sector funding streams, including those promoted by Government to support growth and the private sector where the infrastructure is

viewed as a commercial investment. More detail about the array of funding opportunities is outlined at Section 6.

- 7.4 This plan sets out the key infrastructure required to support the sustainable growth of Swindon Borough, although it does not list every infrastructure item required for all sites that are developed during the plan period. The infrastructure items detailed in this plan are founded on an evidence base, in the form of strategies, studies and other documents produced for, or by Swindon Borough Council and external partners. All items are incorporated into the Schedule of Infrastructure Items presented within Section 6. Specific infrastructure items required to deliver the strategic allocated sites are summarised within Section 5.

## PHYSICAL

### Transport

The WSP Swindon Transport Strategy (2009) sets out Swindon's transport aspirations to 2026. The third Local Transport Plan (LTP3) 2011-2026, which was informed by the 'Delivering a Sustainable Transport Strategy for Swindon' (DASTS) sets out priorities for implementation.

Policy E of LTP3 is to deliver a high quality public transport network that is accessible, easy to use and supported by appropriate priority measures.

#### Rapid Transit

The Northern Rapid Transit link will deliver the first arm of Swindon's Rapid Transit scheme connecting Tadpole Farm and the Northern Development Area with Swindon town centre, meeting not only the aspirations of Swindon's Transport Strategy, but also assisting with Swindon's aim to become a truly sustainable town. The transport proposals for Tadpole Farm are based further by working in close partnership with Thamesdown Transport (the local bus operator) and the Highways Agency. The rapid transit routes from Wichelstowe and the Eastern Villages will provide fast and reliable journey times for new communities to Swindon Town Centre and complete the rapid transit network. The rapid transit network will complement the Park and Ride Strategy – additional sites are proposed at Wichelstowe, Eastern Villages and Commonhead.

#### Town Centre

The new Town Centre bus exchange and improved bus stops will support economic growth by providing a viable and attractive alternative to the private car for everyday journeys. As Swindon town centre is regenerated and more people wish to access the area, it is essential that a reliable, good quality bus service is provided to prevent deterioration of journey time reliability and the environmental impact of increased car use.

Improvements on the existing highway network, for example Great Western Way will optimise capacity and improve journey time reliability for all forms of transport, thereby supporting economic growth and regeneration. They will also improve road safety.

#### Eastern Villages including Rowborough and South Marston

The Eastern Villages will deliver a new district centre, not just to serve the new community but also the existing residential areas at Covingham, Dorcan and Parks. The District Centre will be the heart of east Swindon and feel like a place where people want to live and visit and therefore must be accessible to all.

The main route from the New Eastern Villages into Swindon's Central Area will be via Oxford Road (A420) and White Hart Roundabout. The intention is to deliver an improved junction at White Hart that establishes strong linkages between the Eastern Villages and



the rest of Swindon, prioritises access into Swindon Town Centre and improves the public realm.

The timely implementation of the 'Diamond Interchange' (JMP Transport Study 2011) will help secure sustainable travel patterns in the Eastern Villages, maximise the benefits of development for existing residents in Swindon, create a new gateway into the town and complement the new District Centre.

A Green Bridge is proposed that will provide access across the A419 – part of the Strategic Road network and a significant physical barrier – for public transport, walking and cycling. It will deliver the early phase of the eastern rapid transit link, linking new and existing communities and prioritising access into Swindon town centre.

The Commonhead Link (and associated Junction 15 improvements) will provide direct access to the Strategic Road Network (A419 and M4). Junction improvements will also be required on the A420.

### Other Major Transport Schemes

From Swindon's first Local Transport Plan and into LTP2 the Council pursued the idea of a Major Scheme bid around increasing highway capacity on the Thamesdown Drive to Barnfield Roundabout corridor in the north and north west of Swindon. Substantial S106 developer contributions were secured from the Northern Sector urban extension in order to mitigate the traffic impacts of the development. The scheme that was identified provided increased capacity from Thamesdown Drive through to Barnfield Roundabout either through a new road on one of a number of alignments or by upgrading the existing link provided by Mead Way. To reflect changes in the transport policy background during LTP2 the potential Major Scheme bid was re-focussed as the "North Swindon Transport Strategy" which combined a public transport priority corridor between the Northern Sector and the town centre with measures to address the traffic issues on Thamesdown Drive to Barnfield Roundabout.

The delivery of the Thamesdown Road to Barnfield Roundabout relief road remains a long-term ambition of the Council which is likely to extend beyond the time horizon of the Swindon Local Plan 2026. It is, however, important that development proposals do not prevent its construction and that the route is safeguarded. At present there is not sufficient funding to deliver the relief road which could cost in the region of £100m to deliver.

## **Water and Sewerage**

Thames Water is the UK's largest water and wastewater services company. They serve over 13.5 million customers in London and the Thames Valley area, supplying an average of 2,600 million litres of drinking water and treating around 2,800 million litres of sewage every day.

Thames Water have strategic management plans for managing Water Supply and Waste infrastructure, including the Swindon Water Cycle Strategy (2007), their 25 year plan for 2010 to 2035 – 'Taking Care of Water' (2009), and a five year funding plan 'Our Plans for

2010-15' (2010), the appropriate details of which are outlined in more detail below under their separate headings.

Thames Water are funded in 5 year planning periods. The money they have available to spend on infrastructure is determined by OFWAT in consultation with government.

Once funding has been obtained for new or upgraded infrastructure, there can be a significant lead in time for planning and construction before the infrastructure can be used. Therefore Thames Water requires detailed information on likely housing developments well in advance to plan and provide the infrastructure required to meet those levels of growth.

Where the infrastructure is not available Thames Water may require an 18-month to three-year lead in time for provision of extra capacity to drain new development sites. If any large engineering works are needed to upgrade infrastructure the lead in time could be up to five years. Implementing new technologies and the construction of new treatment works could take up to ten years.

Regarding the funding of water and sewerage infrastructure, it is essential to ensure that such infrastructure is in place to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortages with associated low pressure water supply problems.

Water and sewerage undertakers have limited powers under the Water Industry Act to prevent connection ahead of infrastructure upgrades and therefore rely heavily on the planning system to ensure infrastructure is provided ahead of development either through phasing or the use of Grampian style conditions.

It is essential that developers demonstrate that adequate capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water & sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development.

It is therefore essential that the Local Plan makes reference to the provision of adequate water and sewerage infrastructure to service development to avoid unacceptable impacts on the environment (such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortages with associated low pressure water supply problems). Thames Water has submitted representations to this effect to the Local Plan.

## **Water Supply**

The preparation and approval of a Water Resources Management Plan (WRMP) is now a statutory requirement for all water companies, it sets out how the water company plans to ensure that there will be sufficient water available to meet our customers' needs over the next 25 years, taking into account factors such as climate change and population growth. It

considers ways to reduce the demand for water and then sets out how they plan to provide any shortfall using additional water resource schemes.

Thames Water's WRMP, approved by the Secretary of State, was issued in 2011, named Taking Care of Water: The Next 25 years: Our Plan for a Sustainable Future gives details of how water supply will be maintained over the next 25 years. In brief it includes a programme of extensive and enhanced management aimed at reducing leakage, improving water efficiency and increasing metering. In addition a plan to develop new resource throughout the Thames Water region including proposals for an additional reservoir and a desalinisation plant in East London. Further details can be found at:

**<http://www.thameswater.co.uk/cps/rde/xchg/corp/hs.xsl/5372.htm>**

Within Thames Water's 5 year Plan: 'Our plans for 2010 – 2015' it states that the works will include providing an extra 21 million litres per day from new underground sources of water in the Swindon and Oxfordshire areas.

### **Wastewater (sewerage and sewer treatment works)**

The Swindon Water Cycle Strategy (2007) produced by Halcrow in partnership with the Environment Agency, Thames Water, Wiltshire County Council, South West Regional Assembly, Thames Water Utilities Limited and Bureau Veritas identified headroom at the current Sewage Treatment Works at Rodbourne until 2016. It also mentions that further investigations were being undertaken by Thames Water, at that time, into the capacity of Swindon's waste water network.

Correspondence received from Thames Water on the 2<sup>nd</sup> March 2012, in response to consultation response on the draft workings of the IDP, state that the intention of Thames Water is to now provide the necessary waste water treatment infrastructure capacity to support forecast growth to 2026 by upgrading Swindon (Rodbourne) Sewage Treatment Works (STW).

The Swindon STW project is currently at the tendering stage. It is forecast that work will begin sometime in 2013 with construction currently anticipated to be complete by 2015. The reference solution involves upgrading the existing Swindon STW to accommodate forecast growth up to 2026 by building a new Inlet Works, new Storm Water management and site power upgrade.

The cumulative effect of the development provided for in the LDF will necessitate the need for some significant infrastructure upgrades to the sewer network to convey sewage to Swindon STW. The exact size and nature of the upgrades cannot be fully determined until the development sites are determined.

### **Electricity**

Southern Electric Power Distribution (SEPD) is responsible for maintaining the networks to deliver electricity supplies to 2.8 million customers across Central Southern England, a region, which includes Swindon.

The first priority of SEPD is to provide a safe and reliable supply of electricity to domestic, commercial and industrial customers with the objective of matching the network infrastructure development to the growth in demand for electricity.

To ensure that the distribution system has adequate capacity to meet demand, voltage and current flows are regularly monitored and adequacy of the network is checked. Capacity is benchmarked to estimated loads.

In terms of future requirements within Swindon these are outlined within the Scottish and Southern Electric Power Distribution PLC's Electricity Distribution System – May 2011. The main purpose of the LTDS is to provide sufficient information which will assist existing and prospective new users who contemplate entering into distribution arrangements to identify and evaluate opportunities.

At this time, following the reinforcement of the Swindon-Cirencester 132KV and 33KV networks plus the addition of a Transformer on the 33KV network, the existing network and infrastructure in Swindon is sufficient to accommodate the anticipated electrical demand arising from future development and growth for the Local Plan 2026 period. This takes into consideration the normal extensions and alterations to the existing network to provide supplies.

In order to allow distribution of electricity to the 7500 homes allocated to the Eastern Villages expansion area a suitable land allocation of 30m x 30m will be required in a central location for the siting of a Primary Substation for the 33-11KV network.

The cost of any required electrical infrastructure would be dependent upon the additional loading and layout of the development, however for connections this would be provided by the developer.

Should existing infrastructure be required to support the increased demands from new development the costs of any necessary upstream reinforcement required would typically be apportioned between the Developer and DNO (Distribution Network Operator) in accordance with the current statement of charging methodology agreed with the industry regulator (OFGEM).

Where overhead lines cross development sites, these will, with the exception of 400KV Tower lines, normally be owned and operated by Southern Electric Power Distribution. In order to minimise costs existing overhead lines can remain in place where appropriate. Uses such as open space, parking, garages or public highways are generally permitted in close proximity to the overhead lines.

Where this is not practicable or where developers choose to layout their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any cost arising from new development proposals. To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Southern Electric Power Distribution prior to a submission of a planning application.

The maximum timescales for any improvements will not normally exceed two years from the acceptance of a firm quotation and should not therefore impede upon the delivery of housing and growth.

## Gas

Wales and West Utilities (WWU) distribute gas to around 2.5 million homes in Wales and the South West of England. They own and manage a gas network of over 35,000km of pipework – an area covering one sixth of the UK.

Annually, WWU publish their Long Term Development Statement, which provides an indication of the system usage of their pipeline system and likely developments. Companies that are contemplating connecting to our system or entering into transportation arrangements can use the statement to help identify and evaluate opportunities.

The Statement contains information on actual volumes, the process for planning the development of the system, including demand and supply forecasts, system reinforcement projects and associated investment.

Operating under the Gas Act 1986 (as amended 1995), WWU have an obligation to develop and maintain an efficient and economical pipeline system and, subject to that, to comply with any reasonable request to connect premises, provided that it is economic to do so. In many instances, specific system reinforcement may be required to maintain system pressures for the winter period after connecting a new supply or demand.

Dependent on scale, reinforcement projects may have significant planning, resource and construction lead-times and that as much notice as possible should be given. In particular, they will typically require two to four years' notice of any project requiring the construction of high pressure pipelines or plant, although in certain circumstances, project lead-times may exceed this period.

It is unusual for there to be significant reinforcement needed for new gas connections, however where reinforcement is needed these costs will be charged to the developer. Other capital expenditure on gas infrastructure is funded by the Distribution Operator and as such comes from their consumers.

If reinforcement of WWU's network is required to facilitate additional demand it is put through an economic test to determine the level of customer contribution that is required. This eco-test may also determine if it is in WWU's interest to fund the reinforcement entirely. This is ascertained on a case-by-case basis once potential demand has been identified or a specific request received. Where new infrastructure into a new development is required there are a number of independent companies who can connect to WWU mains and supply the site if a request to do so is received. These connections and infrastructure will then be adopted by WWU as network owners as per the conditions of our license.

As far as long-term network planning is concerned, (which is more appropriate to the LDP), WWU will expand or grow large areas of the network to ensure minimum capacity in anticipation of developments which are normally phased over many years and have already been approved and committed to by the local authority. On this basis WWU would see this

need for large-scale network expansion as a condition set out in our license and so it would be funded by us as part of our investment procedure.

WWU will always endeavour to meet the timelines set by the customer and will plan accordingly to ensure that by the time gas is required the network will be able to maintain minimum pressures for its existing customers as well as the new ones. Our ability to do this is substantially enhanced by the provision of accurate information regarding the size, usage and phasing details of any local authority works.

## **Waste**

Managing waste will become more of a challenge as the population grows along with an increase in the use of convenience goods, which are often 'disposable' and require more packaging. The authority is also obliged to meet targets to reduce the amount of waste going to landfill.

Swindon Borough Council published the Municipal Waste Management Strategy for Swindon 2006 to 2020 in 2006. Municipal waste includes household waste, household recyclable waste, waste from Council parks and gardens and commercial waste collected by the Council. The strategy details the waste management strategy in detail to 2011 and briefly to 2020. The strategy is due for an update in order to provide further detail up to and beyond 2020.

Within this strategy, there is acknowledgement that an additional Household Waste Recycling Centre (HWRC) will be needed to support the growth of Swindon, which could be provided to the eastern side of Swindon. The existing HWRC is operating at 95% capacity which only leaves capacity for a 5% increase in the number of households. The proposed growth within Swindon Borough to 2026 would increase the number of households by approximately 20%, which would generate the requirement for the additional HWRC. The estimated cost of providing an additional HWRC is approximately £1.5 million, including the land purchase cost.

The existing HWRC is used by residents from Swindon and approximately 5% of waste is received from surrounding settlements within Wiltshire including Royal Wotton Bassett and Purton. The level of waste received from non-Swindon residents could increase due to external factors. For example, Wiltshire Council has recently moved from a weekly to fortnightly kerbside waste collection service, which could potentially increase the waste received at Swindon's HWRC.

Measures to increase the capacity at the existing HWRC are currently in progress. For example, enforcing against traders and commercial waste tipping at the Swindon HWRC could release an additional 10% capacity. This could accommodate the short-term demand but would not negate the need for an additional HWRC within the Local Plan plan period.

## **Sustainable Energy**

Businesses, organisations and residents of Swindon all face the prospect of rising energy costs, mandatory targets to reduce CO<sub>2</sub> emissions and all will be affected by wider uncertainty over energy security issues. Crucially, energy is a mainstay of economic growth



and securing a sustainable supply of affordable, low carbon energy is therefore crucial to Swindon's economic future.

On 8<sup>th</sup> June 2011, Swindon Borough Cabinet members adopted the Swindon Sustainable Energy Framework as a local response to energy issues.

The purpose of this Delivery Plan is to provide the next, more practical, level of detail on the way forward through the proactive co-ordination and linking of key projects related to energy and CO<sub>2</sub> reduction for maximum business and community benefit.

This Delivery Plan has been prepared in close co-operation with key businesses and stakeholders in Swindon including Forward Swindon, BMW Group, Honda UK, Honda Trading, Kilbride, Network Rail and the Great Western Hospital. The success of the plan will depend on on-going cooperation with these and other stakeholders as the project progresses. In a fast moving market place, important business decisions need to be taken on appropriate renewable energy technologies to employ. By working together, these decisions can be made in a more informed way with greater impact, and utilising the full benefit of shared expertise of the partners involved to bring forward model renewable energy projects in Swindon.

### **Delivering Energy Infrastructure**

The benefits of a move to more sustainable forms of energy are clear. However, delivering new renewable energy infrastructure will be a major challenge. The Council has a key facilitation role to play here and the Delivery Plan focuses on the following areas of activity:

Ensuring the regulatory regime (planning etc.) is proactive, whilst providing a robust approach to assessing and addressing local impacts.

Exemplar energy management of Council assets.

Facilitating early community involvement and support for community driven energy schemes.

Promoting the energy hierarchy to ensure a focus is maintained on energy efficiency measures before renewable energy projects are considered.

Facilitating an energy partnership to bring forward strategic renewable energy projects and share expertise among businesses and communities.

Developing a plan for a district energy network which links strategic renewable projects through detailed feasibility studies of specific areas in Swindon and exploring a business model which maximises local benefits.

### ***Swindon District Energy Network – a key opportunity***

The Council has brought together an informal Energy Partnership, involving large local energy users and developers, to pursue this opportunity. There are four strands to the work on the district energy project. Aligning strategic projects to integrate with a district heating system, detailed feasibility of a short term start-up nodes, defining a business model which

most benefits communities and businesses in Swindon, and testing the proposal through informally engaging with the market.

### ***Aligning strategic projects***

The focus of the Energy Partnership is on ensuring strategic energy projects move forward in a co-ordinated way – with the aim of linking them up to form a district energy system which utilises excess production of heat and possibly electricity. Naturally, such projects will be subject to the usual planning and permitting process which involve a rigorous assessment of impacts.

Acting as facilitator of the Energy Partnership, the Council can ensure a co-ordinated approach to bringing forward renewable energy schemes, influence them for maximum community benefit, highlighting opportunities to match supply and demand and benefit from the combined expertise and experience of sharing in the Energy Partnership.

### ***Detailed feasibility***

The first step to realising a linked up strategic district heating network is the identification and delivery of small scale projects which provide the best opportunities to grow the network. Through feasibility work already undertaken for the Local Plan, a number of these opportunities have been identified and are as follows:

***North Star*** (potential to start a small district energy network)

***Shaw Farm*** (potential to develop renewable energy generation opportunities)

***Wichelstowe*** (potential to integrate a district energy network into new development)

***South Marston industrial area*** (potential to develop a small district heating network)

The strategic route along the railway corridor will also need to be assessed in detail with Network Rail.

### ***Business modelling***

Moving the district energy project forward will involve defining the most appropriate business model and funding arrangement for Swindon. This is a complex area and there are a number of basic business models which can be used. Such business models are frequently referred to as Energy Service Companies or ESCos. There is no single, clear definition of an ESCo. However, it generally refers to a business providing a broad range of energy and carbon management solutions, including the design and implementation of energy-saving projects, energy conservation, power generation and energy supply.

### ***“Soft” market testing***

Once feasibility work and business modelling has taken place, these will need to be tested to determine if they are correct and if there is an appetite in the market to bid for the project as it has been defined. The market for energy services is evolving rapidly and it is proposed that soft market testing is carried out which contains details of the project, including key documents such as the technical feasibility studies.

### **Funding**

As much of the infrastructure associated with sustainable energy infrastructure can be linked to revenue generation, it is envisaged that private investment will fund the majority of the project works, however feasibility studies identify areas of the network as unviable, opportunities for top up funding through CIL or Government grants/loans will be investigated.

## **Information and Communications Infrastructure (ICI)**

### **Superfast Broadband**

The National Planning Policy Framework highlights that advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

As outlined within the Wiltshire, Swindon and South Gloucestershire Councils' Superfast Broadband State Aid Consultation (2012) Broadband is often described as the fourth utility, after gas, electricity and water. The internet increasingly impacts every aspect of our lives, and access to superfast broadband speeds is becoming more important and for some critical.

Swindon is well served in terms of Broadband accessibility however work is currently underway by numerous service providers to improve the network and introduce Superfast Broadband to the Town in order to cope with future demand.

BT Openreach, look after the UK's communications network. On behalf of the communications providers (CPs), who supply phone, broadband and even TV services to homes and businesses.

As of 2012 Openreach are beginning the upgrading the existing network, by laying fibre optic cables over the current copper lines. £2.5 billion has been committed nationwide by BT Group to make superfast fibre broadband available to two-thirds of the homes in Britain by 2014.

Fibre can carry massive amounts of information over much longer distances than copper and faster too. In speed terms 100Mbit/s and uploads of up to 30Mbit/s are currently available with up to 300Mbit/s downloads becoming available during 2012. As it is anticipated that people will soon be demanding even faster speeds a 1Gbit/s fibre service is already being tested.

In Swindon three exchanges, Blunsdon, Toothill and Swindon Town Centre are currently earmarked for upgrading to be able to offer superfast broadband and the homes and businesses served by them will soon be able to benefit from the services. Other exchanges will come forward in the near future although these are likely to serve highly populated urban areas in the first instance due to commercial viability reasons.

Virgin Media also provide fibre broadband within Swindon, however in terms of future roll outs and expansion of their network no information has been forthcoming at the time

writing. It is likely that any expansion of their fibre infrastructure would be provided by private investment.

### **Wireless Broadband Services**

UKBroadband are currently working in partnership with Swindon Borough Council to provide a wireless Long Term Evolution (LTE) Broadband service throughout the town. Initially it will be to provide services to the Council's communications network, however it is anticipated that in the future residential households and businesses will be able to subscribe to the service, bringing in a revenue to the Council.

The benefits of an LTE system are that it is relatively easy to upgrade the infrastructure to expand the service. Subject to suitable sites and contracts it will be possible to rollout superfast broadband services to Swindon's future growth areas with minimal disruption and relatively short timescales.

### **Remaining Areas**

In addition to the market led Broadband providers Wiltshire, Swindon Borough and South Gloucestershire Councils are working together on a project to improve access to broadband services in areas which would otherwise miss out.

The councils are securing £23m of gap funding for the project. Gap funding is where a subsidy is provided by the councils alongside the private sector's investment to make the build and operation of the broadband network financially viable. . For Swindon the pot that will be generated is about £960,000 of public grants and private funding.

The targets for coverage are for all premises to be able to access a standard (2Mbps) service by 2015 and within the same timescales at least 90% of all premises being able to access superfast broadband (24Mbps). It is intended this will go a long way towards eliminating the 'digital divide' across communities.

The main objectives of the project are:

- To ensure that the best possible solution, i.e. broadband performance and coverage across our area can be achieved within the available funding
- To ensure that the project only invests in areas where there is a market failure to provide standard and superfast broadband
- To achieve equity of the services provided to both rural and urban customers in terms of cost, retail choice and performance.

As can be seen from above due to there being a healthy revenue available from Broadband in most cases, such infrastructure is generally self-funding and will be supplied as demand dictates.

## Air Quality Management Area's and Action Plans

The Local Air Quality Management process as set out in part IV of the Environment Act (1995) places an obligation on all Local authorities to regularly review and assess air quality in their areas and to determine whether or not air quality objectives are likely to be achieved. Where breaches of the acceptable limits for air pollution are considered likely, the Local Authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
Carbon monoxide	10.0 $\text{mg}/\text{m}^3$	Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
Particles (PM <sub>10</sub> ) (gravimetric)	50 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

The air quality objectives applicable to LAQM in England are set out in the Air Quality (England) Regulations 2000 (SI 928), The Air Quality (England) (Amendment) Regulations 2002 (SI 3043). The table below illustrates the objectives in units of micrograms per cubic metre  $\mu\text{g}/\text{m}^3$  (milligrams per cubic metre,  $\text{mg}/\text{m}^3$  for carbon monoxide) along with the permitted number of allowed breaches of the acceptable limits for each pollutant per year set out, where applicable.

**Table: Air Quality Objectives included in Regulations for the purpose of LAQM in England**

As increased pollution levels can be attributed to development and urbanisation, the financial burden of providing such zones and action areas can be reasonably mitigated and secured through developer contributions and/or planning conditions. This is particularly appropriate in already densely populated and developed areas where there is a higher risk

that further development may tip the balance unacceptable air quality levels, which may require remedying.



## GREEN INFRASTRUCTURE

Green Infrastructure is the interconnected network of parks, woodlands, waterways and open spaces that help sustain Swindon's environmental health, economy, and quality of life. Planning and enhancing Swindon's Green Infrastructure is an essential part Swindon's sustainable growth and regeneration.

Following extensive stakeholder consultation, Swindon Borough Council published a Green Infrastructure (GI) Strategy for consultation in 2009 with a revised draft for consultation in March 2011 together with an associated GI delivery plan.

The GI Strategy and Delivery plan set out priorities, activities and some means for delivery for GI across Swindon under 6 headings:

- Improve access to, and quality of, parks, open spaces and links to the wider countryside.
- Increase the level and diversity of community participation in the planning, development and use of Swindon's green infrastructure.
- Strengthen the network of bio-diverse habitats across Swindon.
- Ensure GI plays a central role in Swindon's sustainable and economic growth.
- Improve the integration of GI into Swindon's local transport priorities
- Improve the integration of GI into Swindon's strategic priorities

The GI Strategy also identifies open-space networks at various spatial scales from the urban to wider sub-regional. Collectively, they will provide a focus for investment in GI across the Borough. Swindon Town sits at the centre of the network which reaches through the town and into the surrounding countryside.

### Woodland

Trees and woodlands have a particularly important role to play as they create a strong landscape framework for green infrastructure networks, provide a range of functions and benefits for health and well-being, habitats for wildlife, wood products including biomass for energy, together with ecosystems services such as climate control, pollution control and managing flood risk.

Tree cover is gradually increasing across the Borough, however total coverage still remains relatively low compared with the national average. Woodland across the Borough of Swindon covers approximately 4% of the land area, compared with 7% for neighbouring Wiltshire and 7.7% nationally.

Much of the increase in woodland across the Borough over the past 20 years has been achieved as part of the Great Western Community Forest (GWCF) initiative. The GWCF

Forest Plan (2002-20027) sets out vision for a greater increase in woodland and tree cover to a target level of 30%.

Infrastructure provision for Community Forest relates to the creation of new woodland and planting of trees from Swindon's urban centre and out into the wider countryside. Woodlands are not just a collection of trees, but will include a mosaic of other habitats such as grasslands and wetlands together with access networks.

Given the long timescales for woodland establishment, management over extended periods is required to create the woodland infrastructure needed. Implicit in the Community Forest approach is the need to build capacity within local communities to take an active role in the planting and management of woodlands and trees as part of creating such infrastructure.

## Open Space

Swindon is home to a wealth of open spaces and community consultation has highlighted the importance of such spaces to the Borough's residents. There is relatively good access to open spaces, however quality and quantity varies throughout the Borough. Furthermore, the connection between open spaces is a particular issue which will be addressed through the delivery of the GI strategy.

For the purposes of the Local Plan, open space is separated into 4 distinct categories:

### General Recreation

These are areas of public open space, which have a significant recreational function, but do not fall into the below categories, for example, parks and gardens, amenity areas and accessible wildlife areas.

### Children and Teenager's Play Areas

All equipped children's play areas, skateboard parks, outdoor basketballs goals and similar facilities. There is a lack of play areas in the Borough and quality does vary.

### Outdoor Sports Facilities (including playing pitches)

These are outdoor sports facilities whether naturally or artificially surfaced, for example, playing pitches, bowling greens and tennis courts.

### Allotments

The demand for allotments in Swindon is high where a majority of sites are heavily oversubscribed with a several year waiting list. The Council therefore need to plan for allotments to cater for the existing community and the new communities within planned expansion areas.

The Council will consider the future requirement for smaller allotment sites, comprising of approximately 50 plots, with good vehicular access that are located preferably on the edge of recreational open space within the urban area.

Growing spaces and communal kitchen gardens have also become popular as an alternative to providing allotment space, particularly where there is limited land available, for example, in the urban area, to meet the needs of future plot holders and local residents;

## Open Space Requirements

New development will be required to provide open space to meet the needs of new residents; the provisions of which are already set out as part of the strategic allocations identified in the Pre-Submission Draft of the Local Plan. There are also existing open spaces that could benefit from significant investment to improve the quality of open space provision throughout the Borough. There are two projects that will deliver significant improvements to the following parks in Swindon:

### Queen's Park (Town Centre)

Queen's Park is a historical garden and registered as a Grade II site on the 'Register of Parks and Gardens'. Queen's Park is an important open space within the town centre and various works are required to improve the facility.

These works include:

Improvements to the entrances

Improvements to the landscaping throughout the park

Works to the Rose Garden and creation of children's play garden

Works to the Glass House and surrounding area

Reduce the lake levels and strengthen/improve lake sides

Creation of tea rooms

Installation of various street furniture throughout the park

The total cost of the works are approximately £1.5 million, however there is potential to bid for lottery funding.

### Coate Water Country Park

A number of improvements are required to improve Coate Water Country Park. These include works to the nature reserve, the SSSI, improvements to the visitor centre/parking facilities and the provision of a new building to provide classrooms and changing rooms for the Sailing Trust. The cost of this project is estimated at around £1 million.

## **Biodiversity**

The UK failed in its ambitions to halt the rate of biodiversity loss by 2010. In 2011 over 40% of priority habitats and 30% of priority species were still declining (National Ecosystem Assessment, 2011). It is now widely recognised that piecemeal conservation actions directed in isolated, well protected areas is not enough to prevent the further loss of biodiversity. Wildlife conservation must be coordinated at a strategic, landscape scale if priority habitats and species are to withstand the mounting pressures from population growth and climate change.

Recognising the need a landscape scale approach, Swindon's GI Strategy sets out objectives for conservation of biodiversity across the Borough with the aim being to create cohesive ecological networks by:

- Protecting the most valued habitats and species from destruction, damage and neglect
- Improving semi-natural habitats and habitat connectivity within Swindon's urban GI networks
- Creating a greater patch-work of semi-natural habitats across the town.
- Developing landscape scale biodiversity programmes in-line with national and regional priority areas

Strategic Nature Areas, identified in the South West Nature Maps Rebuilding Biodiversity project, together with the urban Green Infrastructure Networks identified within Swindon's GI Strategy will provide a focus for conservation efforts across the Borough to include:

- Enhancing strategically important green corridors running through the town and proposed development areas.
- Enhancing and improving connectivity within existing wildlife 'hotspots' such as County Wildlife Site and SSSIs within the town and the urban fringe areas.
- Improving connectivity between identified corridors and wildlife areas through local connective corridors/ linking features
- Providing a greater patchwork of habitats across town, recognizing the importance of public realm green space, green roofs and gardens
- Increasing tree cover.

### Cemetery

Swindon's only fully operating municipal cemetery is Kingsdown Cemetery, which is on the same site as the crematorium. The other two Council managed cemeteries are the Radnor Street cemetery, which has no availability and Whitworth Road cemetery, which has very few plots remaining for purchase.

The ratio of cremations to burials in Swindon Borough is as follows:

	2005	2006	2007	2008	2009	2010	2011
<b>Cremation</b>	91%	92%	91%	91%	92%	92%	91%
<b>Burial</b>	9%	8%	9%	9%	8%	8%	9%

The above figures do not take into account churchyards or Town / Parish Council facilities so once these reach their capacities, it is expected that the proportion of burials will increase to 30%, in line with the national average. This will further increase the demand for burial plots within Council managed cemeteries.

The Kingsdown Cemetery will reach capacity within the next 10 years or so and it is therefore crucial that the Council plan for a new 6 to 7 hectare site to accommodate the needs for the next 20 to 25 years.

Identifying the site for the new cemetery would involve assessing the geology and hydrology to ensure the ground is suitable as well as ensuring that surrounding uses are compatible. The cost of providing a new cemetery on a new site is estimated at around £2 million, but this does not include the cost of purchasing the land.

## **SOCIAL AND COMMUNITY INFRASTRUCTURE**

### **Education – Primary and Secondary**

#### Academies

The Academies Act 2010 introduced to ability for all schools to apply for Academy status to give them the freedoms and flexibilities they need to continue to drive up standards. Academies are independent state funded schools, free from Local Authority control. Academies are funded directly from the Department of Education (DfE) and have the opportunity to bid separately for capital funding for maintenance or expansion projects. The first port of call for expansion or new provision is the Local Authorities Basic Need Allocation for school places.

#### Free Schools

Free Schools are all-ability state-funded schools, independent of the Local Authority set up in response to what local people say they want and need in order to improve education for children in their community.

Local Authorities are not able to open or run an Academy or Free School. There is potential in Swindon for Free Schools to provide places with funding available directly from central government. Visibility of Free School bids is limited.

#### Primary and Secondary Provision

The Local Authority has a statutory duty to ensure that sufficient school places are available within their area for every child of school age whose parents wish them to have one, to promote high educational standards, to ensure fair access to educational opportunity, and to help fulfill every child's educational potential. It must also ensure there are sufficient schools in their area and promote diversity and parental choice.

#### North Swindon

There are already significant pressures for primary and secondary school places in north Swindon. Completion of developments at Oakhurst, Redhouse and Haydon End and growth at Tadpole Farm will add to existing pressure in the north.

##### **(a) Primary**

Temporary places are provided at existing schools to manage primary school pressures. Options include Bridlewood, Orchid Vale, Red Oaks, Moredon, Haydon Wick, Haydonleigh, Rodbourne Cheney and Greenmeadow. A new primary school will be provided at Tadpole Farm and if a second primary school and permanent expansion of Haydonleigh Primary School are needed to manage existing pressure elsewhere in north Swindon.

##### **(b) Secondary**

It is recommended that secondary school places be met by utilising surplus places and transportation to Swindon Academy and Highworth Warneford and by the provision of an additional 8FE of secondary school places.

### Central and South Swindon

#### (a) Primary

There is already pressure on primary school places in Old Town and Swindon town centre, which will transfer to secondary school pressures in due course. Development at Wichelstowe will also increase demand for places and pressure in this area.

East Wichel primary school is opened in September 2011 and a permanent school is proposed to open at Croft in September 2012. A further 2 primary schools will be provided at Wichelstowe. Establishing at least one new school and expanding an existing primary school in the Central South area will meet the remaining pressure. Possible options for new primary school(s) include, Broad Green, County Road and Euclid Street.

#### (b) Secondary

Expansion at The Ridgeway and a new secondary school in central or south Swindon are required to manage secondary school pressure and retain surplus and flexibility in the secondary school network. Options for delivering a new secondary school include North Star and Wichelstowe. Other secondary school sites have been assessed, but are not recommended for consideration, these include Mannington (flood risk), Civic Campus (site availability and size) and North Wroughton (impact on Wroughton and proximity to demand).

If establishing a new secondary school in central Swindon is not feasible then an alternative solution to meet secondary school pressures through expansion and transportation does exist. This could include numerous construction projects for expansion of Ridgeway, Churchfields, St, Joseph's, Dorcan and possibly Greendown. This would, however, remove almost all of the surplus capacity from the network in combination with the recommendations for north Swindon. This would impact on parental choice and expose the Council to a high degree of risk if school place pressures arise in the future that have not been foreseen, schools convert to Academy status or patterns of parental choice change, particularly in west Swindon.

### East Swindon

There are surplus places in east Swindon at present. However, the potential development east of Swindon and the proposed development at Commonhead will be far in excess of surplus places available.

#### (a) Primary

To meet primary school place needs, a new primary school will need to be established at Commonhead. It is recommended that South Marston primary school is extended and 4 new primary schools created east of Swindon. The new primary schools will be capable of expansion to accommodate a temporary peak in pupil numbers.

## (b) Secondary

A new secondary school on-site, as part of a learning campus, is recommended as a pre-requisite to development east of Swindon. However surplus places and expansion at Dorcan is proposed to manage pressure in the short term and assist with the peak in the longer term.

### **Education – Post 16 Further Education**

A bid has been submitted for the establishment of a University Technical College in Swindon to cater for 800 14-19 year olds with a specialism for engineering.

Although there is an overall surplus of places at post 16, there is a strong demand for post-16 education provision in Swindon and strong interest in the north and west of the borough in the possible provision of a local solution to this demand.

### **Early Years – Children’s Centres and Nurseries**

#### 3 & 4 Year Old Early Education Places

The Childcare Act 2006 requires local authorities to secure the provision of fifteen hours per week of free early education places for all three and four year olds living in the area. Places may be provided by private, voluntary and maintained sectors by pre-schools, nurseries, schools and accredited child-minders.

Although across Swindon as a whole there are sufficient places, in North Swindon (Abbey Meads and Greenmeadow Children’s Centre areas), there is a growing and significant shortage of places. Based on current supply, by summer 2014 there is forecast to be 959 children for 619 places.

#### Extension of free nursery education for two year olds

On 29<sup>th</sup> November 2011 the Chancellor announced the extension of provision of free early year’s education entitlement to a much greater proportion of disadvantaged 2 year olds and to extend entitlement from 10 hours per week to 15 hours per week. New statutory guidance is to be introduced in September 2012 arising from consultation feedback.

### **Community Hubs Including Community Centres, Libraries, Health and Police**

#### Community Centres

New community centres will be built around the principle of flexible, multi-use space which can accommodate a wide range of users and enable the community to take responsibility for management. This ensures the sustainability of the centres in the longer term. To this end they will often be the key to colocation of services and facilities.



## **Libraries**

Swindon has the fourth highest number of libraries for its population with 11,347 residents per library. Swindon Borough Council has produced the 'Library Strategy 2011: Access for All' to address a number of challenges and aims to improve Swindon's library service by putting the Community at the heart of the service. In recent years, Swindon Borough has had considerable success in bucking the national trend by increasing library usage.

Currently, the library service is provided by Swindon Borough Council and other partner organisations. Service provision can be improved through strengthening these partnerships and aligning the library service with other strategies in Swindon to reduce costs. Future libraries will be developed as community hubs, delivering a wide range of council and partner services (such as schools, health, leisure and cultural facilities and community centres) and working with local communities to develop a strong community focus.

Future library service will have a tiered structure, as follows:

**Central Library** – Full range of services will continue to be provided within the current level of opening hours. The number of visits has increased 53% between 2007 and 2010, which has led to a 75% increase in the number of issues during the same period. The Central Library will incorporate a centralised enquiry service for all of Swindon and deliver other Council services to provide information, for example, the Visitor Information Centre.

**Area Libraries at Highworth, North Swindon, West Swindon, Moredon, Park, Wroughton and Upper Stratton** – Full range of book lending stock will continue to be provided plus sound and vision stock. Opening hours will be extended to 6 or 7 full days a week within the three larger libraries at Highworth and North and West Swindon. Capital investment is required for building work and updated self-service terminals. Community groups could enable extended opening hours through joint working. The four smaller libraries at Moredon, Upper Stratton, Park and Wroughton will be open 6 days a week but not in the evening if not supported and used by the community. Library opening hours could be extended if other partners use the buildings, enabling the library to operate at the same time.

**Neighbourhood Libraries at Pinehurst, Penhill, Walcot, Liden, Covingham, Even Swindon and Old Town** – Each Neighbourhood Library provides a defined range of book lending stock (not including sound and vision) and will remain open with a core of staffed hours each week. Extra hours will be provided by partnership working and co-location of services.

**Mobile Libraries, Library Access Points and Library Service to older people's homes** – The number of people using mobile libraries is decreasing and the Council would like to offer the service in a more effective way. This involves working towards the possibility of introducing library access points in community locations where there is a known demand for a library service. This would also improve the number of hours the book stock can be used by library users and ensures everyone in the community has access to the library service for longer hours. The location, choice of stock and how library access points are funded would be agreed after consultation with the local community through Clusters and Parish Councils. The service could range from a minimum of a collection point for reservations to a full self-service library space.

A policy will be developed for the library service to older people's homes and sheltered accommodation, establishing guidelines for deposit collections that takes into account local demands, location of nearest library and established levels of service provided to users.

**Home Library Service** – This service is successful and will continue to be offered.

### **Future Plans**

A further strategy will be developed to define how capital investment can be used in each of the established libraries and for new libraries as follows:

Refurbishment and renewal of existing libraries to ensure buildings are attractive, accessible and fit for purpose to attract users.

New libraries will only be provided where there is a substantial increase in population, for example, in the growth areas such Wichelstowe and the Proposed Eastern Villages. Co-location of other Council and Partner services must be explored at the early stage of these developments to minimise revenue costs and increase levels of use.

Where the size of the community does not justify a new library then monies will be used to improve other libraries in Swindon or provide services that enable the promotion of library use to those communities.

### **Health**

The Swindon Primary Care Trust has an overall responsibility for ensuring the health and well - being of its local residents, although it has integrated and joint working with Swindon Borough Council. Swindon PCT is responsible for the commissioning, planning and securing of health services for their local populations. The PCT must ensure there is sufficient primary care capacity to provide for the population it serves and that its health services are accessible to all patients. While acute services are generally commissioned from mainstream acute or community hospitals, the first point of patient contact with primary care is their GP practices. Swindon PCT uses a target average of 1700 patients per WTE GP.

It is the role of the PCT to ensure that there are appropriate facilities for patients enabling access and choice. Where the development of new housing is likely to increase the demand for these services, we will be looking to the council to seek, through the use of its planning powers, to require applicants to provide financial contributions (or otherwise help) to secure sufficient service provision to meet identified needs.

Contributions towards health care provision will normally be expected from all qualifying residential development proposals whether new build, change of use, conversions or extensions. Contributions will be expected from all types of new residential accommodation.

The reason for levying developer contributions for health care is that new development brings additional people into an area, i.e. creates a direct impact on services. However, in the case of social rented and other affordable housing, the council usually has 'nomination rights' to any such housing built in Swindon. This means that the tenants who will eventually occupy such affordable housing have moved within Swindon, and will already access healthcare in the borough through local GPs or dentists.

The following number of GPs is required for the new communities at Wichelstowe and Proposed Eastern Villages:

Wichelstowe (Policy NC1) – Health care facility for 6 GP's.

Proposed Eastern Villages (Policy NC3) – 12 GP surgery or two smaller surgeries are required and should be located at the district centre.

## **Police**

Wiltshire Police do not require sole occupancy buildings for their service and are currently working with Swindon Borough Council and other agencies regarding collaboration opportunities.

Wiltshire Police may be interested in the shared use of a consultation room and welfare facility in a community building within developments that are of a sufficient size to warrant a Neighbourhood Policing Service. Such services have been successful in community centres as the police service relies on being in the heart of the community.

## **Fire and Rescue Service**

Under the Fire and Rescue Services Act 2004, the Wiltshire Fire and Rescue Service (WFRS) have a duty to provide a suitable and sufficient operational provision to mitigate the risk from fire and other emergencies. The Wiltshire Fire and Rescue Service published their Community Risk Strategy for Swindon Borough for 2006 to 2026 in March 2011.

The infrastructure requirements detailed within this document include the provision of adequate water supplies for effective fire fighting, fire fighting appliances, building and land costs and associated operational IT infrastructure, personnel recruitment and set up salaries for the initial period, training, Personal Protective Equipment (PPE). To secure the delivery of the strategy, it requires receipt of the proportionate contribution from all applicable development. In the event that only partial amounts of development are delivered, then Wiltshire FRS will, at its discretion, re-plan its infrastructure to provide the most effective services that are achievable based on reduced developer contribution receipts and/or restrictions placed upon it as a consequence of limited availability of alternative funding sources.

The infrastructure required to 2026 has been identified by area:

### **Northern – Whole of the Northern Development search area**

Following the mapping of response times, a requirement for a new 3-bay fire station to the north of Swindon has been identified. The station would be crewed by personnel providing an immediate response. From this location crews would provide the response to some of the identified new developments. Should there be further development to the North or North East of Swindon, a station in this location would be ideally placed to deal with the increased risk. In the longer term, this location would also offer the opportunity for an RDS section, should the expansion of Swindon dictate.

### **Southwest - Westlea**

A fire station will need to be maintained on the current site at Westlea or close by.

Westlea crews give an immediate response during the daytime but with a longer response time at night due to the day-crewed system, which is currently operating there. Due to the

proposed new developments, Westlea will need to become an immediate response station (24/7). The current fire station will require extensive remodelling to adapt the existing premises into suitable accommodation for the new arrangement. Alternatively, a new fire station at a location in the immediate vicinity could be provided. It would be hoped that this investment would also bring an enhanced community facility to the area.

In the medium term, there will be an opportunity for an RDS section to be formed. This should be achievable at this location due to the mature nature of the surrounding housing stock and the proximity of commercial premises. This opportunity for operational growth gives greater flexibility and resilience.

Operational response modelling indicates that if this site is moved either to Wichelstowe or Moredon Bridge, it has a detrimental effect on operational cover in one of the Northern or Southern development areas.

In line with our phased approach (Appendix D) for the implementation of this plan,

Westlea Fire Station would need to be at the forefront of receipt of early funding in order that it can be developed into a 24/7 immediate response station to pave the way towards future demands on the Service.

### **South-eastern**

Looking to the long term future operational response requirements for Swindon, it is envisaged that a South-eastern fire station site may be required towards the end of the period covered by this Community Risk Strategy.

### **Other Resource Requirements**

To maintain an appropriate level of management and support of Community Safety (CS), Technical Fire Safety (TFS) and operational response, additional personnel will be required.

### **Costs identified so far:**

**£500,000.00** to upgrade the Westlea Fire Station. Priority: HIGH – money required by end of 2012.

**£2-3million (not including land cost)** to build a new station near the Blunsdon Developments.

## **Ambulance Service**

Swindon Borough is served by the Great Western Ambulance Service (GWAS). The GWAS currently deliver their services from the Swindon Ambulance Station in Queen's Drive and standby points at the Link Centre and North Orbital ASDA. A standby point is a small space (usually 15 x 15 sq. m floor space with associated parking for one ambulance and one car within an existing building (i.e. GP Surgery). This can be used by ambulance staff (potentially a crew of 3) whilst they await a call. The standby points are strategically located to better serve the population of an area that might be some distance from the main ambulance station.

### **Local Plan**

The Local Plan includes specific reference to Great Western Hospital, enhanced and new social care and local healthcare facilities, a reorganisation of existing fire infrastructure and provision of new fire stations. However, in light of the issues we raise below with regards to the requirement for standby points, the Ambulance Service request that this criteria is amended to include additional reference to “the provision of ambulance standby points”.

### **Future requirements**

The growth in population will result in an increase in calls to the service which will have implications for staff and vehicle resources within the area. The initial assessment demonstrates that a growth in population of 30,692 (2012 – 26) or 16,877 households (2012 – 26) within the Swindon area (according to the Council's Housing-led forecast 25,000 trajectory – adjusted to mid-year) will generate an additional average 21 extra calls per day. This is same size as Trowbridge town and therefore would need additional resourcing to match the current Trowbridge resource levels. The GWAS will need to further assess the exact spatial implications of the new growth and the requirement to serve the existing and new population through an enhanced provision of standby points. However, the initial assessment notes a potential requirement for 2 Standby points in the Eastern areas of Swindon. Currently the costs of providing a standby point varies significantly as this depends largely on the leasehold agreement, but it is suggested that a broad figure of £86,000 is used per standby point for the initial set up costs and lease period to 2026. This does not include the increase in staffing levels, response vehicles and Ambulances. Early indications based on the Trowbridge solution would indicate that this would potentially be up to 46 staff members and 10 vehicles.

Therefore, in light of the potential levels of growth within Swindon and the recognised need for an evidence base to justify requests for infrastructure provision, the GWAS is currently undertaking a modelling exercise which will provide more detailed information relating to required future standby points including the estimated capital cost and the anticipated delivery time. The findings of the modelling work are expected to be available later in 2012, following which a more thorough assessment can be provided.

### **Housing – Extra Care**

The Joint Strategic Needs Assessment (JSNA) 2009-2010 was produced by the NHS and Swindon Borough Council. The JSNA identifies the health needs of the local population in order to improve health outcomes and reduce inequalities. The JSNA advises of both the short-term (3-5 years) and longer-term (5-10 year) priorities.

There is currently no up-to-date strategy in place that identifies future infrastructure requirements for social care. However, the service could be delivered within integrated community hubs and the refurbishment of existing housing stock to provide sheltered style accommodation for adults.

### **Leisure – Sports**

### **Sports Participation in Swindon**

Swindon's population in the 14-39 year age group will grow. This group is more likely to participate in sport.

Swindon has some of the most deprived areas in the country.

Only 1 in 5 of Swindon's adult population take part in the recommended 3 occasions of 30 minutes physical activity per week.

Female non-participation 3 x per week is high at 82%.

Sports club membership is lower than the national average.

Swindon's existing population in the core age groups for sports participation in indoor sports for both sexes, which is 15 – 44 years of age, is anticipated to grow over this period.

Satisfaction levels with existing facilities are 74.7%.

There are a significant number of children leaving schools in Swindon who are unable to swim 25 metres. It is a requirement of the National Curriculum that at Key Stage 2 all children aged 11 can swim 25 metres.

### **Key facts - Sports Facilities**

28% of Swindon's population do not live within the 20-minute/1 mile walk-to catchment areas of any swimming pool.

Whilst Swindon has a good number of swimming pools location restricts accessibility and choice.

Existing local authority provision of both swimming pools and sports halls is generally old. In order to meet future demand these facilities will need to be refurbished and enhanced where appropriate.

Opportunities to develop specialist sports provisions should be identified and delivered in partnership with local sports clubs.

There is an under-provision of local authority pay-and-play health and fitness facilities.

### **Active Swindon Strategy**

Swindon aims to enhance the lives of individuals, families and communities through their success and achievement in sport.

Neighbourhoods' will be designed with opportunities for everyone to be more physically active.

It aims to increase the range and scope of opportunities for all sectors of our community to be actively engaged in sport and physical activity.

Competition and sporting excellence will be used to boost individual and community morale, enhancing pride and teamwork.

Swindon is home to two major leisure destinations at The Link, West Swindon and the Oasis. As of June 2012 it is anticipated that in the future the Oasis will be run by a private provider who will upgrade and add to the facilities over time. Further plans for the wider site at North Star include a Ski slope and concert arena accompanied by appropriate investment in transport infrastructure with a focus on how best to address the severance caused by the railway. Total investment at North Star will exceed £70million pounds. The Council will continue to invest in and operate The Link, including the ice skating rink.

Local Plan Policy provides for new sports provision as an integral part of new development. It will be delivered through S106 in growth areas such as Eastern Villages and Wichelstowe. Sport facilities are a key community need.

The following overviews summarise the main thrust of the Council's Leisure Strategy in the period to 2026. More detailed information is provided in the evidence base document Strategy for Major Sports Facilities Provision, Swindon 2009-2026.

### Overview Sports Halls

The main issue over the period up to 2026 will be one of quality and investment in upgrading or replacement whilst retaining the existing overall level of supply and capacity.

Future provision should be considered in the light of planned population growth areas and any redevelopment of the two larger facilities at both Link and Oasis. Provision of new facilities on education sites will help meet demand and ensure daytime and evening use is maximised when combined with community use agreements.

Focus should also be to seek to protect and invest in existing sports halls where there is an identified need to meet current and projected increases in demand and participation. This investment in existing supply should also consider opportunities to provide specialist sports facilities.

### Overview Swimming Pools

The balance of supply and demand for swimming in Swindon is good and should be maintained. Issues going forward relate to the accessibility to a swimming pool, 28% of the population do not live within 20 minute walk time of a pool. Also access for schools and clubs place particular demands on supply, as private sector providers do not accommodate them. The other main concern is the quality of the existing swimming stock. Focus should be on replacement and slight expansion of existing stock with some facilities relocated to better meet the needs of the growth in population.

### 'Soccer Hubs'

Soccer hubs (or Outdoor Sports Hubs) provide several pitches on one site and changing facilities. There is a requirement for a soccer hub to the east to support east of Swindon Communities and new development at the Eastern Villages. There is an opportunity for the pitches to be located near schools so that they double up for school and general public use.

### Sports Governing Bodies

Post the London 2012 Olympics the Council will actively pursue opportunities to deliver new and improved facilities for all sports at its recreational sites utilising grant funding made available through collaboration with Sports Governing bodies, including Football, Rugby, Sailing, Rowing, Cycling among others.

Since the publication of the New Swindon Company Framework in 2004 aspirations to improve the cultural offer in Swindon have been growing with particular emphasis of culture being a key driver of Town Centre regeneration. The Local Plan now amplifies this desire alongside an evolving Cultural Strategy.

A cultural quarter was originally envisaged for the town centre, which later developed into an area known as The Promenade, which stretches between Regent Circus and the existing Law Courts on Prince's Street. The purpose of this area was to encourage cultural development and activities to be focussed around the existing Central Library and Wyvern Theatre and to provide:

"A C21st Cultural Quarter embracing the visual arts, music and entertainment and providing a forum for its growing resident, working and visitor populations for the decades to come" (The Promenade SPD 2008)."

Building slowly over the last couple of years, the area, currently being called CQ1 (Cultural Quarter 1<sup>st</sup> Phase) has now become home to a huge number of cultural activities, including: Create Studios; a number of arts organisations and creative industries based above the Wyvern; Post Modern Gallery and Artsite studios; the Museum of Computing; film nights in Cafe Ambience; Wilts & Berks Canal Trust; public art in the library; Music Entertainment Cultural Arena (MECA); Swindon Dance National Dance Academy; and, of course, the Wyvern Theatre and the Central Library. Furthermore the area is boosted by a number of shops as well as bar/cafe provision ([www.forwardswindon.co.uk](http://www.forwardswindon.co.uk)).

To improve upon this offer there have several key facilities identified to serve Swindon's growing population and to make the town centre a destination of choice these include a replacement theatre and the relocation of Swindon's Art Museum and Museum to the area further details are provided below.

## **Theatre**

Within the Promenade SPD (2008) the existing Wyvern Theatre was recognised as an important local and regional facility, which unfortunately is unable to maximise its potential due to its current size and poor setting. The existing Wyvern theatre was opened in 1971 and although the auditorium was refurbished as a result of the asbestos issue in 2006/7 the rest of building has deteriorated badly. Due the nature of construction at the time it's not aged well as is beyond economic repair. Also it is 620 seater theatre and for a town the size of Swindon and growing, you would expect a theatre of at least 1,200 seats, with stage and backstage areas large enough to accommodate full scale opera, ballet and West End touring none of which are feasible in the current facility – hence the audiences go outside Swindon to access that particular cultural experience.

## **Museum and Art Gallery**

The Art Gallery is described within The Promenade SPD as having a nationally important modern art collection, of which only a fifth is on display, and needs a new modern facility to maximise its potential. In addition there is also the opportunity to revamp and relocate the museum, which shares a building with the Art Gallery in Old Town.

The promenade area is identified as being a suitable location, with much of the land under the ownership of the Borough Council, for such facilities to complement the existing and



proposed uses already completed or ear marked for Regent Circus including a multiplex cinema, bars and restaurants.

At the time of writing a new Cultural Strategy is being progressed for the Borough, however the facilities mentioned above will remain a priority for Swindon's cultural aspirations as per the Swindon Economic Strategy. It is anticipated that funding for such facilities will be delivered through a combination of public funding, grants and developer contributions where applicable.

## 8. New and Existing Communities

This section provides an overview of the strategic development sites in Swindon Borough including the description of each development, the planning status and list of infrastructure secured or required for each site. The infrastructure items listed below for each development are included within the Infrastructure Delivery Plan and specified where necessary, within the schedule.

### 8.1 Swindon Central Area (SC1)

<b>Name</b>	Swindon Central Area
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• Around 1,000 homes</li> <li>• Regeneration of Central Swindon</li> <li>• At least 53,700m<sup>2</sup> net comparison retail floorspace</li> <li>• At least 90,000m<sup>2</sup> of new office floorspace</li> <li>• Focus for higher order civic, cultural, education and leisure facilities</li> <li>• 2 new primary schools</li> <li>• University Campus and / or High Education Facilities</li> <li>• Public Transport interchange</li> <li>• High quality design, improved public realm and access for all</li> <li>• High quality safe and continuous pedestrian routes and cycling networks</li> <li>• A new 1,000 space car park to the north of the railway line</li> </ul>
<b>Planning Application</b>	Various requirements
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Town Centre Regeneration and public realm improvements</li> <li>• University Campus and / or High Education Facilities</li> <li>• Railway Crossing Linking North Star and the Town Centre</li> <li>• New Theatre and Museum and Art Gallery</li> <li>• A new bus interchange (includes regarding Fleming Way)</li> <li>• 1000 space MSCP north of Swindon Railway Station</li> <li>• 2 new primary schools (or 3 forms-of-entry) if required</li> <li>• A district heating system with decentralised energy source</li> <li>• Redevelopment of Oasis and enhancement of Health Hydro</li> <li>• Relocation of Carfax Street Health Centre</li> <li>• 'Green Spine' – a north-south green route connecting Swindon's Green Infrastructure corridors</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Central Area Action Plan, adopted February 2009</li> <li>• First tranche of town centre public realm complete (Wharf Green, Canal Walk, Regent Street, Station Forecourt, Great Western Underpass)</li> <li>• Second tranche subject to funding (Temple Street, The Parade, Regent Circus South, Havelock Square,</li> </ul>

	<p>Commercial Road)</p> <ul style="list-style-type: none"> <li>• New Library open, October 2009</li> <li>• Strategic building purchase of properties to support regeneration on-going</li> <li>• Regent Circus on site. Demolition of old College complete</li> <li>• Phase 1 Union Square commenced</li> <li>• Regional leisure destination at North Star, Oasis handover complete, outline application expected January 2013</li> <li>• Feasibilities commenced on railway crossing linking North Star with the central area</li> <li>• Local Enterprise Partnership – Growing Places, bid outcomes for Union Square Bus Exchange</li> </ul>
<b>Risks:</b>	<ul style="list-style-type: none"> <li>• Government grant reduced, cut completely, CIL limited</li> <li>• Slow growth and suppressed economy impact on demand for office space</li> <li>• Timing of the Local Plan</li> <li>• New Rail Franchise</li> </ul>

## 8.2 Existing Communities (SC2)

<b>Name</b>	Swindon's Existing Communities
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• 3500 homes in the Swindon Urban Area</li> <li>• Transport linking existing communities to the town centre and growth areas</li> <li>• Social and community infrastructure</li> <li>• 5 New primary school facilities (9 forms-of-entry)</li> <li>• 2 New secondary schools and extensions to existing secondary schools (23 forms-of-entry)</li> <li>• Facilities to support locality and community based working</li> <li>• Intensification and redevelopment of employment areas</li> <li>• Strengthening the connections along and extending Swindon's existing green corridors</li> <li>• Establishing a District Heating Network</li> <li>• Develop capacity at local sports centres in order to establish a sporting specialism</li> <li>• Regeneration of local and district centres</li> </ul>
<b>Planning Application</b>	Various requirements
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Affordable Housing</li> <li>• 5 new primary schools (9 forms-of-entry)</li> <li>• 2 new secondary schools and extensions to existing secondary schools (23 forms of entry)</li> <li>• A 0-19 Special Education Needs facility and expansion of existing schools where necessary</li> <li>• Rapid Transit Network</li> <li>• Bus Exchange</li> <li>• Urban Traffic Management control</li> <li>• Delivering a comprehensive Parking Strategy</li> <li>• Completing strategic cycling and pedestrian networks</li> <li>• District Heating Network</li> <li>• Green Infrastructure</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Strategic Housing Land Availability Assessment prepared</li> <li>• Significant number of committed planning permissions</li> <li>• Developer Contributions DCGN in place to secure contributions to service the cumulative impact of social infrastructure</li> <li>• Building Schools for the Future expression of interest submitted</li> </ul>
<b>Risks:</b>	Funding to secure a secondary school within the existing urban area needs to be further explored

## 9. New Communities

### 9.1 Wichelstowe (NC1)

<b>Name</b>	Wichelstowe
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• 310 Hectare site</li> <li>• Sustainable transport links to the existing urban area and Swindon town centre</li> <li>• Sports, recreational and community facilities</li> <li>• Up to 4 local centres including a supermarket up to 2500sq m</li> <li>• 4,500 homes mixed use community</li> <li>• 12.5 hectares of employment land</li> <li>• 3 primary schools</li> <li>• A secondary school (or contributions towards the delivery of 6 forms-of-entry off-site)</li> <li>• Green infrastructure that links urban areas to the adjacent countryside</li> <li>• Community facilities</li> <li>• District Heating system</li> </ul>
<b>Planning Application</b>	<ul style="list-style-type: none"> <li>• Outline planning application granted in May 2005</li> <li>• Primary infrastructure construction commenced spring 2006</li> </ul>
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Links to M4 J16, Wharf Road, Redposts Drive and Croft Road</li> <li>• Green Infrastructure</li> <li>• Affordable Housing</li> <li>• 3 primary schools: East, Middle and West Wichelstowe</li> <li>• Contributions towards 6 forms-of-entry of secondary school facilities</li> <li>• Up to 4 Local Centres including supermarket</li> <li>• Park and Ride</li> <li>• Pedestrian and Cycle paths</li> <li>• Community facilities including leisure centre, health and knowledge provision in shared buildings</li> <li>• District Heating and Waste to Energy</li> <li>• Canal and SUDs network</li> <li>• Rapid Transit</li> <li>• Public Realm</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Primary Infrastructure complete and first residents in occupation (April 2009)</li> <li>• Supermarket on site 2013</li> <li>• Project Review (2012)</li> </ul>
<b>Risks:</b>	<ul style="list-style-type: none"> <li>• Slowdown of development</li> <li>• Infrastructure costs</li> <li>• Impact of recession</li> </ul>

## 9.2 Commonhead (NC2)

<b>Name</b>	Commonhead
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• Sustainable transport links to the existing urban area and Swindon Town Centre</li> <li>• Local centre including retail facilities appropriate to meet local need</li> <li>• 890 home mixed use community</li> <li>• 15 hectares of employment land (B1 and B2)</li> <li>• A primary school (1 form-of-entry) and contributions to 1 form-of-entry off-site</li> <li>• Green infrastructure that links urban areas to the adjacent countryside</li> <li>• Sport, leisure and community facilities</li> <li>• Safeguard around 5.5 hectares of land for a future expansion of the Great Western Hospital</li> <li>• Create a 'buffer' between Coate Water Country Park and new development</li> <li>• Pedestrian and cycle links to the existing communities, Coate and Great Western Hospital</li> </ul>
<b>Planning Application</b>	Granted planning permission by the Secretary of State on 19 <sup>th</sup> March 2012.
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Highway improvements to Marlborough Road A4259, A419, Commonhead Roundabout</li> <li>• 1 Primary school</li> <li>• Affordable Housing</li> <li>• Contribution to Secondary School places</li> <li>• Contribution to Sport, leisure and community facilities</li> <li>• Improved Transport links to existing urban area and Town Centre</li> <li>• Extension to Great Western Hospital (land reservation)</li> <li>• Provision of undeveloped 'buffer' to Coate Water Country Park and improvements to active leisure facilities.</li> <li>• Allotments</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Planning permitted at Appeal, April 2012</li> <li>• Site commencement</li> </ul>
<b>Risks:</b>	Employment land brought forward at end of development

### 9.3 Eastern Villages including Rowborough and South Marston Expansion Village (NC3)

<b>Name</b>	Eastern Villages including Rowborough and South Marston Expansion Village
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• Transport infrastructure linking the Eastern Villages to east Swindon and Swindon's Central Area</li> <li>• Renewable energy and waste facilities</li> <li>• Around 6,000 homes in the Eastern Villages, 1,500 at Rowborough and 500 in South Marston</li> <li>• 40 hectares of employment land</li> <li>• A district centre to include maximum of 12,000 sq m of retail and complementary uses and to include a maximum of 10,000 sq m for an anchor food store.</li> <li>• A learning campus consisting of a secondary school (8 forms-of-entry), a primary school (2 forms-of-entry), a 0-19 special school, children's centre and early years facilities</li> <li>• An additional 3 primary schools (or 6 forms-of-entry) with nursery / early years facilities, and 1FE extension to the existing school at South Marston</li> <li>• District heating network</li> <li>• Extensive green infrastructure network</li> <li>• Sports and leisure facilities</li> <li>• Sustainable transport links including Rapid Transit</li> </ul>
<b>Planning Application</b>	Outline planning application submission anticipated Summer 2013
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Sports and leisure facilities including 25m swimming pool</li> <li>• Multi-purpose community buildings</li> <li>• GP Healthcare facilities</li> <li>• Minimum of 3 local centres</li> <li>• A420 Transport corridor improvements / new link under the railway line connecting the development north and south</li> <li>• A Green Bridge across the A419</li> <li>• Enhancements of White Hart Junction</li> <li>• A new link to the Commonhead Roundabout</li> <li>• Rapid Transit</li> <li>• Park and Ride site</li> <li>• Learning Campus, including Special Needs provision</li> <li>• 3 primary schools plus 1FE at South Marston</li> <li>• Green infrastructure</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Masterplan produced</li> <li>• Draft Supplementary Planning Document- Second round Public consultation anticipated March 2013</li> </ul>
<b>Risks:</b>	<ul style="list-style-type: none"> <li>• Timing of LDF documents in relation to planning application being submitted</li> </ul>

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|  | <ul style="list-style-type: none"><li>• Separate planning applications submitted, making coordination of infrastructure provision more difficult</li></ul> |
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#### 9.4 Tadpole Farm (NC4)

<b>Name</b>	Tadpole Farm
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• Primary school</li> <li>• Contributions towards the delivery of 2 forms of entry secondary school places off-site</li> <li>• Transport link between north and west Swindon and Swindon Town Centre to accommodate cumulative impact of development at Tadpole Lane and Wiltshire sites</li> <li>• Mixed use Local Centre</li> <li>• Green Infrastructure links and to enhance the role of Cricklade Country Way Corridor</li> <li>• Mixed-use community of 1,695 homes</li> <li>• 5 hectares of employment land</li> <li>• Sport, leisure and community facilities</li> <li>• Rapid transit link between Tadpole Farm and Swindon Town Centre</li> <li>• Vehicular access routes from Oakhurst Way, Tadpole Lane and a new route north to Blunsdon</li> <li>• Pedestrian and cycle links to Oakhurst, Redhouse and the National Cycle Route</li> <li>• Green infrastructure that links urban areas to the adjacent countryside</li> </ul>
<b>Planning Application</b>	Planning permission granted on the 11 <sup>th</sup> September 2012
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Internal Access Roads, Footpaths and Cyclepaths</li> <li>• A 2FE Primary School</li> <li>• Local Centre</li> <li>• Renewable energy facility</li> <li>• Links to the Rapid Transit Network</li> <li>• Links to the Strategic Cycle Network</li> <li>• Green Infrastructure links to Blunsdon Hill and River Ray corridor</li> <li>• Sports, leisure and community facilities</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Granting of planning permission</li> <li>• Site commencement</li> </ul>
<b>Risks:</b>	Market slows and commencement delayed

## 9.5 Kingsdown (NC5)

<b>Name</b>	Kingsdown
<b>Scale and Type of Development</b>	<ul style="list-style-type: none"> <li>• Mixed-use community of approximately 1,650 homes</li> <li>• Primary school facility with temporary accommodation</li> <li>• Contributions towards the delivery of 2 forms of entry secondary school places off-site</li> <li>• Community wide approach to renewable energy facilities</li> <li>• A mixed use local centre</li> <li>• Sport, leisure and community facilities</li> <li>• Vehicular access routes from Cold Harbour Junction and the B4109 east of Broad Blunsdon</li> <li>• New vehicular bridge across A419</li> <li>• Contributions towards mitigation on highway network</li> <li>• Public transport links</li> <li>• Measures to avoid through traffic through Broad Blunsdon village and Cold Harbour junctions</li> <li>• Pedestrian and cycle links to Swindon and Broad Blunsdon</li> <li>• Green infrastructure connecting with Broad Blunsdon and the wider countryside</li> <li>• Landscape mitigation to the north and east of Kingsdown</li> </ul>
<b>Planning Application</b>	At pre application stage
<b>Key Infrastructure Requirements</b>	<ul style="list-style-type: none"> <li>• Internal Access Roads, Footpaths and Cyclepaths</li> <li>• A 2FE Primary School</li> <li>• Local Centre</li> <li>• Renewable energy facility</li> <li>• Transport links with Cold Harbour Junction and B4109 east of Broad Blunsdon</li> <li>• Vehicular access bridge</li> <li>• Green Infrastructure links</li> <li>• Landscape mitigation</li> <li>• Sport, community and leisure facilities</li> </ul>
<b>Milestones:</b> <b>RAG</b>	<ul style="list-style-type: none"> <li>• Granting of planning permission</li> <li>• Site commencement</li> </ul>
<b>Risks:</b>	Viability precludes provision of essential infrastructure meaning planning permission cannot be granted

## 10. Infrastructure Delivery Plan Schedule

The following schedule sets out the infrastructure items identified to support future growth in Swindon Borough. The estimated capital costs included have are from various sources, for example, feasibility studies, viability studies and experiences from dealing with previous projects. The anticipated delivery time included within the schedule provides a timeframe or specific year for delivery of the infrastructure. These are grouped within timescales as follows:

**Short Term**            Present to 2016  
**Medium Term**        2017 to 2020  
**Long Term**            2021 to 2026

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Transport												
Union Square Phase II	Re-grading Fleming Way	Central Swindon	2,000,000	Union Square Viability Assessment	0	0	Developer	2,000,000	0	Developer	2014-15	Short
Urban Traffic Management System/ Great Western Way	Part of the bus rapid transit route, identified in the Swindon Transport Strategy	Boroughwide	12,000,000	WSP Swindon Transport Strategy	0	12,000,000	N/A	0	0	SBC	2014-2016	Short
Magic Roundabout	Resurfacing and Public Realm Works	Central Swindon	5,500,000	Halcrow Feasibility Study	0	0	N/A	0	5,500,000	SBC	2015	Short

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Railway Crossing	Railway Crossing linking Town Centre and North Star	Central Swindon	6,200,000	Parsons Brinkerhoff Swindon Town Railway Crossing Outline Design Report (July 2010)	0	0	LEP, CIL, S106	0	6,200,000	SBC	2013-2015	Short
Multi-storey Car Park	1000 space car park north of Swindon Railway Station	Central Swindon	13,000,000	Cost per parking space	0	0	Transport Partners	0	13,000,000	SBC	2016	Medium
Off-site traffic calming	Traffic calming Improvements to surrounding roads	Wichelstowe	400,000	Service Area informed S106	0	400,000	N/A	0	0	SBC	2012-2020	Medium
West Wichel Park & Ride	Provision of Park and Ride site at West Wichel	Wichelstowe	4,000,000	WSP Swindon Transport Strategy	0	0	N/A	0	4,000,000	SBC	2026	Medium

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Kingsdown Bridge over A419	Bridge over A419	Kingsdown	6,000,000	Developer Planning Consultant	0	0	0	6,000,000	0	Developer	2016-2017	Medium
Green Bridge	New public transport, walking and cycling link across the A419 to integrate the new District Centre with the existing communities in East Swindon	Eastern Villages	7,500,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	7,500,000	N/A	0	0	Developer	2014-2017	Medium
White Hart Junction improvements (Diamond Interchange)	Delivery of a high quality junction improvement to provide segregation of the local and strategic road networks and improve public realm	Eastern Villages	23,000,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	670,000	N/A	0	22,330,000	SBC	2014-2017	Medium

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Bus Interchange	Bus Interchange	Eastern Villages	1,500,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	1,500,000	N/A	0	0	Developer	2020	Medium
Internal Roads, Footpaths and Cycleways	Development	Eastern Villages	30,000,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	0	Developer	30,000,000	0	Developer	2020	Medium
J16 Improvements	J16 Improvement	Wichelstowe	5,500,000	Gardiner and Theobald Viability Assessment (Remaster planning)	0	0	Developer	5,500,000	0	Developer (SBC)	2017-2018	Medium

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Off-site footways	Off-site footpath/cycleway/bridle way	Wichelstowe	1,400,000	Gardiner and Theobald Viability Assessment (Remaster planning)	0	1,400,000	Developer	0	0	Developer	2015-2020	Medium
Rapid Transit 1 Wichelsowe	Sustainable transport links that integrate with the existing urban area (cost includes land purchase)	Wichelstowe	10,000,000	WSP Swindon Transport Strategy	0	0	N/A	0	10,000,000	SBC	2021	Medium
East of Swindon Park and Ride	Provision of a 1000 Car Park and Ride Site	Eastern Villages	4,000,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	4,000,000	N/A	0	0	Developer	2018-2020	Long
Rapid Transit 2 Tadpole Farm	Sustainable transport links that integrate with the existing urban area (cost includes land purchase)	Tadpole Farm	10,000,000	WSP Swindon Transport Strategy	0	0	N/A	0	10,000,000	SBC	2014-2021	Long

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Rapid Transit 3 Eastern Villages	Sustainable transport links that integrate with the existing urban area (cost includes land purchase)	Eastern Villages	10,000,000	WSP Swindon Transport Strategy	0	0	N/A	0	10,000,000	SBC	2014-2021	Long
Commonhead Park & Ride	Provision of Park and Ride site at Commonhead	Commonhead	4,000,000	WSP Swindon Transport Strategy	0	0	N/A	0	4,000,000	SBC	2026	Long
Junction Improvements	Junction improvements on existing road network (A420) to mitigate growth to the east of Swindon	Eastern Villages	17,000,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	17,000,000	N/A	0	0	Developer	2019-2021	Long
Commonhead Link (or Dorcan)	Highway link to the strategic road network (A419)	Eastern Villages	5,000,000	WSP Transport Strategy / Materplanning and Viability Framework /JMP Transport Study	0	5,000,000	N/A	0	0	Developer	2019-2021	Long



Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
On-site roads	On-site drainage / tunnel under M4	Wichelstowe	106,000,000	Gardiner and Theobald Viability Assessment (Remaster planning)	0	0	Developer	106,000,000	0	Developer	2014-2026	Long
Utilities												
Upgrade to Rodbourne STW	Upgrade of existing STW, inc. new Inlet Works, new Storm Water management and site power upgrade.	Boroughwide	60,000,000	Thames Water 5 Year Plan	0	0	Thames Water	60,000,000	0	Thames Water	2013-2015	Short
Additional Household Waste Recycling Centre	Additional site for Household Waste Recycling Centre to support Swindon's growth	Preferred site - East Swindon	1,500,000	Municipal Waste Management Strategy (p. 34)	0	0	N/A	0	1,500,000	SBC	2022	Long
Sustainable Energy Projects												

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Tadpole Farm District Heating Network	District Heating Network at Tadpole Farm.	Tadpole Farm	3,500,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	3,500,000	0	SBC	2012-2015	Short
Waste to Energy	Refuse derived fuel at Waterside	Central Swindon	6,500,000	Municipal Waste Management Strategy	6,500,000	0	N/A	0	0	SBC	2013-14	Short
District Heating Town Centre	District Heating Network in the Town Centre.	Town Centre	5,000,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	5,000,000	0	SBC	2014	Short
District Heating Wichelstowe	District Heating Network at Wichelstowe.	Wichelstowe	5,000,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	5,000,000	0	SBC	2014	Short
Stratton District Heating Network	District Heating Network at Stratton.	Existing Communities	3,300,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	3,300,000	0	SBC	2016	Short
South Marston District Heating Network	District Heating Network at South Marston.	Existing Communities	1,600,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	1,600,000	0	SBC	2016	Short

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Eastern Villages District Heating Network	District Heating Network at the Eastern Villages.	Eastern Villages	10,400,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	10,400,000	0	SBC	2016	Short
DHN Pipe Connecting Town Centre to Stratton	Pipe connecting District Heating Networks at Town Centre and Stratton	Existing Communities	2,850,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	2,850,000	0	SBC	2015-2026	Long
DHN Pipe Connecting Stratton to South Marston	Pipe connecting District Heating Networks at South Marston and Stratton	Existing Communities	2,850,000	Bizcat Pre-Feasibility Study	0	0	Energy Company	2,850,000	0	SBC	2015-2026	Long
Air Quality												
Emission Reduction Zones	Setting up of 3 Air Pollution Monitoring Units	Boroughwide	72,000	EnviroTechnology Services Plc	0	0	N/A	0	0	SBC	2016	Short
Green Infrastructure												
Green Infrastructure e Tadpole Farm	Green Infrastructure	Tadpole Farm	3,350,000	Developer	0	0	N/A	3,350,000	0	Developer	2012-2015	Short

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
The Green Spine	Key North South pedestrian and cycle routes (central Swindon)	Central Swindon	8,200,000	Cost per sq m	0	0	Funding options being considered : potential EU Life+, S106	0	8,200,000	SBC	2011-2016	Short
Moulden Hill	Country Park	Boroughwide	850,000	Feasibility and Landscape Design	0	850,000	N/A	0	0	SBC	2012-2014	Short
Green Infrastructure	Green Infrastructure	Eastern Villages	12,500,000	EDA Masterplanning and Viability Framework / Green Infrastructure Strategy	0	12,500,000	N/A	0	0	SBC/Developer	2020	Medium
Biodiversity	Habitat Creation	Eastern Villages	3,500,000	EDA Masterplanning and Viability Framework / Green Infrastructure Strategy	0	0	N/A	3,500,000	0	Developer	2020	Medium
Green Infrastructure and Leisure at Coate	Green Infrastructure	Commonhead	1,000,000	Persimmon and Redrow	0	1,000,000	N/A	0	0	SBC	2017	Medium

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Green Infrastructure	Open space, pitches and changing facilities	Wichelstowe	5,150,000	Gardiner and Theobald Viability Assessment (Remaster planning)	0	5,150,000	N/A	0	0	Developer	2013-2026	Long
Cemetery	Cemetery	Boroughwide	2,000,000	Based on Kingsdown works 2008	0	0	N/A	0	2,000,000	SBC	2025	Long
Social and Community Infrastructure												
Education - Primary and Secondary												
North Primary School	2FE primary School - North	Tadpole	5,078,000	Negotiated S106	0	5,078,000	N/A	0	0	SBC	2014	Short
Central Primary School 2	1 FE primary to serve the needs of the urban area	Existing Communities	4,250,000	School Place Planning Study	5,500,000	0	N/A	0	-1,250,000	SBC	2014	Short
North Primary School	1 FE primary school - North	Existing Communities	4,250,000	School Place Planning Study	0	4,250,000	N/A	0	0	SBC	2014	Short

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
North Secondary School	8FE Secondary School (north)	Existing Communities	21,500,000	School Place Planning Study	0	2,000,000	DfE Free School Programme	0	19,500,000	SBC	2016	Short
North Primary School	2FE Primary	Kingsdown	5,000,000	School Place Planning Study	0	5,000,000	N/A	0	0	SBC	2016-18	Medium
Central Primary School 3	1 FE primary to serve the needs of the urban area	Existing Communities	4,250,000	School Place Planning Study	0	0	N/A	0	4,250,000	SBC	2016-2018	Medium
Wichelstowe Primary School	2FE primary School	Wichelstowe	5,000,000	Croft Tender Return	0	2,900,000	N/A	0	2,100,000	SBC	2015-2017	Medium
Wichelstowe Primary School	2FE primary School	Wichelstowe	5,000,000	Croft Tender Return	0	0	N/A	0	5,000,000	SBC	2017-2019	Medium
Central & South 8FE secondary school places	Contribution towards secondary school provision including sports hall	Wichelstowe /Existing Communities	21,500,000	School Place Planning Study	0	7,070,000	N/A	0	14,430,000	SBC	2017-2022	Medium

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Eastern Villages Primary School (1)	2FE Primary School	Eastern Villages	6,500,000	School Place Planning Study	0	6,500,000	N/A	0	0	SBC	2016-2017	Medium
Eastern Villages Primary School (2)	2 FE primary school	Eastern Villages	6,500,000	School Place Planning Study	0	0	N/A	0	6,500,000	SBC	2017-2018	Medium
Eastern Villages Primary School (3)	2 FE primary school	Eastern Villages	6,500,000	School Place Planning Study	0	0	N/A	0	6,500,000	SBC	2019-2020	Medium
South Marston Primary School	Expansion of South Marston Primary	Eastern Villages	2,000,000	School Place Planning Study	0	2,000,000	N/A	0	0	SBC	2019-2020	Medium
Eastern Villages Primary School (4)	2 FE primary school	Eastern Villages	6,500,000	School Place Planning Study	0	0	N/A	0	6,500,000	SBC	2021-2022	Long
Eastern Villages Secondary School	Delivery of a new 8FE Secondary School (East)	Eastern Villages	21,500,000	School Place Planning Study	0	0	N/A	0	21,500,000	SBC	2020-2022	Long
Education - Post 16FE												

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
North Swindon Post 16 Provision	North Swindon 350 pupils	Existing Communities	10,000,000	Cambridge Education (2009)	0	0	Colleges	0	10,000,000	Colleges	2017	Medium
Early Years Childrens Centres and Nurseries												
Early Years Provision	Early Years Provision 0-4 years	Boroughwide	2,000,000	Cambridge Education (2009)	0	0	N/A	0	2,000,000	SBC	2020	Medium
Special Provision	Secondary ASD unit	Boroughwide	700,000	Cambridge Education (2009)	0	0	Bid Lodged	0	700,000	SBC	2013	Short
Special Provision	Relocation of Crowdy's Hill	Boroughwide	11,000,000	Cambridge Education (2009)	0	0	Bid Lodged	0	11,000,000	SBC	2014	Short
Special Provision	Relocation of EOTAS provision	Boroughwide	3,000,000	Cambridge Education (2009)	0	0	Bid Lodged	0	3,000,000	SBC	2014	Short
Special Provision	Relocation of St Lukes and Post 16	Boroughwide	11,000,000	Cambridge Education (2009)	0	0	Bid Lodged	0	11,000,000	SBC	2017	Medium
Special School	New Special School in East Swindon	Existing Communities	10,000,000	Cambridge Education (2009)	0	0	N/A	0	10,000,000	SBC	2016	Short
Youth Clubs												
Community Centres												



Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
North Swindon Community Centre	Redhouse Community Centre	Redhouse	800,000	Feasibility	0	800,000	N/A	0	0	SBC	2014	Short
East Wichel Community Centre	East Wichel Community Centre	Wichelstowe	600,000	Feasibility	600,000	0	N/A	0	0	SBC	2013	Short
Wichelstowe Community Centre	Middle Wichel Community Centre including Library, Emergency Services Touchdown & Children's Centre	Wichelstowe	800,000	Pinetrees (£2.3 million)	0	800,000	N/A	0	0	SBC	2015	Short
Tadpole Community Centre	Tadpole Community Centre	Tadpole	400,000	S106 negotiated	0	400,000	N/A	0	0	SBC	2018	Medium
Kingsdown Community Centre	Kingsdown Community	Kingsdown	400,000	Tadpole S106	0	400,000	N/A	0	0	SBC	2019	Long

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Eastern Villages District Centre Community Centre	Eastern Villages Community Building and Library	Eastern Villages	2,000,000	Pinetrees (£2.3 million)	0	2,000,000	N/A	0	0	SBC	2022	Long
Eastern Villages Community Centre	Eastern Villages Local Centre Community Centre	Eastern Villages	500,000	Baseline - Tadpole and Redhouse stand alone Community Centre	0	500,000	N/A	0	0	SBC	2022	Long
Eastern villages Community Centre	Eastern Villages Local Centre Community Centre	Eastern Villages	500,000	Baseline - Tadpole and Redhouse stand alone Community Centre	0	500,000	N/A	0	0	SBC	2022	Long
Eastern Villages Community Centre	Eastern Villages Local Centre Community Centre	Eastern Villages	500,000	Baseline - Tadpole and Redhouse stand alone Community Centre	0	500,000	N/A	0	0	SBC	2022	Long
Health												

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Walk in Health Centre	Relocation of Carfax Medical Centre	Central Swindon	3,000,000	PCT	0	0	PCT	3,000,000	0	PCT	2013-14	Short
Wichelstowe Health Facilities	7GP Surgery	Wichelstowe	1,400,000	PCT	0	0	PCT	1,400,000	0	PCT	2015-18	Short
Eastern Villages Health Facilities	2 10GP Health Centres	Eastern Villages	4,000,000	EDA Masterplan ning and Viability Framework	0	0	N/A	0	4,000,000	PCT	2026	Long
Extension to Great Western Hospital	land reservation for extension	Commonhead	6,000,000	Great Western Hospitals Trust	0	0	Hospital Trust	6,000,000	0	Great Western Hospitals NHS Foundation Trust	2026	Long
Police												
Police Points	Touch down for police in Community facilities in expansion areas	Boroughwide	0	Wiltshire Police	0	0	N/A	0	0	SBC/ Developer	Various	Long
Fire & Rescue												

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Upgrade of Westlea Fire Station	Accommodation required on site for altered shift patterns (immediate response required to mitigate additional development)	Westlea	500,000	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)	0	0	N/A	0	500,000	Wiltshire Fire and Rescue Service	2012	Short
New Fire Station in North Swindon	Need to secure site for a new fire station in North Swindon to support housing growth	North Swindon	3,000,000	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)	0	0	N/A	0	3,000,000	Wiltshire Fire and Rescue Service	2015-2026	Long
Ambulance												
Eastern Villages 2 ambulance standby Points	Eastern Villages 2 ambulance standby Points	Eastern Villages	172,000	GVA Letter on behalf of Great Western Ambulance Service	0	0	N/A	0	172,000	Great Western Ambulance Service	2020-2026	Long
Leisure - Sports												

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
St Marks Recreation Ground	Tennis Courts and landscaping	Boroughwide	660,000	Contracted works	0	660,000	N/A	0	0	SBC	2006-2014	Short
Indoor Bowls	Provision of an indoor bowls facility to complement existing leisure offer County Ground or Haydon Centre	Central Swindon	1,500,000	Sport England Facilities Cost Calculator	0	0	N/A	0	1,500,000	SBC	2011-2012	Short
Spa at Health Hydro	Set up of spa and beauty facilities at the Health Hydro	Central Swindon	3,000,000	Architect Feasibility Study	0	0	N/A	0	3,000,000	SBC	2011-2012	Short
Tadpole Sports and leisure facilities	Infrastructure plus green pitches	Tadpole Farm	2,000,000	S106	0	0	N/A	0	2,000,000	SBC	2012-2015	Short
Eastern Villages Sports Facility	Leisure centre, including swimming pool, to meet the local needs of residents in the EV that does not compete with the facilities identified in the leisure strategy	Eastern Villages	7,000,000	Sport England Facilities Cost Calculator	0	7,000,000	N/A	0	0	SBC	2014-2015	Short

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Rebuild / refresh Croft Centre -	Phase 1 - stp and grass pitches Phase 2 Rebuild / refresh to provide sports hall facilities and cricket	Existing Communities	1,000,000	Sport England Facilities Cost Calculator	0	0	Ph1 - Football Foundation	375,000	625,000	SBC	2014-2016	Short
Sports and Leisure - Link Centre	Leisure Centre Redevelopment	Existing Communities	20,000,000	Capita Feasibility	0	0	N/A	0	20,000,000	SBC	2026	Long
Culture and Tourism												
New Theatre	Provision of New Town Centre Theatre to replace existing	Central Swindon	35,000,000	Capita Feasibility Study - The Promenade (August, 2008)	0	0	N/A	0	35,000,000	SBC	2016	Short
Museum & Art Gallery	Provision of New Town Centre Museum and Art Gallery 2100 sqm	Town Centre	7,000,000	Barker Langham Feasibility (2009)	0	0	N/A	0	7,000,000	SBC	2017-2026	Long

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Town Centre Regeneration												
Public Realm Works												
The Parade	Public Realm Scheme	Central Swindon	2,000,000	Based on Regent Street cost per sqm	0	0	N/A	0	2,000,000	SBC and UKCPT	2013-14	Short
Wellington Street	Public Realm Scheme	Central Swindon	750,000	Based on Regent Street cost per sqm	0	0	N/A	0	750,000	SBC	2013	Short
Havelock Square	Public Realm Scheme	Central Swindon	1,600,000	Based on Regent Street cost per sqm QS costs	0	0	N/A	0	1,600,000	SBC	2013-14	Short
Regent Circus North	Public Realm Scheme	Central Swindon	2,800,000	Based on Regent Street cost per sqm	0	0	N/A	0	2,800,000	SBC	2014-2017	Medium
Commercial Road public realm	Public Realm and related traffic improvements to Commercial Road	Central Swindon	5,200,000	Edwards Partnership (QS) Costing	0	0	N/A	0	5,200,000	SBC	2014-2017	Medium
Major Regeneration Projects												

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Sussex Square Regeneration Scheme	Regeneration of the existing shopping centre, industrial estate and some residential areas	Existing Communities	7,000,000	Budget allocated in Housing Revenue Account. Feasibility Cost	0	0	HRA	7,000,000	0	SBC	2011-2014	Short
Major Infrastructure (Town Expansion)												
Neighbourhood Centre	Neighbourhood Centre	Tadpole Farm	4,500,000	Crest Nicholson	0	0	N/A	4,500,000	0	Developer	2012-2015	Short
Middle Wichel District Centre	A new district centre super market, hotel, pub and retail	Wichelstowe	20,000,000	Developer	0	0	Developer	20,000,000	0	Developer	2015	Short
Canal	Canal	Wichelstowe	3,000,000	Gardiner and Theobald Viability Assessment (Remaster planning)	0	0	Developer	3,000,000	0	Developer	2013-2015	Short
Kingsdown Local Centre	Local Centre	Kingsdown	4,500,000	Tadpole Farm	0	0	0	4,500,000	0	Developer	2017-2019	Medium



Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Eastern Village District Centre	A new district centre	Eastern Villages	25,900,000	EDA Masterplan ning and Viability Framework	0	25,900,000	N/A	0	0	Developer	2016-2018	Medium
Canal	Canal	Eastern Villages	26,650,000	EDA Masterplan ning and Viability Framework	0	0	N/A	0	26,650,000	SBC	2020	Medium
Internal Bridges	Internal Bridges	Eastern Villages	17,000,000	EDA Masterplan ning and Viability Framework	0	0	Developer	17,000,000	0	Developer	2020	Medium
<b>TOTAL INFRASTRUCTURE COSTS (Excluding Affordable Housing)</b>												
			<b>Estimated Capital Cost</b>	<b>Cost Source</b>	<b>SBC Funding</b>	<b>S106 Funding</b>	<b>Other Funding Sources</b>	<b>Other Funding Amount (£)</b>	<b>Shortfall</b>			
			<b>821,882,000</b>		12,600,000	142,828,000		321,625,000	<b>345,257,000</b>			

Project Title	Project Description	Local Plan Project Location	Estimated Capital Cost	Cost Source	SBC Funding	S106 Funding	Other Funding Sources	Other Funding Amount (£)	Shortfall	Delivery Agency	Timing of Delivery	Term
Affordable Housing												
900 Affordable Housing Units		Boroughwide	120,000,000	Build Costs	0	0	S.106	120,000,000	0	SBC	2013	Short
900 Affordable Housing Units		Boroughwide	120,000,000	Build Costs	0	0	S.106	120,000,000	0	SBC	2016	Medium
2400 Affordable Housing Units		Boroughwide	320,000,000	Build Costs	0	0	S.106	320,000,000	0	SBC	2026	Long
			<b>£560,000,000</b>		<b>0</b>	<b>0</b>	<b>S106</b>	<b>560,000,000</b>	<b>0</b>	SBC	2013-2026	
<b>TOTAL INFRASTRUCTURE COSTS (Including Affordable Housing)</b>												
			<b>Estimated Capital Cost</b>	<b>Cost Source</b>	<b>SBC Funding</b>	<b>S106 Funding</b>	<b>Other Funding Sources</b>	<b>Other Funding Amount (£)</b>	<b>Shortfall</b>			
			<b>1,381,882,000</b>		<b>12,600,000</b>	<b>142,828,000</b>		<b>881,625,000</b>	<b>345,257,000</b>			

## **11 IDP Review**

- 11.1 As the IDP covers a relatively long time period, up until 2026, it is inevitable that the requirement for the delivery of certain infrastructure items will change overtime due to a whole range of influences.
- 11.2 In this respect, as the IDP is a flexible living document such changes can be accommodated through a monitoring and review process and updated accordingly.
- 11.3 In order to identify any such changes the IDP will be reviewed when appropriate to ensure that the document is up to date and accurately reflects the Borough's key infrastructure needs to deliver strategic growth and regeneration.
- 11.4 Although an annual review period would be ideal to fall in line with the Annual Monitoring Report as defined within part 5 of the Local Plan, due to resource available and also due to the uncertainty of when particular developments will be brought forward, it is likely that a strict annual regime will not necessarily be wholly appropriate. Therefore the Local Planning Authority reserves the right to review the IDP as and when deemed necessary.
- 11.5 In order to keep the process transparent and open, all key stakeholders and critical partners will be consulted during the review and due process followed prior to publication.

## **12 Glossary of Terms**

### **Community Infrastructure Levy (CIL)**

The Community Infrastructure Levy is a charge on new development, which local authorities are permitted to collect to fund infrastructure to support housing and economic growth. The CIL must be collected through the preparation of a Charging Schedule, supported by a range of infrastructure planning and economic viability evidence.

### **Local Enterprise Partnership**

Joint Local Authority and business-led bodies based on natural economic geography, brought forward by Local Authorities to promote local economic development, tackling issues including planning and housing, local transport and infrastructure, employment, enterprise and business start-up support.

### **Local Investment Plan**

Local investment plans provide a basis for local authorities to identify and prioritise the investment needs of their places and communities. They are also a means to allocate resources and manage delivery across local partnerships over a long period of time. The priorities identified by local authorities in their local investment plans shapes the Homes and Communities Agency's business planning, delivery of our investment programmes and the enabling support to local partners.

Copies of this document can be obtained from;

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Whilst every effort has been made to ensure the accuracy of the data, neither the Borough Council nor its officers can be held responsible for errors contained in the report. Nevertheless, any comments concerning errors or omissions will be welcome.

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