

SWINDON

INFRASTRUCTURE DELIVERY PLAN

June 2013

Swindon Borough Local Plan 2026

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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.
- 1.6 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.
- 1.7 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

- 1.8 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.
- 1.9 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.
- 1.10 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.

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.

2.3 On 27th March 2012, the Coalition Government published the **National Planning Policy Framework (NPPF)**¹, which replaces most 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 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"*².

The Community Infrastructure Levy

2.4 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 in line with Government requirements.

¹ National Planning Policy Framework:

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

² NPPF, page 40, para. 162.

- 2.5 CIL Guidance³ 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.
- 2.6 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.⁴

Best Practice Guidance

- 2.7 Best practice guidance and further guidelines on infrastructure planning and implementation of CIL have been published by the Planning Advisory Service (PAS)⁵, Planning Officers Society (POS)⁶ and the Planning Inspectorate⁷. The 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

- 2.8 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 an understanding of supply and demand across Swindon. These strategies are outlined below at Figure 1.

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

⁴ CIL - Preliminary Draft Charging Schedule Consultation (SBC, August 2012)

⁵ A Steps Approach to Infrastructure Planning (POS, June 2009)

⁶ Section 106 Obligations and the Community Infrastructure Levy (POS, April 2011)

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

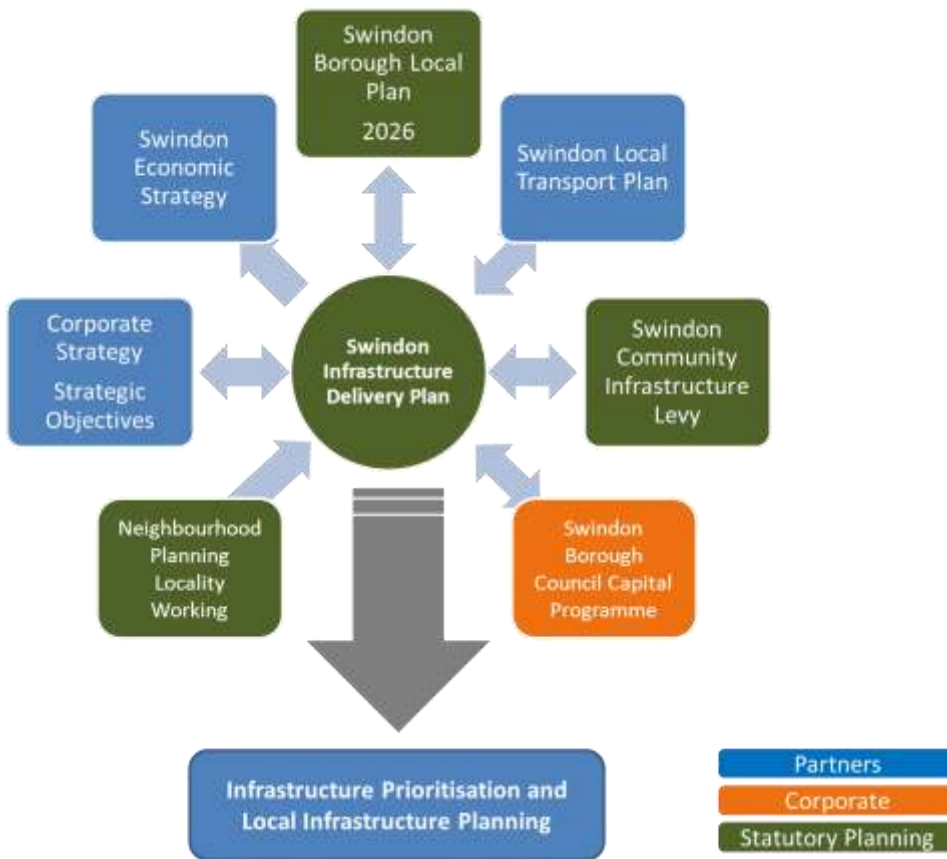


Figure 1

2.9 The collaborative process used to inform the production of the IDP allows the Borough 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)

2.10 The extant planning policy framework is the Swindon Borough Local Plan 2011 (2006). Its status was confirmed via 'saved policies' under transitional arrangements of the Planning and Compulsory Purchase Act 2004 and subsequent direction from the Secretary of State via Government Office South West. The National Planning Policy Framework (NPPF) gave a year's grace to adopted Local Plans 'saved policies' until 27 March 2013. At Planning Committee on 12 March 2013, it was resolved that where 'saved policies' in the Local Plan 2011 are consistent with the NPPF, they will have 'significant weight'. In cases where the policies in the Local Plan 2011 are 'partially or largely consistent' with the NPPF, due regard will be paid to the relevance of both documents. In cases where the policies in the Local Plan 2011 are not consistent with the NPPF, the policies in the NPPF will take precedent. In all cases the NPPF will be a consideration in the determination of planning applications.

Swindon Local Development Framework

Swindon Borough Local Plan 2026 Pre-Submission (2012)

- 2.11 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”*.
- 2.12 The emerging Swindon Local Plan also identifies the key infrastructure items required for regeneration areas and proposed new communities at Wichelstowe, Commonhead, Tadpole Farm, Kingsdown 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

- 2.13 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.

Swindon Central Area Action Plan (2013)

- 2.14 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.

Swindon Town Centre Masterplan (2013)

- 2.15 The Swindon Town Centre Masterplan reviews opportunities to create a heart for Swindon through a regenerated Town Centre, and in doing so anchoring successful and sustainable economic growth for the Borough. It sits alongside the Economic Strategy which stresses the importance of a revitalised Town Centre to Swindon's economic success. It has been endorsed by Planning Committee and can be used to stimulate and facilitate private investment, inform development proposals and negotiations relating to town centre regeneration, and act as the basis for on-going prioritisation by the public sector of the projects in it and their implementation.

Local Transport Plan 3 (LTP3)

- 2.16 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”

- 2.17 While LTP3 covers maintenance and small schemes which are not set out in the IDP, it also incorporates larger, more strategic transport schemes.

Swindon Economic Strategy

- 2.18 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.
- 2.19 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

- 2.20 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.
- 2.21 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.
- 2.22 There are five priorities in the Corporate Strategy:
- Work with residents to create well cared for neighbourhoods
 - Right skills, right jobs, in the right places
 - Work with people and families to help them fulfil their potential
 - Make best use of Swindon's resources inside and outside the Council
 - Together, find new ways to reduce vulnerability and improve health for all

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.
- 2.24 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.
- 2.25 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.
- 2.26 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; and
 - a great place to live and work.
- 2.27 The LEP revolving infrastructure fund is one potential means of funding infrastructure in Swindon and is discussed in more detail at paragraph 6.17.

3. Growth 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

- 3.2 The population of Swindon Borough increased from 181,000 in 2001 to an estimated 209,000⁸ 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

- 3.4 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, Tadpole Farm, Kingsdown and at the New Eastern Villages including Rowborough and South Marston Expansion Village.

Housing (allocated housing numbers)

- 3.5 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
- 3.6 Between 2006 - 2011, 6852 dwellings were completed; the remaining is to be distributed, as follows:

⁸ 2011 Census

| | Area | No. dwellings completed 2006-2011 | Local Plan Provision 2011-2026 |
|---------------------------------------|--|-----------------------------------|--------------------------------|
| Existing Urban and Rural Areas | Swindon Central Area (incl. Town Centre) | 287 | 1000 |
| | Existing Urban Area | 2328 | 3500 |
| | Rural Settlements | 410 | 450 |
| Strategic Allocations | Northern Development Area | 3381 | 589 |
| | Wichelstowe | 446 | 4064 |
| | Commonhead | 0 | 890 |
| | New Eastern Villages | | 6000 |
| | Rowborough | 0 | 1500 |
| | South Marston Village | | 640 |
| | Tadpole Farm | 0 | 1695 |
| | Kingsdown | 0 | 1650 |
| | Total | 6852 | 21,978 |

- 3.7 At April 2012, there are 7040 dwellings with planning permission yet to be constructed. In addition, there were 269 dwellings under construction.

Employment

- 3.8 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 |
| Total | 77.5 hectares |

- 3.9 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 7 and 8 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; and
 - the infrastructure is required to address the demands of growth (housing, employment and population).
- 4.3 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.
- 4.4 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.

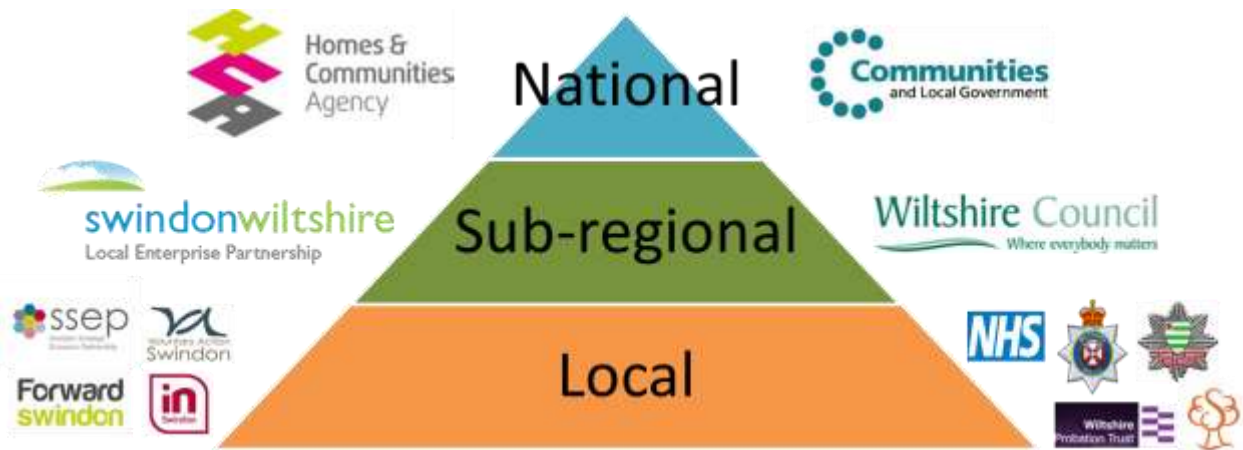


Figure 2

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.

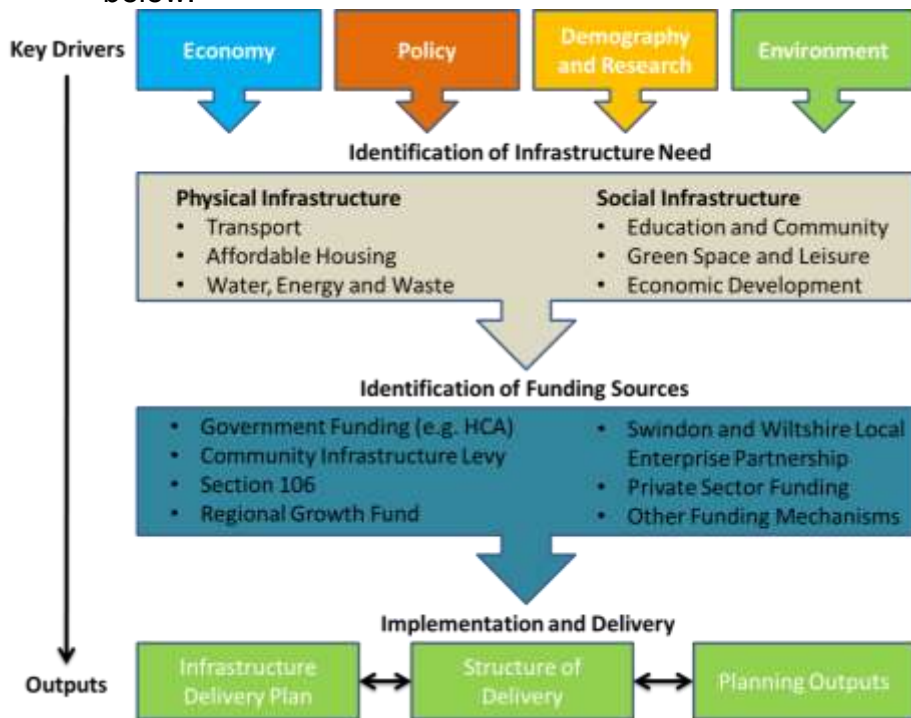


Figure 3

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 Delivering projects of scale is critical in driving economic growth and development, but without the right access to revenue and capital funding Local Authorities will lose out. Local government capital expenditure is shifting from a heavy reliance on central government funding towards more financial autonomy and self-reliance. Persistent UK economic performance means that debt finance continue to be scarce and there is a reluctance to offer extensive loan arrangements that would add further to the Public Sector Borrowing requirements. There are few grants available, with an increasing number of loans with more pay back agreements.
- 6.2 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 and is central to ensuring that all funding opportunities are considered. Partners and providers need to be involved in this process, sharing information about their own plans and future requirements.
- 6.3 There are a range of funding opportunities that can be explored. 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

- 6.4 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.
- 6.5 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 will continue to use adopted guidance on the use of Planning Obligations as the framework to inform those undertaking development in the Borough of the circumstances under which mitigation of development impact by means of the imposition of planning obligations may apply. Furthermore, where necessary, the Council will replace adopted guidance with Supplementary Planning Document(s), incorporating a review mechanism to ensure that they remain fit for purpose throughout the timescale of the Local Plan.

Planning Obligations and the Community Infrastructure Levy

- 6.6 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.

- 6.7 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.
- 6.8 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

- 6.9 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 developers 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).
- 6.10 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).

- 6.11 The Council published the preliminary Draft Charging Schedule for consultation on 30th July 2012. The Draft Charging Schedule went out to formal consultation on 4 April 2013 and will be submitted for Examination in June 2013 as part of a concurrent examination with the Local Plan. It is anticipated that the Examination of the Draft Charging Schedule will take place in September/October 2013 following the Local Plan Examination in Public.

Government Funding and New Homes Bonus

- 6.12 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 and other government funding initiatives.
- 6.13 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.
- 6.14 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.
- 6.15 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) Local Infrastructure Fund

- 6.16 The Local Infrastructure Fund provides a range of support to deliver the infrastructure needed to boost Enterprise Zone schemes and accelerate locally-supported large scale housing developments. Large scale land, property or commercial projects can apply for a commercial loan or equity for upfront infrastructure work including land remediation or reclaiming contaminated land, upgrading or installing utilities, linking to local road networks or reconfiguring site layouts.

Local Enterprise Partnership

- 6.17 The LEP is currently the guardian of the Growing Places Fund which will provide £730m to enable the development of local funds to address infrastructure constraints, promoting economic growth and the delivery of jobs and houses. The GPF enables targeted investment in pieces of infrastructure which unlock development, allowing places to realize development values which can be recycled to provide a longer term solution to infrastructure provision.
- 6.18 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 and economic infrastructure.
- 6.19 The European Growth Programme 2014-2020 will combine the European Regional Development Fund (ERDF) and the European Social Fund (ESF). It will also include part of the European Agricultural Fund for Rural Development (EAFRD), and will be aligned with the European Maritime and Fisheries Fund. This funding should begin to come on stream in mid-2014.
- 6.20 Local Enterprise Partnerships will be responsible for designing and delivering strategies on how best to use this funding. Each Local Enterprise Partnership area will receive a notional allocation from the funds which must be spent in line with a set of overarching priorities set out in the EU regulations (as well as national priorities). Priority areas will include: innovation, research and technological development, support for small businesses, the low carbon economy, skills, employment and social inclusion.

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
- Leisure – Sports
- Culture – Central Area
- Theatre
- Library
- Public Art

7.2 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.

7.3 All items are incorporated into the Schedule of Infrastructure Items presented within Section 9. Specific infrastructure items required to deliver the strategic allocated sites are set out in the emerging Local Plan 2026.

8. Review and Monitoring

- 8.1 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 range of influences.
- 8.2 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.
- 8.3 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.
- 8.4 Although an annual review period would be ideal to fall in line with the Annual Monitoring Report, 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.
- 8.5 A copy of the updated IDP will be kept on the Borough website and relevant stakeholders and critical partners will be informed of this process.

9. Infrastructure Delivery Plan Schedule

- 9.1 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 | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|--|---|-----------------------------|------------------------|-----------------------------------|-------------|--------------|-------------|-----------------------|--------------------------|-----------|------------------------|---------------|-------|
| Transport | | | | | | | | | | | | | |
| Off-site traffic calming | Traffic calming Improvements to surrounding roads | Wichelstowe | 400,000 | Service Area informed S106 | 0 | 400,000 | 0 | N/A | 0 | 0 | SBC Strategic Projects | 2012-2020 | Short |
| Great Western Way Highway Improvements | Junction upgrades at Bruce Street Transfer Bridge, Cocklebery and North Star | Boroughwide | 12,000,000 | WSP Swindon Transport Strategy | 0 | 12,000,000 | 0 | N/A | 0 | 0 | SBC | 2014-2016 | Short |
| Junction Improvements | Junction improvements on existing road network (A420) to mitigate growth to the east of Swindon | Eastern Villages | 17,000,000 | JMP Transport Study | 0 | 17,000,000 | 0 | N/A | 0 | 0 | Developer | 2014 Onwards | Short |
| Regrading Fleming Way | Regrading Fleming Way | Central Swindon | 2,000,000 | Union Square Viability Assessment | 0 | 0 | 0 | Developer | 2,000,000 | 0 | Developer | 2015-2016 | Short |
| Magic Roundabout | Resurfacing and Public Realm Works | Central Swindon | 5,500,000 | Halcrow Feasibility Study | 0 | 0 | 0 | N/A | 0 | 5,500,000 | SBC Delivery | 2016-2017 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | 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 | 0 | LEP, CIL, S106 | 0 | 6,200,000 | SBC Delivery | 2015-2017 | 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 | 0 | Transport Partners Network Rail Train Operating Company | 0 | 13,000,000 | SBC Delivery | 2016 | Short |
| 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 | JMP Transport Study | 0 | To be determined | 0 | N/A | 0 | 23,000,000 | SBC | Phase 1 2014-2017 Possible interim solution | Short |
| Internal Roads, Footpaths and Cycleways | Development | Eastern Villages | To be determined | Masterplanning and Viability Framework | 0 | 0 | 0 | Developer | To be determined | 0 | Developer | Through Phase 1,2 and 3 | Short |
| Off-site footways | Off-site footpath/cycle way/bridelway | Wichelstowe | 1,400,000 | Gardiner and Theobald Viability Assessment (Remasterplanning) | 0 | 1,400,000 | 0 | Developer | 0 | 0 | Developer | 2015-2020 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|--|--|-------------------------------|------------------------|---|-------------|--------------|-------------|-----------------------|--------------------------|------------|-----------------|------------------------|--------|
| 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 | 750,000 | 0 | N/A | 0 | 9,250,000 | SBC | 2014-2021 | Short |
| Rapid Transit 3 Eastern Villages | Sustainable transport links that integrate with the existing urban area (cost includes land purchase) | Eastern Villages/ Boroughwide | 10,000,000 | WSP Swindon Transport Strategy | 0 | 0 | 0 | N/A | 0 | 10,000,000 | SBC | 2014-2021 (Phase 1 EV) | Short |
| On-site roads | On-site drainage / tunnel under M4 | Wichelstowe | 106,000,000 | Gardiner and Theobald Viability Assessment (Remasterplanning) | 0 | 0 | 0 | Developer | 106,000,000 | 0 | Developer | 2014-2026 | Short |
| Intelligent Transport System (Urban Traffic Management System) | We will complete the implementation stage of the Swindon Urban Traffic Management and Control (UTMC) Plan including plans and procedures | Boroughwide | 550,000 | Traffic management scheme listings | 0 | 0 | 0 | CIL | 0 | 550,000 | SBC | | Short |
| Kingsdown Bridge over A419 | Kingsdown Bridge over A420 | Kingsdown | 6,000,000 | Developer | 0 | 0 | 0 | Developer | 6,000,000 | 0 | Developer | 2017-2018 | Medium |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|------------------|---|-----------------------------|------------------------|---|-------------|--------------|-------------|-----------------------|--------------------------|-----------|-----------------|-------------------|--------|
| The 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 | JMP Transport Study | 0 | 7,500,000 | 0 | N/A | 0 | 0 | Developer | 2017 onwards | Medium |
| Bus Interchange | Bus Interchange | Eastern Villages | 1,500,000 | Masterplanning and Viability Framework | 0 | 1,500,000 | 0 | N/A | 0 | 0 | Developer | 2017-2020 | Medium |
| J16 Improvements | M4 - J16 Improvement | Wichelstowe | 5,500,000 | Gardiner and Theobald Viability Assessment (Remasterplanning) | 0 | 0 | 0 | Developer | 5,500,000 | 0 | Developer | 2017-2018 | Medium |
| Commonhead Link | Highway link to the strategic road network (A419) Commonhead roundabout from internal highway within the new development | Eastern Villages | 5,000,000 | JMP Transport Study | 0 | 5,000,000 | 0 | N/A | 0 | 0 | Developer | Phase 3 2019-2021 | Medium |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|----------------------------|---|-----------------------------|------------------------|--------------------------------|-------------|--------------|-------------|-----------------------|--------------------------|------------|-----------------|---------------|-------|
| 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 | 4,447,867 | 0 | N/A | 0 | 5,552,133 | SBC | 2021 | Long |
| Flood Risk | Surface Water Management Plan | Boroughwide | 15,000,000 | Surface Water Management Plan | 0 | 0 | 0 | CIL | 0 | 15,000,000 | SBC | 2014-2026 | Long |
| Cycle Network | Boroughwide Cycle Network | Boroughwide | 400,000 | LTP Implementation Plan | 0 | 0 | 0 | CIL | 0 | 400,000 | SBC | 2014-2026 | Long |
| West Wichel Park & Ride | Provision of Park and Ride site at West Wichel | Wichelstowe | 4,000,000 | WSP Swindon Transport Strategy | 0 | 0 | 0 | N/A | 0 | 4,000,000 | SBC | 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 | 0 | Thames Water | 60,000,000 | 0 | Thames Water | 2013-2015 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|---|--|-------------------------------|------------------------|---|-------------|--------------|-------------|--|--------------------------|-----------|-----------------|---------------|-------|
| 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 | 0 | N/A | 0 | 1,500,000 | SBC | 2022 | Long |
| Sustainable Energy Projects | | | | | | | | | | | | | |
| Kingsdown District Heating Network | District Heating Network at Kingsdown | Kingsdown | 3,500,000 | Bizcat Pre-Feasibility Study | 0 | 0 | 0 | Utility infrastructure provider/developer | 3,500,000 | 0 | Energy Company | 2015-16 | Short |
| Waste to Energy | Refuse derived fuel at Waterside | Central Swindon | 6,500,000 | Municipal Waste Management Strategy | 6,500,000 | 0 | 0 | N/A | 0 | 0 | SBC | 2013-14 | Short |
| District Heating Town Centre | District Heating Network in the Town Centre. | Town Centre | 1,500,000 | Verco Feasibility Study | 0 | 0 | 0 | Utility infrastructure provider/developer. | 1,500,000 | 0 | Energy Company | 2014 - 2015 | Short |
| District Heating Wichelstowe | District Heating Network at Wichelstowe. | Wichelstowe | 5,000,000 | Bizcat Pre-Feasibility Study | 0 | 0 | 0 | Utility infrastructure provider/developer | 5,000,000 | 0 | Energy Company | 2014-2015 | Short |
| Stratton District Heating Network | District Heating Network at Stratton. | Existing Communities | 3,300,000 | Bizcat Pre-Feasibility Study | 0 | 0 | 0 | Utility infrastructure provider/developer | 3,300,000 | 0 | Energy Company | 2016 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|---|---|-----------------------------|------------------------|-------------------------------|-------------|--------------|-------------|---|--------------------------|-----------|-----------------|---------------|-------|
| South Marston District Heating Network | District Heating Network at South Marston. | Existing Communities | 1,600,000 | Bizcat Pre-Feasibility Study | 0 | 0 | 0 | Utility infrastructure provider/developer | 1,600,000 | 0 | Energy Company | 2016 | Short |
| Eastern Villages District Heating Network | District Heating Network at the Eastern Villages. | Eastern Villages | 10,400,000 | Bizcat Pre-Feasibility Study | 0 | 0 | 0 | Utility infrastructure provider/developer | 10,400,000 | 0 | Energy Company | 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 | 0 | Utility infrastructure provider/developer | 2,850,000 | 0 | Energy Company | 2015-2026 | Short |
| 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 | 0 | Utility infrastructure provider/developer | 2,850,000 | 0 | Energy Company | 2015-2026 | Short |
| Air Quality | | | | | | | | | | | | | |
| Emmission Reduction Zones | Setting up of 3 Air Pollution Monitoring Units | Boroughwide | 72,000 | EnviroTechnology Services Plc | 0 | 0 | 0 | N/A | 0 | 72,000 | SBC | 2016 | Short |
| Green Infrastructure | | | | | | | | | | | | | |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|-----------------------------------|---|-----------------------------|------------------------|--|-------------|--------------|-------------|---|--------------------------|-----------|-----------------|---------------|--------|
| Green Infrastructure Tadpole Farm | Green Infrastructure | Tadpole Farm | 3,350,000 | Developer | 0 | 0 | 0 | N/A | 3,350,000 | 0 | Developer | 2014-2016 | Short |
| The Green Spine | Key North South pedestrian and cycle routes (central Swindon) | Central Swindon | 8,200,000 | Cost per sq m | 0 | 0 | 0 | Funding options being considered : potential EU Life+, S106 | 0 | 8,200,000 | SBC | 2011-2016 | Short |
| Mouldon Hill | Country Park | Boroughwide | 850,000 | Feasibility and Landscape Design | 0 | 850,000 | 0 | N/A | 0 | 0 | SBC | 2012-2014 | Short |
| Green Infrastructure | Open space, pitches and changing facilities | Wichelstowe | 5,150,000 | Gardiner and Theobald Viability Assessment (Remasterplanning) | 0 | 5,150,000 | 0 | N/A | 0 | 0 | Developer | 2013-2026 | Short |
| Green Infrastructure | Green Infrastructure | Eastern Villages | 12,500,000 | EDA Masterplanning and Viability Framework / Green Infrastructure Strategy | 0 | 12,500,000 | 0 | 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 | 0 | N/A | 3,500,000 | 0 | Developer | 2020 | Medium |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|--|---|---------------------------------|------------------------|------------------------------------|-------------|--------------|-------------|---------------------------|--------------------------|------------|-----------------|---------------|--------|
| Culture/Leisure/ Sports at Coate | Green Infrastructure | Commonhead/Existing Communities | 3,000,000 | Persimmon and Redrow | 0 | 350,000 | 0 | N/A | 0 | 2,650,000 | SBC | 2018 | Medium |
| Cemetery | Cemetery | Boroughwide | 2,000,000 | Based on Kingsdown works 2008 | 0 | 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 | 0 | N/A | 0 | 0 | SBC | 2015 | Short |
| Central Primary School 1 | 1 FE primary to serve the needs of the urban area | Existing Communities | 3,500,000 | School Place Planning Study (2011) | 3,500,000 | 0 | 0 | N/A | 0 | 0 | SBC | 2014 | Short |
| North Primary School (Orchid Vale expansion) | 1 FE primary school - North | Existing Communities | 3,200,000 | School Place Planning Study (2011) | 0 | 3,200,000 | 0 | N/A | 0 | 0 | SBC | 2014 | Short |
| North Secondary School | 8FE Secondary School (north) | Existing Communities | 21,500,000 | School Place Planning Study (2011) | 0 | 2,000,000 | 0 | DfE Free School Programme | 0 | 19,500,000 | SBC | 2016 | Short |
| North Primary School | 2FE Primary | Kingsdown | 5,000,000 | School Tender Return | 0 | 5,000,000 | 0 | N/A | 0 | 0 | SBC | 2016-18 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|-------------------------------------|--|-----------------------------|------------------------|------------------------------------|-------------|--------------|-------------|-----------------------|--------------------------|-----------|-----------------|---------------|--------|
| Central Primary School 2 | 1 FE primary to serve the needs of the urban area | Existing Communities | 0 | School Place Planning Study (2011) | 0 | 0 | 0 | N/A | 0 | 0 | SBC | 2016 | Short |
| Central Primary School 3 | 1 FE primary to serve the needs of the urban area | Existing Communities | 4,250,000 | School Place Planning Study (2011) | 0 | 0 | 0 | N/A | | 4,250,000 | SBC | 2016-2018 | Short |
| Wichelstowe Primary School | 2FE primary School to accommodate the impact of development - Wichelstowe | Wichelstowe | 5,000,000 | School Tender Return | 0 | 2,900,000 | 0 | N/A | 0 | 2,100,000 | SBC | 2015-2017 | Short |
| Eastern Villages Primary School (1) | 2FE Primary School to meet need generated at the EV | Eastern Villages | 5,000,000 | School Tender Return | 0 | 5,000,000 | 0 | N/A | 0 | 0 | SBC | 2016-2017 | Short |
| South Marston Primary School | Expansion of South Marston Primary to accommodate the impact of development - EV | Eastern Villages | 2,000,000 | School Place Planning Study (2011) | 0 | 2,000,000 | 0 | N/A | 0 | 0 | SBC | 2016-2017 | Short |
| Wichelstowe Primary School | 2FE primary School to accommodate the impact of development - Wichelstowe | Wichelstowe | 5,000,000 | School Tender Return | 0 | 0 | 0 | N/A | 0 | 5,000,000 | SBC | 2017-2019 | Medium |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|--|---|-----------------------------------|------------------------|------------------------------------|-------------|--------------|-------------|-----------------------|--------------------------|------------|-----------------|---------------|--------|
| Central & South 8FE secondary school places | Contribution towards secondary school provision including sports hall | Wichelstowe /Existing Communities | 21,500,000 | School Place Planning Study (2011) | 0 | 7,070,000 | 0 | Free School | 0 | 14,430,000 | SBC | 2017-2022 | Medium |
| Eastern Villages Primary School (2) | 2 FE primary school to accommodate the impact of development - EV | Eastern Villages | 5,000,000 | School Tender Return | 0 | 5,000,000 | 0 | N/A | 0 | 0 | SBC | 2017-2020 | Medium |
| Eastern Villages Primary School (3) | 2 FE primary school to accommodate the impact of development - EV | Eastern Villages | 5,000,000 | School Tender Return | 0 | 5,000,000 | 0 | N/A | 0 | 0 | SBC | 2017-2026 | Medium |
| Eastern Villages Secondary School | Delivery of a new 8FE Secondary School (East) | Eastern Villages | 21,500,000 | School Place Planning Study (2011) | 0 | 0 | 0 | Free School | 0 | 21,500,000 | SBC | 2017-2020 | Medium |
| Eastern Villages Primary School (4) | 2 FE primary school to accommodate the impact of development - EV | Eastern Villages | 5,000,000 | School Tender Return | 0 | 5,000,000 | 0 | N/A | 0 | 0 | SBC | 2021-2026 | Long |
| Education - Post 16FE | | | | | | | | | | | | | |
| North Swindon Post 16 Provision | North Swindon 350 pupils | Existing Communities | 10,000,000 | Cambridge Education (2009) | 0 | 0 | 0 | Colleges | 0 | 10,000,000 | Colleges | 2017 | Medium |
| Early Years Childrens Centres and Nurseries | | | | | | | | | | | | | |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|-----------------------------------|--|-----------------------------|------------------------|--|-------------|--------------|-------------|-----------------------|--------------------------|------------|-----------------|---------------------------|--------|
| Special Provision | Secondary ASD unit | Boroughwide | 700,000 | Cambridge Education (2009) | 0 | 0 | 0 | Targeted Capital Fund | 0 | 700,000 | SBC | 2013 | Short |
| Special Provision | Relocation of Crowdy's Hill | Boroughwide | 11,000,000 | Cambridge Education (2009) | 0 | 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 | 0 | Bid Lodged | 0 | 3,000,000 | SBC | 2014 | Short |
| Special School | New Special School in East Swindon | Existing Communities | 10,000,000 | Cambridge Education (2009) | 0 | 0 | 0 | N/A | 0 | 10,000,000 | SBC | 2016 | Short |
| Special Provision | Relocation of St Lukes and Post 16 | Boroughwide | 11,000,000 | Cambridge Education (2009) | 0 | 0 | 0 | Bid Lodged | 0 | 11,000,000 | SBC | 2017 | Medium |
| Early Years Provision | Early Years Provision 0-4 years | Boroughwide | 2,000,000 | Cambridge Education (2009) | 0 | 0 | 0 | N/A | 0 | 2,000,000 | SBC | 2020 | Medium |
| Community Centres | | | | | | | | | | | | | |
| North Swindon Community Centre | Redhouse Community Centre | Redhouse | 800,000 | Feasibility | 0 | 800,000 | 0 | N/A | 0 | 0 | SBC | 2014 | Short |
| East Wichel Community Centre | East Wichel Community Centre | Wichelstowe | 600,000 | Feasibility | 600,000 | 0 | 0 | N/A | 0 | 0 | SBC | 2013 | Short |
| 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 | 0 | N/A | 0 | 0 | SBC | 2014-2017 Phase 1 onwards | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|---|---|-----------------------------|------------------------|--|-------------|--------------|-------------|-----------------------|--------------------------|-----------|-----------------|----------------------|--------|
| Wichelstowe Community Centre | Middle Wichel Community Centre including Library, Emergency Services Touchdown & Childrens Centre | Wichelstowe | 800,000 | Pinetrees (£2.3 million) | 0 | 800,000 | 0 | N/A | 0 | 0 | SBC | 2015 | Short |
| Tadpole Community Centre | Tadpole Community Centre | Tadpole | 275,384 | S106 negotiated | 0 | 275,384 | 0 | N/A | 0 | 0 | Developer | 2018 | Medium |
| 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 | 0 | N/A | 0 | 0 | SBC | 2017 Phase 1 onwards | Medium |
| 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 | 0 | N/A | 0 | 0 | SBC | 2017-2020 | Medium |
| 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 | 0 | N/A | 0 | 0 | SBC | 2021-2026 | Long |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|-------------------------------------|---|-----------------------------|------------------------|--|-------------|--------------|-------------|-----------------------|--------------------------|-----------|--|---------------|-------|
| Health | | | | | | | | | | | | | |
| Walk in Health Centre | Relocation of Carfax Medical Centre | Central Swindon | 3,000,000 | PCT | 0 | 0 | 0 | PCT | 3,000,000 | 0 | PCT | 2013-14 | Short |
| Wichelstowe Health Facilities | 7GP Surgery | Wichelstowe | 1,400,000 | PCT | 0 | 0 | 0 | PCT | 1,400,000 | 0 | PCT | 2015-18 | Short |
| Eastern Villages Health Facilities | Health care facility with GP, dentist and pharmacy provision | Eastern Villages | 4,000,000 | EDA Masterplanning and Viability Framework | 0 | 0 | 0 | N/A | 0 | 4,000,000 | PCT | 2014-2017 | Short |
| Extension to Great Western Hospital | land reservation for extension | Commonhead | 6,000,000 | Great Western Hospitals Trust | 0 | 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 new developments | Boroughwide | 0 | Wiltshire Police | 0 | 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 | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | 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 | 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 | 0 | N/A | 0 | 3,000,000 | Wiltshire Fire and Rescue Service | 2015-2026 | Short |
| 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 | 0 | N/A | 0 | 172,000 | Great Western Ambulance Service | 2020-2026 | Long |
| Leisure - Sports | | | | | | | | | | | | | |
| St Marks Recreation Ground | Tennis Courts and landscaping | Boroughwide | 660,000 | Contacted works | 0 | 660,000 | 0 | N/A | 0 | 0 | SBC | 2006-2014 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|---------------------------------------|--|-----------------------------|------------------------|--|-------------|--------------|-------------|---------------------------|--------------------------|-----------|-----------------|---------------|-------|
| Indoor Bowls | Provision of an indoor bowls facility to compliment existing leisure offer County Ground or Haydon Centre | Central Swindon | 1,500,000 | Sport England Facilities Cost Calculator | 0 | 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 | 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 | | 0 | 0 | 0 | N/A | 0 | 2,000,000 | Developer | 2014-2018 | 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 | 0 | N/A | 0 | 0 | SBC | 2017-2020 | Short |
| Rebuild / refresh Croft Centre - | Phase 1 - stp and grass pitches Phase 2 Rebuild / refresh to provide sports | Existing Communities | 1,000,000 | Sport England Facilities Cost Calculator | 0 | 0 | 0 | Ph1 - Football Foundation | 375,000 | 625,000 | SBC | 2014-2016 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|----------------------------------|---|-----------------------------|------------------------|---|-------------|--------------|-------------|-----------------------|--------------------------|------------|-----------------|---------------|--------|
| | hall facilities and cricket | | | | | | | | | | | | |
| Sports and Leisure - Link Centre | Leisure Centre Redevelopment | Existing Communities | 20,000,000 | Capita Feasibility | 0 | 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 | 0 | N/A | 0 | 35,000,000 | SBC | 2016 | Short |
| Museum & Art Gallery | Provision of New Town Centre Museum and Art Gallery to replace existing Old Town ones | Town Centre | 7,000,000 | Capita Feasibility Study - The Promenade (August, 2008) | 0 | 0 | 0 | N/A | 0 | 7,000,000 | SBC | 2017-2026 | Medium |
| 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 | 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 | 0 | N/A | 0 | 750,000 | SBC | 2013 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|--|--|-----------------------------|------------------------|---|-------------|--------------|-------------|-----------------------|--------------------------|-----------|-----------------|---------------|-------|
| Havelock Square | Public Realm Scheme | Central Swindon | 1,600,000 | Based on Regent Street cost per sqm QS costs | 0 | 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 | 0 | N/A | 0 | 2,800,000 | SBC | 2014-2017 | Short |
| Commercial Road public realm | Public Realm and related traffic improvements to Commercial Road | Central Swindon | 5,200,000 | Edwards Partnership (QS) Costing | 0 | 0 | 0 | N/A | 0 | 5,200,000 | SBC | 2014-2017 | Short |
| Major Regeneration Projects | | | | | | | | | | | | | |
| 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 | 0 | HRA | 7,000,000 | 0 | SBC | 2011-2014 | Short |
| Major Infrastructure (Town Expansion) | | | | | | | | | | | | | |
| Local Centre | Local Centre | Tadpole Farm | 4,500,000 | Crest Nicholson | 0 | 0 | 0 | N/A | 4,500,000 | 0 | Developer | 2015-2018 | Short |
| Middle Wichel District Centre | A new district centre super market, mixed uses and retail | Wichelstowe | 20,000,000 | Developer | 0 | 0 | 0 | Developer | 20,000,000 | 0 | Developer | 2015 | Short |

| Project Title | Project Description | Local Plan Project Location | Estimated Capital Cost | Cost Source | SBC Funding | S106 Funding | HCA Funding | Other Funding Sources | Other Funding Amount (£) | Shortfall | Delivery Agency | Delivery Time | Term |
|---------------------------------|---|-----------------------------|------------------------|---|-------------|------------------|-------------|-----------------------|--------------------------|-----------|-----------------|--|--------|
| Canal | Canal | Wichelstowe | 3,000,000 | Gardiner and Theobald Viability Assessment (Remasterplanning) | 0 | 0 | 0 | Developer | 3,000,000 | 0 | Developer | 2013-2015 | Short |
| Eastern Village District Centre | A new district centre (Retail, Anchor Food Store) | Eastern Villages | To be determined | EDA Masterplanning and Viability Framework | 0 | To be determined | 0 | N/A | 0 | 0 | Developer | 2014-2017 | Short |
| Kingsdown Local Centre | Local Centre | Kingsdown | 4,500,000 | Developer | 0 | 0 | 0 | N/A | 5,000,000 | 0 | Developer | 2017-19 | Medium |
| Canal | Canal | Eastern Villages | To be determined | EDA Masterplanning and Viability Framework | 0 | 0 | 0 | N/A | 0 | 0 | SBC | 2020 | Medium |
| Internal Bridges | Internal Bridges | Eastern Villages | 10,000,000 | EDA Masterplanning and Viability Framework | 0 | 0 | 0 | Developer | 10,000,000 | 0 | Developer | Bridge 5 and 6 (Phase 1) Bridge 1-4 (Phase 2) 2020 | Medium |
| Affordable Housing | | | | | | | | | | | | | |
| 900 Affordable Housing Units | | Boroughwide | 120,000,000 | Build Costs | 0 | 0 | 0 | S.106 | 120,000,000 | 0 | SBC Delivery | 2013 | Short |
| 900 Affordable Housing Units | | Boroughwide | 120,000,000 | Build Costs | 0 | 0 | 0 | S.106 | 120,000,000 | 0 | SBC Delivery | 2016 | Medium |
| 2400 Affordable Housing | | Boroughwide | 320,000,000 | Build Costs | 0 | 0 | 0 | S.106 | 320,000,000 | 0 | SBC Delivery | 2026 | Long |

