

SWINDON

INFRASTRUCTURE DELIVERY PLAN

March 2014

Swindon Borough Local Plan 2026

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1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) identifies the infrastructure required to support and facilitate growth and regeneration within the Borough up to 2026. It is part of a suite of key evidence base documents that support the Swindon Borough Local Plan 2026 (hereafter referred to as the “Local Plan”) which will guide future development of the Borough to 2026, setting out a long term spatial vision and the overall delivery strategy for 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 The overarching purpose of the IDP is to identify and help deliver the infrastructure required to deliver growth in the Borough in a sustainable manner, providing homes and jobs, and creating a place where people want to live. The IDP therefore responds to the policies in the Local Plan focussing 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;
 - funding arrangements;
 - delivery timetable;
 - gaps in funding; and
 - critical pieces of infrastructure.
- 1.5 The IDP will also help ensure delivery of the 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 The IDP provides vital information on how critical and necessary infrastructure items will be delivered ensuring successful implementation of the Local Plan. The Infrastructure schedule at Section 6 identifies the latest status of planning for and delivery of infrastructure items.
- 1.7 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. It will aid in discussions and negotiation regarding obligations. Not all items included in the CIL Regulation 123 List appear in the detailed schedule of the IDP at Section 6. Some are detailed from paragraph 2.7.

IDP Progress to Date

- 1.8 This is the latest version of the IDP as of March 2014. This update reflects continued collaboration with stakeholders, a review of recent funding and grant allocations, the availability of secured S106 funds, expectations from CIL income and consistency with the CIL Reg 123 List. This has provided the opportunity to provide further information in line with the Inspector's concerns regarding infrastructure delivery in relation to the Local Plan. The Infrastructure Priority List (November 2013) and Council Statement 6 Infrastructure Delivery provided further details on infrastructure delivery which have been incorporated into, or superseded by this version of the IDP.
- 1.9 The IDP will continue to be reviewed, updated and monitored as and when required alongside the Local Plan and other Council strategies to ensure it accurately reflects current and future infrastructure requirements and the phase of delivery.

Structure and Content of the Infrastructure Delivery Plan

- 1.10 The IDP addresses the issue of infrastructure provision by identifying infrastructure requirements and issues regarding deliverability (a where, when and how approach). This Report is therefore structured as follows:
- National and Local Policy Context;
 - Local Growth up to 2026;
 - Delivery Mechanisms;
 - Funding Arrangement;
 - Infrastructure Requirements including the Infrastructure Delivery Schedule; and
 - Review and Monitoring

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 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.*

Best Practice Guidance

- 2.3 Best practice guidance and further guidelines on infrastructure planning and implementation of CIL have been published by the Planning Advisory Service (PAS)³, Planning Officers Society (POS)⁴ and the Planning Inspectorate⁵. 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.

Swindon and Wiltshire Local Enterprise Partnership

- 2.4 The Government is committed to encouraging greater local ownership and leadership of local economic priorities, this has been affirmed by its commitment to Local Enterprise Partnership (LEPs) as the “chosen engine of local growth”; ideally placed to lead the development of long term strategies and business plans for their local areas.
- 2.5 Consequently, the Government’s emerging National Growth Strategy takes forward a number of priority themes from the original Local Growth White Paper (Oct 2010)

¹ [National Planning Policy Framework](#)

² NPPF, page 40, para. 162.

³ A Steps Approach to Infrastructure Planning (POS, June 2009)

⁴ [Section 106 Obligations and the Community Infrastructure Levy \(POS, April 2011\)](#)

⁵ [Local Development Frameworks - Examining Development Plan Documents: Learning from experience \(The Planning Inspectorate, September 2009\)](#)

and Lord Heseltine's wealth creating review No Stone Unturned in Pursuit of Growth (Oct 2012).

- 2.6 The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) is a business-led public/private partnership tasked with driving economic growth in the area. It was approved by Government in July 2011 as one of 39 LEPs across the country, playing a critical role in providing strategic economic leadership for their area and bringing public and private sector partners together around a common set of goals.
- 2.7 The SWLEP is a business led partnership between two local authorities (Swindon Borough Council and Wiltshire Council) and the private sector which is focused on growing our local economy, creating jobs and building sustainable communities. The Leader of the Council is a Member of the Board; the Chief Executive holds observer status and the LEP is supported by officers from Swindon Borough Council and Wiltshire Council.
- 2.8 The SWLEP plays a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. The SWLEP is able to access government funding; channelling investment into the region that will leverage even greater funding from private sector investors. The SWLEP provides strategic leadership and direction, by acting as a gateway for engagement with the business community and is recognised as a factually based 'voice for the business community' at both local and central government levels.
- 2.9 The SWLEP four year Business Plan⁶ 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.
- 2.10 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.
- 2.11 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.
- 2.12 The LEP is charged with commissioning projects to drive growth, part of which will be achieved by influencing funding to deliver key infrastructure.
- 2.13 The LEP Growing Places Fund, a revolving infrastructure fund, is one potential means of funding infrastructure in Swindon and is discussed in more detail at paragraph 5.35.

Swindon and Wiltshire Strategic Economic Plan (SWSEP)

⁶ [Swindon and Wiltshire Local Economic Partnership 4 Year Business Plan \(January 2012 - March 2015\)](#)

- 2.14 In addition to the existing Growing Places fund, the 'Government's Response to the Heseltine Review'⁷, confirmed a commitment for Government to negotiate a Growth Deal with every Local Enterprise Partnership (LEP). Through Growth Deals, LEPs can seek freedoms, flexibilities and influence over resources from government, and a share of the Local Growth Fund to achieve their identified growth priorities. This deal is set out in the SWLEP Strategic Economic Plan (SWSEP)
- 2.15 The SEP will be the principal economic plan for Swindon and Wiltshire for the next five years, and will be used to bid for money from the government's Local Growth Fund programme. Submitted by the SWLEP it is the result of collaborative working between Swindon Borough Council, Wiltshire Council and our private sector partners. Its specific focus for Swindon centres on aspirations to deliver growth and regeneration at Swindon Town Centre, Wichelstowe and the Eastern Villages. Further information relating to the Local Growth Fund is included at Section 4 - Funding.

Local Policy Context

- 2.16 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.
- 2.17 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.

Swindon Corporate Strategy

- 2.18 'One Swindon'⁸ is a partnership of organisations and groups that are involved in making decisions which affect the future well-being of the people of Swindon. Partners include Wiltshire Fire and Rescue, Wiltshire Police, South Western Ambulance Service, Wiltshire Probation Trust, Swindon Clinical Commissioning Group (CCG), Great Western Hospitals Foundation Trust, NHS Swindon and Voluntary Action Swindon.
- 2.19 The Corporate Strategy⁹ 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.
- 2.20 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.

⁷ [Government's Response to the Heseltine Review \(March, 2013\)](#)

⁸ [One Swindon Partnership](#)

⁹ [Swindon Corporate Strategy 2013-2015](#)

2.21 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

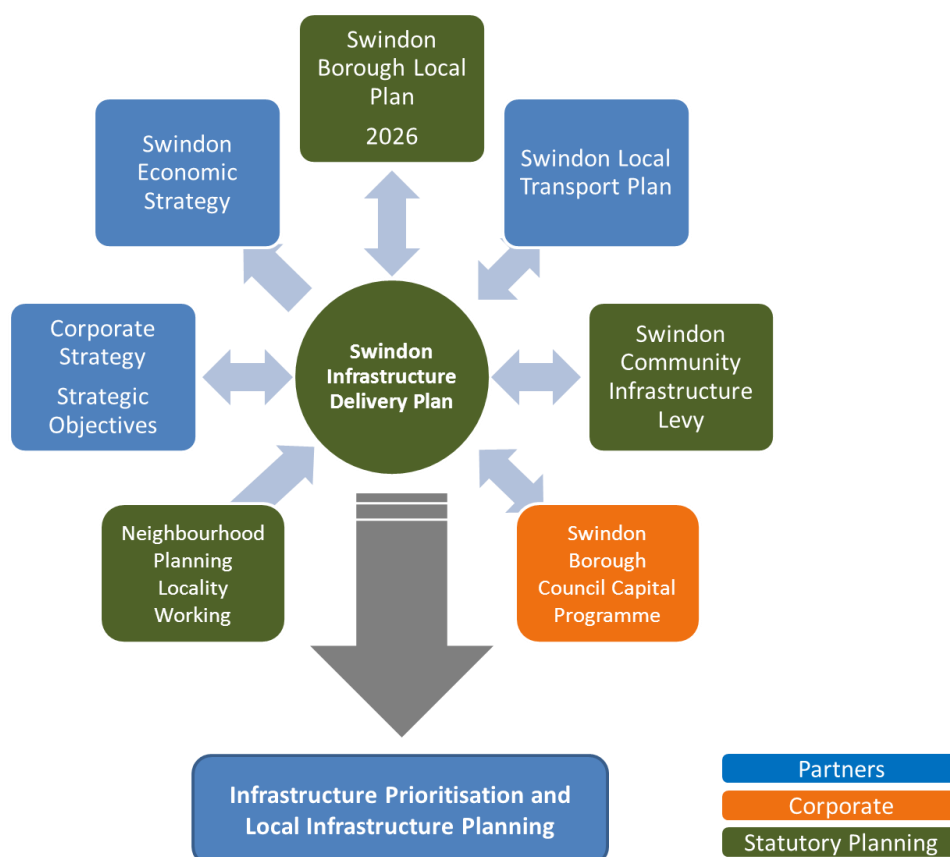


Figure 1: Strategies

Swindon Borough Local Plan 2026 Submission (2013)

- 2.22 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”*.
- 2.23 The submitted Swindon Borough 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.

Swindon Economic Strategy

- 2.24 The Swindon Economic Strategy¹⁰ was adopted by Full Council in January 2013. 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.
- 2.25 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 Central Area Action Plan (2009)

- 2.26 The Adopted Central Area Action Plan (CAAP)¹¹ forms part of the Swindon Borough Development Plan and 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.
- 2.27 Building on the principles set out in the CAAP, Planning Committee endorsed the Swindon Town Centre Masterplan (TCMP)¹² in April 2013. The TCMP explores 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)

- 2.28 The Local Transport Plan 3¹³ 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

¹⁰ [An Economic Strategy for Swindon 2012-2016 \(January, 2013\)](#)

¹¹ [Swindon Central Area Action Plan \(2009\)](#)

¹² [Swindon Town Centre Masterplan \(2013\)](#)

¹³ [Swindon Local Transport Plan 3, 2011-2026](#)

“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”

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

Other Key Evidence Base Studies

- 2.30 The Local Plan is supported by a number of key evidence studies that are detailed in the Core Documents List to the Local Plan Examination.

The Community Infrastructure Levy

- 2.31 The Community Infrastructure Levy (CIL) is a new financial charging mechanism introduced by Government that local authorities can adopt and levy on new development in their area. The ability to adopt a CIL came into force on 6 April 2010 through the enactment of the Community Infrastructure Levy Regulations 2010 ‘CIL Regulations 2010’ (as subsequently amended).
- 2.32 The purpose of a CIL is to help fund the delivery of infrastructure to support development of an area, in particular where it is necessary to mitigate the cumulative impact and demand generated by multiple developments across that area. The levy’s purpose is not to make individual planning applications acceptable in planning terms.
- 2.33 After the 6th April 2015 the use of s106 planning obligations will become restricted to site specific mitigation requirements.
- 2.34 In operating a CIL the Unitary Local Authority is known as the CIL Charging Authority. Swindon Borough Council is committed to pursuing the adoption of a CIL for its area, within the scope of the legislative and regulatory framework, and keeping that under review.
- 2.35 The Community Infrastructure Levy Guidance Note (Feb 2014)¹⁴ provides statutory guidance on the evidence of infrastructure needs within a Charging Authority’s (CA) area that is required to inform CIL rate setting. This evidence should be drawn from the infrastructure assessment undertaken as part of preparing the Development Plan for the area, as it is within this plan ‘that the scale and type of infrastructure needed to deliver the areas local development and growth needs’ is identified. In the case of Swindon Borough the infrastructure assessment document is known as the Infrastructure Delivery Plan.
- 2.36 The IDP contains appropriate evidence that establishes that an aggregate funding gap exists to provide justification for the adoption of a CIL locally and inform rate setting. This evidence includes providing information on anticipated costs of infrastructure that the Council may wish to fund in whole or part from the levy, and identifying other sources of funding that are available, or are likely to be available to

¹⁴ [Community Infrastructure Levy Guidance \(February, 2014\)](#) See 2.2.2.1, page 14

help fund the delivery of that infrastructure. Whilst it is the IDP that should be used to identify the CIL funding target, it is ultimately the viability of development in an area that will determine the type of development and CIL levy rates that are capable of being charged locally.

3. Growth to 2026 - The Demand for Infrastructure

- 3.1 This section provides a brief summary of the demographic changes and the quantum of housing and employment proposed within the Local Plan up to 2026. It is these changes which impact upon the demand, supply, type and location of infrastructure, within and adjoining the Borough. The IDP Schedule 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 209,000¹⁵ in 2011.
- 3.3 The Local Plan is based on a higher economic growth scenario, as detailed within the Economic Testing of the Core Strategy (2012) which represents an additional 19,000 jobs in the Borough to 2026.

Spatial Strategy

- 3.4 The 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 at Swindon 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 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 The overall housing required is distributed as follows:

	Area	Local Plan Provision 2011-2026
Existing Urban and Rural Areas	Swindon Central Area (incl. Town Centre)	1000
	Existing Urban Area	3500
	Rural Settlements	450
Strategic Allocations	Northern Development Area	589
	Wichelstowe	4064
	Commonhead	890
	New Eastern Villages	6000
	Rowborough	1500

¹⁵ 2011 Census

	South Marston Village	640
	Tadpole Farm	1695
	Kingsdown	1650
	Total	21,978

- 3.7 Between April 2011 and 2013, 1520 (net) dwellings were constructed. At April 2013, there are 8648 dwellings¹⁶ with planning permission yet to be constructed. In addition, there were 503 dwellings under construction.

Employment

- 3.8 Policy SD2 of the 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 office space in Swindon Central Area as set out in Policy SC1: Swindon's Central Area.

¹⁶ [Swindon Housing Monitoring Report \(April, 2013\)](#)

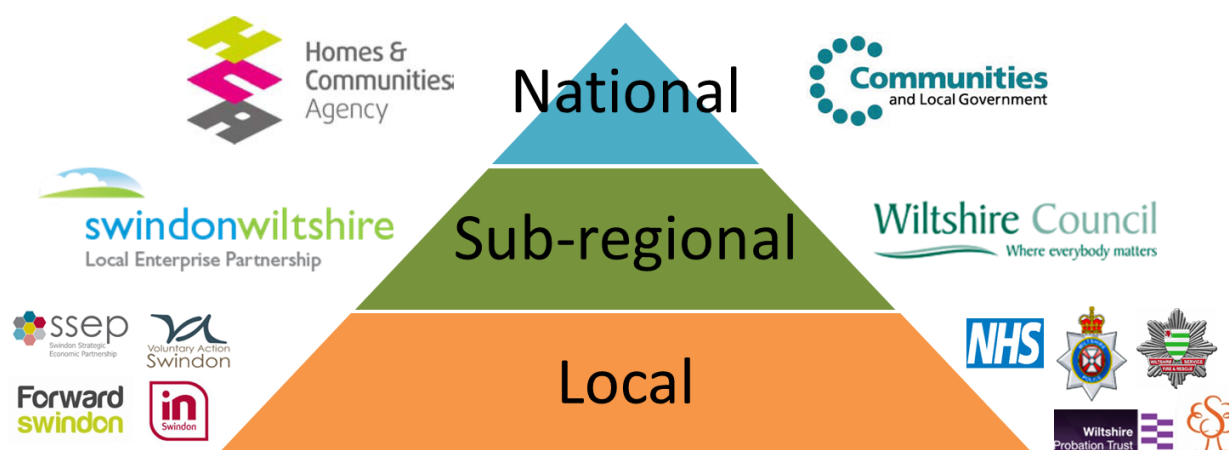
4. Delivery Mechanisms

- 4.1 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.
- 4.2 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.
- 4.3 Alternative, smarter methods of delivery which achieve greater value for money have been considered when preparing the IDP, 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.
- 4.4 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

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

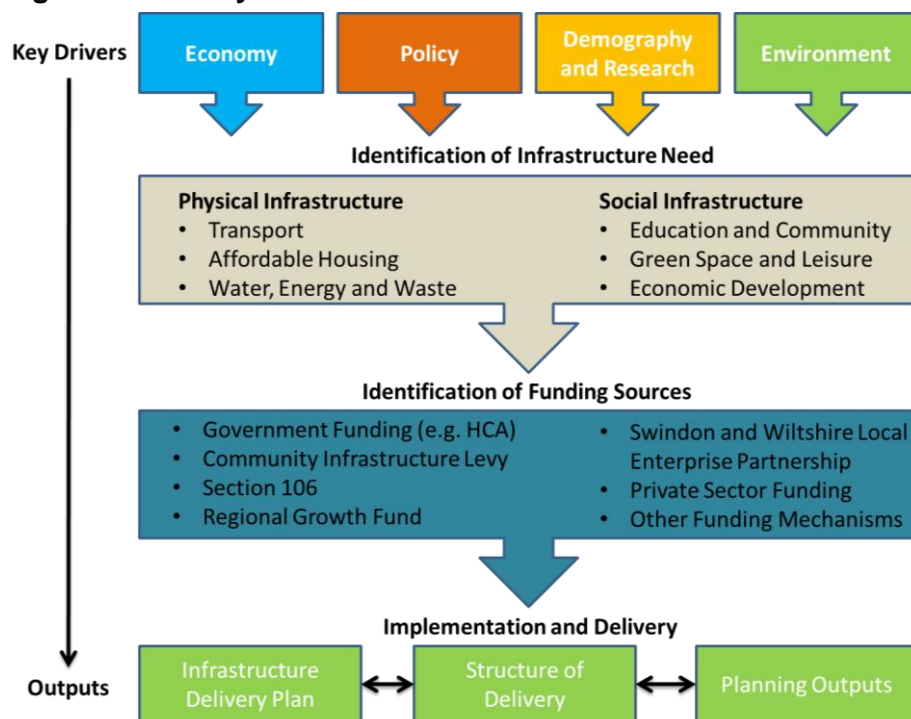
Figure 2



- 4.6 The IDP is the first step in formulating a clear joint message to government that Swindon Borough knows what infrastructure requires 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 DCLG and HCA for funding and to inform local investment planning and other bidding activity. This approach is detailed in Figure 3 below.

Figure 3: Delivery Process



Private Sector

- 4.7 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

- 4.8 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), and agencies like the Arts Council for England (ACE).

Adjoining Authorities

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

4.10 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.

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5. Funding

- 5.1 Delivering projects of scale is critical in driving economic growth and development. Local government capital expenditure is shifting from a heavy reliance on central government funding towards more financial autonomy and self-reliance. Despite improvements in economic performance of late, debt finance can still be challenging to secure and there is a reluctance to offer extensive loan arrangements that would add further to the Public Sector Borrowing requirements. There are fewer grants available, with an increasing number of loans with associated pay back agreements.
- 5.2 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 are involved in this process, sharing information about their own plans and future requirements.
- 5.3 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

- 5.4 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. This type of infrastructure is not included in the Infrastructure Schedule at Section 7. 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.
- 5.5 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.

Homes and Communities Agency

Local Infrastructure Fund Tranche 2

- 5.6 In addition to funding infrastructure integral to their development and contributing to strategic infrastructure through S106 and CIL, developers will also be encouraged to access funds made available by government to help with cash flowing their developments.

- 5.7 The Local Infrastructure Fund¹⁷ provides a range of support to deliver the infrastructure needed to 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.
- 5.8 As part of Autumn Statement 2013 the Chancellor announced a £1bn extension of the Local Infrastructure Fund for large scale housing sites, to unlock around 250,000 homes over 6 years. This is in addition to the funding being invested through the current round of the Local Infrastructure Fund.
- 5.9 The HCA will run an annual open competition for funding from 2015 onwards and Swindon Borough Council will continue to encourage private sector partners to bid to the latest tranche of the LIF.

Affordable Homes Programme 2015-18

- 5.10 The 2015-18 Affordable Homes Programme¹⁸ aims to increase the supply of new affordable homes in England by contributing to the delivery of 165,000 new homes by March 2018. In that time they will invest £1.7bn in affordable housing.
- 5.11 Due to the impact Affordable Housing has on viability, successful private sector led applications for Affordable Homes Programme funding will be essential.

Planning Obligations and the Community Infrastructure Levy

- 5.12 In the preparation of a CIL charging schedule, CIL Guidance¹⁹ states that Charging Authorities (CA) should 'set a rate which does not threaten the ability to develop viably the sites and scale of development identified in the relevant Plan'. Infrastructure evidence that underpins the development strategy for the area and in particular the IDP needs to be used to inform rate setting. This is about striking an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact that the application of the levy may have on development. The result of which is to set CIL at a rate that ensures that development in the main, remains economically viable across its area. In order to inform rate setting it is necessary for a CA to undertake viability testing of development that is consistent with that proposed within the relevant plan to inform the ability of different types of development to accommodate a CIL and inform the rate to be charged.
- 5.13 Once adopted CIL is a mandatory charge on development and should provide a fairer, faster, more certain and transparent means of the development sector understanding how much a specific development would need to pay towards infrastructure provision, where that specific type of development has been identified as CIL chargeable in the local area. The Community Infrastructure Levy Regulations 2010 (as amended) 'the CIL Regulations' set out the framework under which CIL Charging Authority 'CA' can adopt and charge a CIL. There is no direct link between the CIL receipts raised from a specific development proposal, and the infrastructure on which it is used. The Regulations do however make provision for a proportion of CIL receipts to be invested locally. The CA is

¹⁷ [Homes and Communities Agency Local Infrastructure Fund](#)

¹⁸ [Homes and Communities Agency Affordable Homes Programme](#)

¹⁹ [Community Infrastructure Levy Guidance \(February, 2014\)](#) See page 12

also required to publish a list of the types of infrastructure and/or specific projects that could be funded by CIL. This is commonly known as the Regulation 123 List.

Future use of Section 106 and Pooling of Contributions

- 5.14 Whether CIL is adopted locally or not, the use of s106 planning obligations will not cease. CIL is intended to provide infrastructure to support development of an area, rather than making individual planning applications acceptable in planning terms. It is for this reason that planning obligations can continue to be used to secure site specific impact mitigation that is necessary in order for development to be granted planning permission. Opportunity does exist for some site-specific needs to be provided for through the levy, should the Council decide to take this approach. The evidence that underpins CIL rate setting would provide the evidence to establish the approach being taken locally.
- 5.15 Section 106 planning agreements and other legal agreements (for example under S278 of the Highways Act) will continue to be used by the Council in accordance with the legislative restrictions applicable to them. The CIL Regulations (2010) make provision to ensure that development is not being double charged for infrastructure through the combined local operation of s106 obligations and CIL.
- 5.16 Since 6th April 2010 planning obligations have been required to meet the following three statutory tests:
- a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 5.17 The use of s106 planning obligations will scale back by 6 April 2015, whether there is a CIL adopted locally or not. This will place a restriction of on the number of s106 obligations that can be pooled towards a specific type or item of infrastructure to a maximum of 5, and in determining this the LPA is required to start counting from 6th April 2010.
- 5.18 As a direct consequence of the development proposed under the relevant Plan, s106 obligations will continue to play a significant role in either securing funding of the delivery of infrastructure or the secure the provision of infrastructure by those responsible for development, especially in respect of large scale allocated housing sites as a significant proportion of their infrastructure requirements are needed to make the development proposed acceptable in planning terms. For those the list of infrastructure that will continue to be secured by means of planning obligation, unless use of a planning condition is more appropriate, will include early years, primary and secondary education; open space (including outdoor sport provision and associated works, play equipment and allotments); flood prevention; community facilities; nature conservation and biodiversity enhancement; highways and transport requirements. Planning obligations will continue to operate in respect of the provision of Affordable Housing, irrespective of the scale of development, and for matter such as transfer of land, controlling the use of land etc.
- 5.19 The Council as Local Planning Authority will require effective management of all future s106 obligations, inclusive of those since 6 April 2010, to ensure that the provisions of the CIL Regulations with respect to the pooling restriction are met. The

Council already has a system in place for monitoring s106 obligations that can be used to meet any additional requirements that may be necessary.

- 5.20 Information on the CIL in Swindon can be found on the Council's website at www.swindon.gov.uk/cil

Government Funding and New Homes Bonus

- 5.21 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 funding allocated to the Swindon and Wiltshire Local Enterprise Partnership as well as other government funding initiatives.
- 5.22 The New Homes Bonus (NHB) is a means to incentivise sustainable development by rewarding the building of new homes. The un-ring fenced NHB 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 receives 100% of NHB funding as a unitary authority. The NHB is outside of the main grant allocation and its future is less certain beyond 2015, lending it to one off initiatives and infrastructure as opposed to on-going projects.
- 5.23 In February 2014, Swindon Borough Council agreed to establish an Infrastructure Fund, using at least one half of the New Homes Bonus allocation received in each year beyond 2014-15 as part of the 2014-15 budgets. The Fund will be used to support schemes that are directly linked to unlocking Swindon's full economic potential. These priority areas for Swindon's economic growth are set out in the Local Plan and the SWLEP Strategic Economic Plan. See paragraph 5.31.
- 5.24 While the detailed workings of the Fund are yet to be decided there is potential for it to be utilised as a revolving infrastructure fund to forward fund infrastructure or be used to cover the borrowing costs associated with pump priming infrastructure, both of which would be repaid through S106 agreements. The fund will also fund detailed feasibilities and preliminary designs to support other funding bids enabling the early delivery of strategic infrastructure.
- 5.25 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 which will be targeted where appropriate for full, part, match funded or repayable funding for infrastructure.

Public Sector

Swindon Borough Council

Education

- 5.26 Swindon, along with all other Local Authorities, is allocated Department for Education Basic Needs funding for new school places. This formula grant has now been issued up to 2017. In addition, Swindon was successful in securing Targeted Basic Needs Programme which resulted in funding for two new primary schools due to open in

September 2014. The authority is effective at bidding to available funding and will target additional bidding rounds for high need funding when they emerge.

Transport

- 5.27 Funding is available from a number of sources to implement the highways and transport capital programme (Local Transport Plan 3) in Swindon. The Department for Transport (DfT) provides an annual capital grant (based upon a national, needs based, funding formula) covering maintenance schemes (roads, pavements, bridges and structures) and integrated schemes (i.e. walking, cycling, public transport, traffic management and road safety). Funding allocations are set out in advance for each Comprehensive Spending Review period, usually on the basis of three years firm and two years indicative.
- 5.28 Capital funding for transport infrastructure also comes from the Council's own resources, from developer contributions obtained through the planning process to mitigate the impacts of new developments and from ad-hoc competitive processes such as Pinch Point Funding, the Local Sustainable Transport Fund and National Lottery, all of which we have been successful in accessing in previous bidding rounds due to robust and credible evidence based submissions. Having schemes worked up through use of dedicated feasibility fund will ensure accelerated delivery.
- 5.29 The Government intend that the Local Growth Fund, described in more detail at 5.31 will be worth £2bn (un-ring-fenced) per year from 2015/16 to 2020/21, with the DfT making the largest single contribution across government departments to the new Fund. This contribution is made up from a number of existing funding streams such as "major scheme" funding and a 44% top slice from the LTP Integrated Transport Block. This has implications for the LTP capital programme from 2015/2016 because it will significantly reduce the direct Council budget for all schemes other than maintenance.
- 5.30 The Council will continue joint working with government agencies to assess the suitability of strategic transport infrastructure in Swindon for further rounds of Pinch Point or Super Pinch Point funding.

The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) Strategic Economic Plan

- 5.31 LEPs have been asked by Government to lead the development of Strategic Economic Plans (SEP) for local growth in line with national priorities. These five year plans will bring together local stakeholders and include co-ordination with existing public programmes, whilst also demonstrating how the creativity and support of key partners in both the public and private sectors has been harnessed.
- 5.32 The Swindon and Wiltshire Strategic Economic Plan (SWSEP)²⁰ was submitted on 31st March 2014. The submitted SEP forms a bidding document with LEPs then invited to enter into a competitive 'negotiation' with government to secure a 'Growth Deal'. This Deal will then enable local areas to draw down resources. The Growth Deal is a competitive process and the final deal is expected to be in place around September 2014.

²⁰ SWLEP Strategic Economic Plan Hyperlink

- 5.33 The concept of Growth Deals was announced as part of the 2013 Spending Review, within the context of Government proposals for "Investing in Britain's Future"²¹. Through Growth Deals, LEPs can seek freedoms, flexibilities and resources from Government and a share of the new Local Growth Fund, which totals £2bn a year from April 2015 for 5 years and can be drawn down annually to support activity enabling local growth. The Local Growth Fund subsumes funding streams such as Transport Majors and skills capital, among others.
- 5.34 The Swindon Zone in the SWSEP comprises the Town Centre; Eastern Villages and Wichelstowe. These represent strategic priorities for Swindon as identified in the Local Plan. SEPs will be assessed on their ability to deliver housing numbers, bring forward employment land to the market, increase employment and make a contribution to the overall economy of the area. We believe Swindon projects will deliver these outcomes.
- 5.35 The SWLEP is also the guardian of the Growing Places Fund (GPF) which will provide 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. For Swindon the GPF is forward funding infrastructure at a major regeneration scheme in Swindon Town Centre following a successful bid by the developer.
- 5.36 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.
- 5.37 In addition to the Local Growth Fund and Growing Places Fund, the SWLEP recently submitted a bid to the European Structural Investment Funds (ESIF) 2014-2020²² which combines 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 come on stream in mid-2014 and will fuel economic growth, delivering the highest possible impact in respect of job creation and raising GVA. The ESF be focused on areas of work such as SME competitiveness, social inclusion, low carbon and local skills levels and will deliver local programs of engagement.

²¹ [HM Treasury Investing in Britain's Future](#)

²² [SWLEP European Structural and Investment Fund Strategy 2014-2020 \(January, 2014\)](#)

6. Infrastructure Requirements

- 6.1 This document sets out the key infrastructure required to support the sustainable growth of Swindon Borough as set out in the Local Plan, although it does not list every infrastructure item required for all sites that are developed during the plan period. The infrastructure items detailed in the Plan and the IDP 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.

Appraisal of Infrastructure Requirements

- 6.2 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/Policies 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).
- 6.3 For the purposes of the IDP **‘critical’** infrastructure is defined as enabling infrastructure essential to unlock planned development and deliver the Plans overall spatial sustainable strategy and strategic objectives. A significant proportion of planned development is dependent on this infrastructure being in place and cannot be delivered without it. All other infrastructure listed is **‘necessary’** to support the planned development as well as to achieve the overall spatial sustainable strategy and strategic objectives.
- 6.4 Firm, estimated and expected funding sources are indicatively allocated against infrastructure items in the IDP. Formal decisions about timing of delivery and budget allocation will be taken through other processes including Service Area Business and Delivery Plans and the Council’s capital programme process specifically where the Council is the delivery agency. In relation to CIL, decisions will be taken through the governance arrangements established to allocate CIL monies.
- 6.5 A comprehensive review of the infrastructure required has resulted in identification of additional funding sources. This has resulted in a significant reduction in the funding gap, although a gap still exists. The Council will continue to reduce this shortfall through the use of CIL, S106 and collaborative working with partners to ensure infrastructure is secured and delivered.

Infrastructure Delivery Schedule

- 6.6 The infrastructure delivery schedule at Section 0 sets out the infrastructure items identified to support future growth in Swindon Borough. It provides a costed and phased programme of infrastructure development to respond to housing and economic growth, identifying actual and potential funding sources.
- 6.7 The schedule includes the following information regarding each item of infrastructure:
- Project details including project description, principal Local Plan policy to deliver item and the evidence providing further details on the item;

- The estimated capital costs are from various sources, for example, technical transport studies, other technical commissions, feasibility studies, and experiences from dealing with previous projects;
- Current shortfall in funding and explanation of the funding arrangements;
- Project status
- Explanation of the dependency of the Local Plan on the delivery of that infrastructure item including whether that item is critical to the delivery of the Local Plan.
- The anticipated delivery timescale included within the schedule provides a timeframe or specific year for delivery of the infrastructure.

6.8 It should be noted that whilst best endeavours have been made to identify realistic timing for delivery, where possible drawing on detailed evidence base studies linked to the Swindon housing trajectory, it should not be expected that the entire infrastructure detailed will be delivered within the timeframes identified.

Specific Infrastructure Items

6.9 The Infrastructure Delivery Schedule provides a comprehensive framework of the infrastructure requirements required to deliver the Local Plan. To further aid understanding of some of these infrastructure items, further information is provided below.

Thamesdown Drive to Barnfield Roundabout Link

6.10 The delivery of the Thamesdown Road to Barnfield Roundabout relief road is 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 prejudice its later delivery and that the route is safeguarded.

Highways and Transport

6.11 Transport modelling to inform transport strategy and planning applications involves the upgrade of the Swindon Saturn model every 5 years with on-going maintenance as required. Each upgrade costs £480,000. As revenue cost this is not included in the schedule.

6.12 Web based journey planning allows people to plan their journey through Swindon by various modes of transport including private vehicles and public transport. This type of innovation is fundamental to encourage modal shift which will become increasingly important as Swindon continues to grow. Costs are not yet known. Further to this, a centralised travel plan monitoring facility is necessary to track all travel plans secured through S106 and monitor their effectiveness.

Libraries

6.13 The Council continues to update its existing library provision to best meet the needs of library users in accordance with its adopted Library Strategy which will be kept under review. Specific projects will be identified through the Strategy and added to the schedule when appropriate. For operational viability and sustainability, library provision is preferred as part of a wider community offer collocated within a local and/or district centre.

Community Safety

- 6.14 An integral part of delivering Swindon's cumulative growth is creating communities where people want to live. Projects to contribute to a feeling of safety and security will be identified and delivered over the lifetime of the plan to achieve this. These projects are outside the scope of site specific development requirements which will assess layout and design. Town Centre projects, including coordinated CCTV surveillance and monitoring are to the benefit of the Borough's residents and businesses. Other, more localised initiatives will also be delivered. Specific projects will be identified and added to the schedule when appropriate.

Waste Facilities

- 6.15 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.
- 6.16 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.
- 6.17 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.
- 6.18 Measures to increase the capacity at the existing HWRC are currently being progressed. 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 period.

Sustainable Energy

- 6.19 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 in particular the delivery of 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.
- 6.20 The Council has brought together an informal Energy Partnership, involving large local energy users and developers, to pursue the delivery of a district heating network. 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)

- 6.21 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.

Cemetery

- 6.22 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.
- 6.23 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.

Education Provision

Academies

- 6.24 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

- 6.25 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.

Primary and Secondary Provision

- 6.26 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.
- 6.27 There are currently place pressures in Central and South Swindon and North Swindon.

Community Centres

- 6.28 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.

Infrastructure Delivery Schedule

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
Great Western Way (GWW) Highway Improvements	Junction upgrades at Bruce Street Transfer Bridge, Cocklebery and North Star	Borough wide	TR1: Sustainable Transport Networks	13,000,000	Swindon Transport Strategy (WSP, 2009) and detailed design for Bruce Street Bridges and Newcombe Drive	0	S106 and HA Local Pinchpoint	Work underway on Phase 1 of improvements at Bruce Street Bridges and Newcombe Drive.	SBC	2014-2016	Benefits all current and future development within Swindon. It will mitigate congestion created from growth and promote ease of access to Town Centre while discouraging through trips.	Necessary	WSP Swindon Transport Strategy (2009)
Urban Traffic Management Control Projects	Implementation of a suite of measures to maintain journey time reliability and reduce congestion on strategic road network resulting from cumulative impact of development. Includes Real Time Passenger Information.	Borough wide	TR1: Sustainable Transport Networks and TR2: Transport and Development	550,000	Intelligent Transport Systems (ITS) Applications Assessment (2007) Deployment Plan (2007)	550,000	CIL/Local Growth Fund	Swindon Urban Traffic Management Control - Stage 2 Developments (Halcrow, 2010)	SBC	to 2019	It is necessary to maintain journey time reliability and reduce congestion across the Borough. It will help manage cumulative impact of new development and existing car growth.	Necessary	Highways Asset Management Strategy
Improvements to existing Cycle Network	Extension of and improvements to Boroughwide cycle network for 5 year period to 2019 (excludes site specific new or extended cycleways) £400K a year	Borough wide	TR1: Sustainable Transport Networks and TR2: Transport and Development	2,000,000	LTP 3 Implementation Plan. 5 year programme	800,000	LTP/Local Sustainable Transport Fund/CIL	Rolling programme of improvements	SBC	to 2019	To cater for, and promote, sustainable transport movements throughout the Borough.	Necessary	LTP3 Implementation Plan (Halcrow)

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
Flood Risk	Flood risk management and mitigation projects across the Borough (excluding site specific requirements)	Borough wide	EN6: Flood Risk	16,000,000	Local Flood Risk Management Strategy	10,587,000	Existing S106 and Environment Agency/CIL	Rodbourn Lagoon project Summer 2014. Local Flood Risk Management Strategy. Consultation ends March 2014. An Action Plan will follow to set out priority projects for implementation over plan period. Discrete projects match funded by Environment Agency	Environment Agency/SBC	to 2026	All development in the Borough is dependent on this infrastructure. It is essential to protect existing and new communities from flooding.	Critical	Local Flood Risk Management Strategy (2014)
Upgrade to Rodbourne Sewage Treatment Works	Upgrade of existing STW, inc. new inlet works, new storm water management and site power upgrade. Does not include upgrades to the sewer network necessitated by new development sites.	Borough wide	IN2: Water Supply and Wastewater	60,000,000	Precautionary figure estimated on the basis of higher level assessment of potential future works.	0	Thames Water Business Plan and Developer Requisitions	First stage of improvements commenced in 2013 and is scheduled to complete in 2015. Further improvements are proposed within the Asset Management Plan 6 which is currently under determination.	Thames Water	2013-2015 (first stage)	All development in the Borough is dependent. Increasing capacity is required to meet the growth throughout the Borough.	Critical	Thames Water Asset Management Plan 5 for 2010-2015 identifies works required relating to capacity and known consent changes. (Asset Management Plan 6 is currently being determined and will update the Plan providing those works to be delivered by 2020)

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Additional Household Waste Recycling Centre	Additional site for Household Waste Recycling Centre to support Swindon's growth	Borough wide	In accordance with Wiltshire and Swindon Waste Core Strategy in particular Policy WCS2: Future Waste Site Locations	1,500,000	Municipal Waste Management Strategy (p. 34)	0	Existing S106/SBC/CIL	Not commenced	SBC	2022	Although this is critical to support growth throughout the Borough in the long term, current facilities can be utilised to cater for initial demand.	Necessary	Municipal Waste Management Strategy
Emission Reduction Zones	Setting up of 3 Air Pollution Monitoring Units	Borough wide	EN7: Pollution	72,000	EnviroTechnology Services Plc	0	SBC/CIL	Not commenced	SBC	2016	Development would benefit from this.	Necessary	Environmental Services Swindon Borough Council, Stat requirement
Stratton and Stanton Woods Access Project	Includes exploration trails, programmed community activity and improved signage	Borough wide	EN1: Green Infrastructure Network and ENV2: Community Forest	132,000	Swindon Borough Council Capital Programme - Capital Bid (2012)	0	Woodland Trust Grant/S106	Being delivered	SBC	2015	Existing and new communities will benefit from these improvements.	Necessary	Green Infrastructure Strategy
Mouldon Hill Country Park	Provision of sports pitches, changing facilities and improvements to Country Park	Borough wide	CM2: Active, Healthy and Safe Lifestyles and EN3: Open Space	235,000	Sport England Facilities Cost Calculator (March 2014)	64,800	Existing S106/CIL	Not commenced	SBC	2015	Existing and new communities will benefit from these improvements.	Necessary	Green Infrastructure Strategy
St Marks Recreation Ground	Sport facilities, including tennis courts with changing rooms and MUGA	Borough wide	CM2: Active, Healthy and Safe Lifestyles, EN1: Green Infrastructure Network and EN3: Open Space	665,800	Feasibility and Landscape Design	0	Existing S106	On-going	SBC	2015	Existing and new communities will benefit from these improvements.	Necessary	Green Infrastructure Strategy

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
Coate Water Country Park	Improvements to access, footpaths, signage, children's play equipment	Borough wide	CM2: Active, Healthy and Safe Lifestyles, EN1: Green Infrastructure Network and EN3: Open Space	350,000	S106 Agreement	0	Existing S106	Not commenced	SBC	2018	Existing and new communities will benefit from these improvements, in particular the new community at Commonhead.	Necessary	Green Infrastructure Strategy
Cemetery	Cemetery at Kingsdown Crematorium	Borough wide	CM3: Integrating Facilities and Delivering Services	2,000,000	Based on Kingsdown works 2008	0	SBC/CIL	Not commenced	SBC	2025	Scheme is necessary to cater for long term future need	Necessary	Streetsmart
Special Education Provision	Primary behavioural emotional social difficulties. Mountford Manor or Nylands	Borough wide	CM1: Education	265,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	SBC Capital Programme/CIL	Feasibility, including Site Options Appraisal	SBC	2016	Current and future development throughout the Borough is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Special Provision	New Secondary ASD unit Ridgeway	Borough wide	CM1: Education	630,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	Targeted Capital Fund	Phase 1 to convert caretakers bungalow open Sep 2013. Phase 2 permanent provision, tenders to return Summer 2014.	SBC	2013-14	Current and future development within South Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	SEN Provision Strategy
Special Provision	Rationalisation of existing Crowdy's Hill school with improvements	Borough wide	CM1: Education	1,000,000	Feasibility	0	Targeted Basic Needs Grant	At design stage	SBC	2014	Current and future development within Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	SEN Provision Strategy

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
Early Years Provision	Early Years Provision 0-4 years	Borough wide	CM1: Education	2,000,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	SBC and S106	Number of projects to be delivered Boroughwide	SBC	2020	Current and future development within Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009) Update (2011)
Regrading Fleming Way	Regrading Fleming Way to facilitate commercial development at Kimmerfields and tie site back into the Town Centre	Central Swindon	SC1: Swindon's Central Area	4,500,000	Union Square Viability Assessment	0	Developer/LEP Growing Places Infrastructure Fund (GPIF)	Work to inform Road Closure Order process underway. GPIF contract signed by Muse and LEP	Developer	2015-2016	Phase 2 of Kimmerfields is dependent on works to regrade Fleming Way, linking new development back into the Town Centre	Necessary	Central Area Action Plan (2009)
Magic Roundabout	Resurfacing and public realm works to improve gateway status	Central Swindon	TR1: Sustainable Transport Networks	5,500,000	Halcrow Feasibility Study	5,100,000	LTP Maintenance Grant/CIL.	Designs for carriageway amendments and concept designs for public realm complete.	SBC	2016-2017	A key gateway to Swindon Town Centre and iconic landmark for Swindon which is need of necessary maintenance.	Necessary	Town Centre Masterplan (2013)
Railway Crossing	Railway Crossing for pedestrians and cyclists linking Town Centre and North Star Regional Leisure Destination	Central Swindon	SC1: Swindon's Central Area	6,200,000	Parsons Brinkerhoff Swindon Town Railway Crossing Outline Design Report (July 2010)	6,200,000	S106/Local Growth Fund/Private investment	Parsons Brinkerhoff Preliminary design and MSCP feasibility has been commissioned. Report due in July 2014.	SBC	2015-2017	Benefits development across the Borough but more specifically it will support regeneration and growth within the Town Centre (TC) linking Regional Leisure Destination at North Star with TC.	Necessary	Central Area Action Plan (2009)
Bus Exchange	New Bus Exchange for Town Centre to replace ageing Bus Station and clear site for Kimmerfields	Central Swindon	SC1: Swindon's Central Area	6,500,000	Union Square Viability Assessment	0	SBC and Developer	Preliminary design for new Bus Exchange undertaken. In principle approval to relocate from Bus Operators.	Developer (Muse)	2015-2017	It will support regeneration, access and growth within the Town Centre. It is an important scheme to improve the current transport infrastructure within the Town Centre for	Critical	Central Area Action Plan (2009)

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
											both current and future housing and employment development identified within the Plan.		
North Star Multi-storey Car Park	Up to 400 space car park north of Swindon Railway Station to improve parking capacity and promote rail passenger growth	Central Swindon	SC1: Swindon's Central Area	4,000,000	Cost £10k per parking space	4,000,000	Transport Partners Network Rail Train Operating Company	Parsons Brinkerhoff Preliminary design and MSCP feasibility commissioned. Report is due in July 2014.	SBC	2015-2017	It will support regeneration and growth within the Town Centre by linking new Regional Leisure destination at North Star with Town Centre.	Necessary	Central Area Action Plan (2009)
Waste to Energy	Refuse derived fuel at Waterside	Central Swindon	Wiltshire and Swindon Waste Site Allocations Local Plan Inset Map SBC2. The site is allocated for local recycling, inert waste recycling or transfer and waste treatment	6,500,000	Municipal Waste Management Strategy	0	N/A	On site	SBC	2013-14	Although this is critical to support growth throughout the Borough in the long term, current facilities can be utilised to cater for initial demand.	Necessary	Municipal Waste Management Strategy
District Heating Town Centre	District Heating Infrastructure in the Town Centre.	Central Swindon	SC2: Swindon's Existing Communities and DE2: Sustainable Construction	1,500,000	Verco Feasibility Study	0	Utility infrastructure provider/devel oper.	This project is likely to be delivered alongside the leisure development at North Star	Energy Company	2014 - 2015 (in line with redevelopment at Oasis)	Development in the Town Centre would benefit from, but is not dependent on, this intervention.	Necessary	Bizcat Pre-Feasibility Study
The Green Spine	Key north south pedestrian and cycle routes (Central Swindon)	Central Swindon	SC1: Swindon's Central Area	8,200,000	Cost per sq m from previous schemes	4,350,000	Existing S106/CIL and on site delivery	Delivered incrementally through S106 and as part of major regeneration schemes.	SBC	2011-2016	This scheme will contribute to the regeneration of the Central Area.	Necessary	Central Area Action Plan (2009) / Green Infrastructure Strategy

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
University Technical College	14-19 Technical School	Central Swindon	SC1: Swindon's Central Area and CM1: Education and EC1: Economic Growth	10,000,000	Contract	0	SBC and UTC DfE	Under construction for September 2014 opening	UTC	2014	All development within the Borough. It is an important scheme to support economic growth identified within the Plan.	Critical	School Place Planning Study (Cambridge Education, 2009) Update (2011)
Special Provision	Primary Complex Needs Specialist Resource Provision	Central Swindon	CM1: Education	635,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	SBC Capital Programme/CIL	Feasibility, including Site Options Appraisal	SBC	2015	Current and future development throughout the Borough is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Walk in Health Centre	Relocation of Carfax Medical Centre	Central Swindon	SC1: Swindon's Central Area	3,000,000	CCG	0	CCG	Heads of Terms to be agreed by June 2014 with planning application to follow. Programmed for completion December 2015 and operating from new premises by March 2016	CCG	2015-16	This is essential to serve Swindon, in particular the Central Area and adjoining areas.	Critical	Union Square Development Agreement
New Theatre	Provision of New Town Centre Theatre to replace existing Theatre	Central Swindon	SC1: Swindon's Central Area	35,000,000	Capita Feasibility Study - The Promenade (August, 2008)	35,000,000	Arts Council/CIL	Key Area Development Brief for area has been commissioned 2014	SBC	2016	All development would benefit from improved cultural facilities in the Town Centre. It contributes to regeneration, place making and inward investment potential	Necessary	Broadway Malayn Feasibility Study - Promenade SPD
Swindon Museum & Art Gallery	Provision of New Town Centre Museum and Art Gallery to replace existing provision in Old Town	Central Swindon	SC1: Swindon's Central Area	7,000,000	Capita Feasibility Study - The Promenade (August, 2008)	7,000,000	Heritage Lottery Funding/CIL	Heritage Lottery Fund Stage 1 Bid to be submitted by November 2014. Business Planning and Masterplan commissioned	SBC	2017-2026	All development would benefit from improved cultural facilities in the Town Centre. It contributes to regeneration, place making and inward investment potential	Necessary	Broadway Malayn Feasibility Study - Promenade SPD

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								2014					
Wellington Street	Public Realm Scheme incorporating Public Art	Central Swindon	SC1: Swindon's Central Area	750,000	Based on Regent Street cost per sqm	0	S106	Detailed design will commence Summer 2014	SBC	2015	Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre	Necessary	Central Area Action Plan (2009)
Havelock Square	Public Realm Scheme incorporating Public Art	Central Swindon	SC1: Swindon's Central Area	1,600,000	Based on Regent Street cost per sqm QS costs	0	S106	At concept design stage. Will be contracted Autumn 2014	SBC	2014	Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre	Necessary	Town Centre Regeneration Options Appraisal
The Parade	Public Realm Scheme incorporating Public Art	Central Swindon	SC1: Swindon's Central Area	2,000,000	Based on Regent Street cost per sqm	0	S106	Not commenced	SBC and UKCPT	2016	Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre	Necessary	Central Area Action Plan
Regent Circus North	Public Realm Scheme incorporating Public Art	Central Swindon	SC1: Swindon's Central Area	2,800,000	Based on Regent Street cost per sqm	0	S106	Not commenced	SBC	2017	Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre	Necessary	Town Centre Regeneration Options Appraisal

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Commercial Road public realm	Public realm and related traffic improvements to Commercial Road	Central Swindon	SC1: Swindon's Central Area	5,200,000	Edwards Partnership (QS) Costing	5,200,000	Existing S106/CIL	Not commenced	SBC	2017	Residents, visitors and development across the Borough will benefit from an improved environment but more specifically it will support regeneration and growth within the Town Centre	Necessary	Town Centre Regeneration Options Appraisal
J15 Improvements	M4 Junction 15 Capacity Improvement Works required for Commonhead and New Eastern Villages	Commonhead	NC2: Commonhead	5,000,000	Swindon Transport Study (JMP, 2011)/ Highways Agency approved Preliminary Design	0	Developer	Preliminary design approved by Highways Agency. Planning condition of Commonhead consent.	Highways Agency	2017-2018	All development within the Borough, but more specifically the development at Commonhead. It is a critical scheme to ensure there is capacity to support housing and economic growth.	Critical	JMP Transport Study (2011)
Commonhead Primary School	1FE Primary School at Commonhead to accommodate the impact of development	Commonhead	CM1: Education and NC2: Commonhead	4,250,000	Feasibility	1,630,000	S106	Not commenced	SBC	2017-2019	The development at Commonhead is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Extension to Great Western Hospital	Land reservation for hospital extension	Commonhead	CM3: Integrating Facilities and Delivering Services and NC2: Commonhead	6,000,000	Great Western Hospitals Trust	0	Hospital Trust	Not commenced	Great Western Hospitals NHS Foundation Trust	2026	Although this is critical for the long term delivery of health services throughout the Borough, the current facilities can be utilised to cater for demand in the short term.	Necessary	Discussions with NHS
DHN Pipe Connecting Town Centre to Stratton	Pipe connecting District Heating Networks at Town Centre and Stratton	Existing Communities	SC2: Swindon's Existing Communities and DE2: Sustainable Construction	2,850,000	Bizcat Pre-Feasibility Study	0	Utility infrastructure provider/developer	Not commenced	Energy Company	Up to 2026	Development at Stratton would benefit from this.	Necessary	Bizcat Pre-Feasibility Study

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Stratton District Heating Network	District Heating Infrastructure at Stratton.	Existing Communities	SC2: Swindon's Existing Communities and DE2: Sustainable Construction	3,300,000	Bizcat Pre-Feasibility Study	0	Utility infrastructure provider/developer	Not commenced	Energy Company	Up to 2026	Development at Stratton would benefit from this.	Necessary	Bizcat Pre-Feasibility Study
DHN Pipe Connecting Stratton to South Marston	Pipe connecting District Heating Networks at South Marston and Stratton	Existing Communities	SC2: Swindon's Existing Communities and DE2: Sustainable Construction	2,850,000	Bizcat Pre-Feasibility Study	0	Utility infrastructure provider/developer	Not commenced	Energy Company	Up to 2026	Development at South Marston would benefit from this.	Necessary	Bizcat Pre-Feasibility Study
South Marston District Heating Network	District Heating Infrastructure at South Marston.	Existing Communities	NC3: New Eastern Villages and DE2: Sustainable Construction	1,600,000	Bizcat Pre-Feasibility Study	0	Utility infrastructure provider/developer	Not commenced	Energy Company	Up to 2026	Development at South Marston would benefit from this.	Necessary	Bizcat Pre-Feasibility Study
North Primary School (1)	New 2 Form Entry Primary School plus Early Years - Tadpole Farm	Existing Communities	CM1: Education	5,402,000	Feasibility	0	SBC and S106 and Targeted Basic Needs Grant and DfE Maintenance Funding	Planning application submitted	SBC	2014	Current and future development within North Swindon is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009) Update (2011)
Central Primary School (1)	New 2 Form Entry Primary on site of St Jo's to serve the needs of the urban area.	Existing Communities	CM1: Education	4,000,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	Targeted Basic Needs Grant and DfE Maintenance Funding	Planning application submitted	SBC	2014	Current and future development within Central Swindon is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009) Update (2011)
North Primary School (2)	Expansion of Orchid Vale to add 1 Form Entry	Existing Communities	CM1: Education	3,200,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	S106 and Basic Needs Grant	Under construction for September 2014 opening	SBC	2014	Current and future development within North Swindon is dependent on this intervention. Without provision of additional capacity there will be	Critical	School Place Planning Study (Cambridge Education, 2009) Update (2011)

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											insufficient places to meet the demand created.		
North Secondary School	New 8 Form Entry Secondary School (north)	Existing Communities	CM1: Education	21,500,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	18,774,650	Existing S106 and DfE Free School Programme/CIL	Potential Free School Expression of Interest	SBC	2016-2018	Current and future development within North Swindon is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Central Primary School (3)	New 1 FE Primary School to serve the needs of the urban area	Existing Communities	CM1: Education	4,250,000	Croft Tender Return	4,250,000	SBC Capital Programme/Basic Needs Grant/CIL	Not commenced	SBC	2016-2018	Current and future development within the Central Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Special School	New Profound and Multiple Learning Difficulties School	Existing Communities	CM1: Education	10,000,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	10,000,000	Existing S106 and CIL	Not commenced	SBC	2016	Current and future development within Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	SEN Provision Strategy
North Swindon Community Centre	Redhouse Community Centre	Existing Communities	CM3: Integrating Facilities and Delivering Services	800,000	Feasibility	0	S106	Land at Redhouse purchased	SBC	2014	Existing and new communities in the north will benefit from this facility.	Necessary	Planning Consent

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Upgrade of Westlea Fire Station	Accommodation required on site for altered shift patterns (immediate response required to mitigate additional development)	Existing Communities	CM3: Integrating Facilities and Delivering Services	516,000	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)	51,000	Existing S106/CIL	Not commenced	Wiltshire Fire and Rescue Service	2012	Important to deal with increasing demand placed on Fire Service by urban expansions	Necessary	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)
Kingsdown Bridge over A419	Kingsdown Bridge over A419 to link Kingsdown allocation with the rest of the Swindon urban area.	Kingsdown	NC5: Kingsdown	6,000,000	Developer	0	Developer	Outline design options have been undertaken	Developer	2017-2018	The full quantum of housing at Kingsdown is fully dependent on delivery of the link vehicle bridge over the A419 back into Swindon to ensure accessibility.	Critical	Kingsdown Development Modelling Report Study 2014
Kingsdown District Heating Network	District Heating Infrastructure at Kingsdown	Kingsdown	NC5: Kingsdown and DE2: Sustainable Construction	3,500,000	Bizcat Pre-Feasibility Study	0	Utility infrastructure provider/developer	Not commenced	Energy Company	2015-16	Development at Kingsdown would benefit from this.	Necessary	Bizcat Pre-Feasibility Study
Kingsdown Primary School	New 2 Form Entry Primary School	Kingsdown	CM1: Education and NC5: Kingsdown	5,000,000	Class Solutions - Purpose build	0	S106	Not commenced	SBC	2016-18	The development at Kingsdown is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
A420 Junction Improvements	A420 junction improvements and new accesses including links to mitigate growth to the east of Swindon.	New Eastern Villages	NC3: New Eastern Villages	18,714,000	Swindon Eastern Villages Transport Study (JMP, 2011)	2,448,000	Developer/S106 and Local Growth Fund	Outline preliminary designs for improvements has been undertaken. Detailed designs for specific junctions have been submitted with outline planning applications. Applications currently under consideration.	Developer/SBC	2015 Onwards	The development at the Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth	Critical	JMP Transport Study (2011) Mitigation West of A419 and Apportionment of EV Impact (CH2MHill, 2014)

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White Hart Junction Improvements	Delivery of a high quality junction improvement to provide segregation of the local and strategic road networks and improve public realm	New Eastern Villages	NC3: New Eastern Villages	23,000,000	Swindon Eastern Villages Transport Study (JMP, 2011)	23,000,000	Developer/S106 and Local Growth Fund	Outline preliminary designs for improvements have been undertaken.	SBC	2015-202	The development at the Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable growth.	Critical	JMP Transport Study (2011) Mitigation West of A419 and Apportionment of EV Impact (CH2MHill, 2014)
Rapid Transit 3 Eastern Villages (Express Bus Network)	Sustainable transport links that integrate with the existing urban area	New Eastern Villages	NC3: New Eastern Villages and TR1: Sustainable Transport Networks	3,295,000	Swindon Rapid Transit Proposals - Eastern Villages (CH2MHill, 2014)	3,295,000	Developer/S106 and Local Growth Fund	Detailed options for routes and highway infrastructure including costings have been undertaken.	SBC	2014-2021	Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Central Area.	Critical	WSP Swindon Transport Strategy (2009) Swindon Rapid Transit Proposals - Eastern Villages (CH2MHill, 2014)
Green Bridge	New link across A419 to facilitate public transport, walking and cycling to integrate the new District Centre with the existing communities in East Swindon	New Eastern Villages	NC3: New Eastern Villages	7,605,000	Swindon Eastern Villages Transport Study (JMP, 2011)	7,605,000	Developer/S106/Local Growth Fund	Outline preliminary designs for scheme have been undertaken	SBC	2017-2021	The development at the Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable growth.	Critical	JMP Transport Study (2011) Mitigation West of A419 and Apportionment of EV Impact (CH2MHill, 2014)
West of A419 Highway Works	Junctions improvements to mitigate growth to the east of Swindon including works to Oxford Road, Coate, Piccadilly and Greenbridge Roundabouts	New Eastern Villages	NC3: New Eastern Villages	4,060,000	Mitigation West of A419 and Apportionment of EV Impact (CH2MHill, 2014)	4,060,000	Developer/S106/Local Growth Fund	Necessary improvements have been identified and preliminary designs prepared	SBC	2017 onwards	The development at the Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable growth.	Critical	Mitigation West of A419 and Apportionment of EV Impact (CH2MHill, 2014)

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Commonhead Roundabout Link	Capacity enhancements to Commonhead Roundabout and spur to Commonhead connector road.	New Eastern Villages	NC3: New Eastern Villages	6,000,000	Swindon Eastern Villages Transport Study (JMP, 2011)	6,000,000	Developer/S106 and Local Growth Fund	Outline preliminary designs for scheme have been undertaken	Developer	2019-2023	The development at the Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable growth.	Critical	JMP Transport Study (2011) Mitigation West of A419 and Apportionment of EV Impact (CH2MHill, 2014)
New Eastern Villages Southern Connector Road	Highway link to the strategic road network (A419) Commonhead roundabout from internal highway within the New Eastern Villages development	New Eastern Villages	NC3: New Eastern Villages	11,569,000	Eastern villages Southern Connector Road Feasibility Study (CH2MHill, 2014)	11,569,000	Developer/S106	Feasibility Study undertaken to confirm link can be delivered. Potential alignments will be subject to further detailed assessment.	TBA	2019-2023	The development at the Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable growth.	Critical	New Eastern Villages Southern Connector Road Feasibility Study (CH2MHill, 2014)
New Eastern Villages Park & Ride	1000 space, 3 ha. Park & Ride excl. land acquisition	New Eastern Villages	NC3: New Eastern Villages	4,527,000	Technical Note on Triangle Site Park and Ride Site Concept Design (Halcrow, 2008)	4,527,000	Developer/S106	Not commenced	Developer	2026	Development at New Eastern Villages would benefit from this.	Necessary	WSP Swindon Transport Study (2009)
New Eastern Villages District Heating Network	District Heating Infrastructure at the New Eastern Villages.	New Eastern Villages	NC3: New Eastern Villages and DE2: Sustainable Construction	10,400,000	District Energy Pre-Feasibility Study (2011)	0	Utility infrastructure provider/developer	Not commenced	Energy Company	Up to 2026	Development at Eastern Villages would benefit from this.	Necessary	District Energy Pre-Feasibility Study (2011)
New Eastern Villages Primary School (1)	New 2 FE Primary School at Rowborough to accommodate the need generated by the NEV	New Eastern Villages	CM1: Education and NC3: New Eastern Villages	5,000,000	Recently completed Croft Primary School providing cost benchmark	0	S106	Included within an outline application which is currently being considered	SBC	2016-2017	The development at Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009) Update (2011)
South Marston Primary School	Expansion of South Marston Primary (currently 0.5FE) to accommodate the impact of NEV development	New Eastern Villages	CM1: Education and NC3: New Eastern Villages and RA3: South Marston	2,100,000	SM Primary School Feasibility (2012)	0	S106	Architectural design being progressed in partnership with stakeholders	SBC	2016-2017	The development at South Marston is dependent on this intervention. Without provision of additional capacity there will be	Critical	School Place Planning Study Update (2011) SM Primary School Feasibility

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											insufficient places to meet the demand created.		(2012)
New Eastern Villages Primary School (2)	New 2 FE Primary School to accommodate the need generated by the NEV (Phase 2)	New Eastern Villages	CM1: Education and NC3: New Eastern Villages	5,000,000	Recently completed Croft Primary School providing cost benchmark	0	S106	Not commenced	SBC	2017-2020	The development at Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study Update (2011)
New Eastern Villages Primary School (3)	New 2 FE Primary School at Earls court to accommodate the need generated by the NEV	New Eastern Villages	CM1: Education and NC3: New Eastern Villages	5,000,000	Recently completed Croft Primary School providing cost benchmark	0	S106	Not commenced	SBC	2017-2026	The development at Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study Update (2011)
New Eastern Villages Secondary School	Delivery of a new 8FE Secondary School (East)	New Eastern Villages	CM1: Education and NC3: New Eastern Villages	21,500,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	0	S106	Not commenced	SBC	2017-2020	The development at Eastern Villages and the east of Swindon is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study Update (2011)
New Eastern Villages Primary School (4)	New 2 FE Primary School at Foxbridge to accommodate the need generated by the NEV	New Eastern Villages	CM1: Education and NC3: New Eastern Villages	5,000,000	Recently completed Croft Primary School providing cost benchmark	0	S106	Not commenced	SBC	2021-2026	The development at Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study Update (2011)

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Eastern Villages Community Centre (1)	New Eastern Villages Local Centre Community Centre at Rowborough	New Eastern Villages	NC3: New Eastern Villages	500,000	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark	0	S106	Included within an outline application which is currently being considered	Developer	2014-2017	Existing and new communities in the east will benefit from this facility.	Necessary	Swindon JSA (2005)
New Eastern Villages District Centre Community Centre	New Eastern Villages Community Building and Library at District Centre	New Eastern Villages	NC3: New Eastern Villages	2,000,000	Pinetrees' Community Centre (£2,300,000) providing cost benchmark	0	S106	Not commenced	SBC	2017-2020	Existing and new communities in the east will benefit from this facility.	Necessary	Swindon JSA (2005)
New Eastern Villages Community Centre 2	New Eastern Villages Local Centre Community Centre at Earls court	New Eastern Villages	NC3: New Eastern Villages	500,000	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark	0	S106	Not commenced	SBC	2017-2020	Existing and new communities in the east will benefit from this facility.	Necessary	Swindon JSA (2005)
New Eastern Villages Community Centre 3	New Eastern Villages Local Centre Community Centre at Foxbridge	New Eastern Villages	NC3: New Eastern Villages	500,000	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark	0	S106	Not commenced	SBC	2021-2026	Existing and new communities in the east will benefit from this facility.	Necessary	Swindon JSA (2005)
New Eastern Villages Health Facilities	Health care facility with 11 GP surgery, dentist and pharmacy provision in District Centre. Includes nominal land acquisition cost.	New Eastern Villages	NC3: New Eastern Villages	3,600,000	CCG District Valuer utilising comparable scheme at Westbury	0	CCG	Not commenced	CCG	2017-2018	Essential to serve new community and provide access to primary health care at Eastern Villages	Critical	Swindon JSA (2005)
New Eastern Villages Sports Facility	Leisure centre, including swimming pool, to meet the local needs of residents in the NEV	New Eastern Villages	NC3: New Eastern Villages	8,706,460	Sport England Facilities Cost Calculator (March 2014)	0	Provided Commercially	Not commenced	SBC	2017-2020	Existing and new communities in particular in the north will benefit from this facility.	Necessary	Strategy for Major Sports Provision, Swindon 2009-2026 (2009)
New Fire Station in North Swindon	Need to secure site for a new fire station in North Swindon to support housing growth	North Swindon	CM3: Integrating Facilities and Delivering Services	3,000,000	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)	3,000,000	Existing S106/CIL	Land safeguarded through the developer of Abbey Stadium for Fire Station	Wiltshire Fire and Rescue Service	2015-2026	Essential to deal with increasing demand placed on Fire Service by urban expansions and maintain acceptable response times.	Critical	Wiltshire Fire & Rescue Service's Community Risk Strategy 2006-2026 (March 2011 Update)

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Rapid Transit 2 Tadpole Farm	Sustainable transport links that integrate with the existing urban area (cost includes land purchase)	Tadpole Farm	NC4: Tadpole Farm and TR1 Sustainable Transport Networks	3,900,000	WSP Swindon Transport Strategy (2009) / Express Bus Feasibility Study (2008)	3,450,000	S106/Local Growth Fund	S106 signed for proportion of capital scheme cost.	SBC	2014-2021	Development at Tadpole Farm will benefit. It will ease movement and encourage sustainable modes between Tadpole Farm and the Central Area.	Necessary	WSP Swindon Transport Strategy (2009)
North Primary School (3)	2FE Primary School to accommodate impact of Tadpole Farm	Tadpole Farm	CM1: Education and NC4: Tadpole Farm	5,078,000	Feasibility	0	S106	Not commenced	SBC	2017-2019	The development at Tadpole Farm is dependent as without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Tadpole Community Centre	Tadpole Community Centre	Tadpole Farm	NC4: Tadpole Farm	275,384	S106 negotiated	0	S106	Planning permission	Developer	2018	Existing and new communities in the north will benefit from this facility.	Necessary	Small Scale Urban Extensions Study (2008)
Tadpole Sports and Leisure Facilities	Green pitches and changing facilities	Tadpole Farm	NC4: Tadpole Farm	2,000,000	Developer	0	Developer	Planning permission	Developer	2014-2018	Existing and new communities in particular in the north will benefit from this facility.	Necessary	Sports Facilities Strategy
J16 Improvements	M4 Junction 16 capacity improvement works	Wichelstowe	NC1: Wichelstowe	8,000,000	Highways Agency approved Preliminary Design	0	Developer	Preliminary design approved by Highways Agency. Planning condition of Wichelstowe consent.	Developer	2017-2018	All development within the Borough, but more specifically the development at Wichelstowe. It is a critical scheme to ensure there is capacity to support housing and economic growth.	Critical	Preliminary Design
Rapid Transit 1 Wichelstowe	Sustainable transport links that integrate with the existing urban area (cost includes land purchase)	Wichelstowe	NC1: Wichelstowe and TR1: Sustainable Transport Networks	4,447,867	Swindon Transport Strategy (WSP, 2009)	0	S106	S106 Agreement	SBC	2021	Development at Wichelstowe is dependent on bus priority measures included in the signed S106. It will ease movement and encourage use of sustainable modes	Necessary	WSP Swindon Transport Strategy (2009)

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											between Wichelstowe and the Central Area.		
West Wichel Park & Ride	Provision of 1000 space Park and Ride site at West Wichel (excl. land acquisition)	Wichelstowe	NC1: Wichelstowe	4,527,000	Technical Note on Triangle Site Park and Ride Site Concept Design (Halcrow, 2008)	4,527,000	Developer/S106	Land has been safeguarded through S106	SBC	2026	Development at Wichelstowe would benefit from this.	Necessary	WSP Swindon Transport Strategy (2009)
New Western Access at Wichelstowe	Western access to Wichelstowe, Tunnel/Bridge from development to M4 J16. Cost includes north and south link roads	Wichelstowe	NC1: Wichelstowe	28,190,000	Wichelstowe Western Access Review (PBA, 2013)	0	Developer/S106	Western Access Review has been conducted to review costs of crossing the M4 (PBA, 2013).	Developer	2024	The development at Wichelstowe is dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing but more importantly economic growth.	Critical	Halcrow Study. Wichelstowe Western Access Review (PBA, 2013)
District Heating Wichelstowe	District Heating Infrastructure at Wichelstowe.	Wichelstowe	NC1: Wichelstowe and DE2: Sustainable Construction	5,000,000	Verco Feasibility Study	0	Utility infrastructure provider/developer	Not commenced	Energy Company	2015 onwards	Development at Wichelstowe would benefit from this.	Necessary	Verco Feasibility Study
Green Infrastructure	Local and major open space, grass pitches and changing facilities	Wichelstowe	NC1: Wichelstowe	5,193,200	S106 Agreement	0	Developer/S106	On-going works including the delivery of first Major Open Space in East Wichel.	Developer	2014-2026	Existing and new communities will benefit from this, in particular the new community at Wichelstowe.	Necessary	Planning Consent
Wichelstowe Primary School (2)	2FE Primary School to accommodate the impact of development - Middle Wichel	Wichelstowe	CM1: Education and NC1: Wichelstowe	5,000,000	Croft Tender Return	0	SBC and S106	Not commenced	SBC	2016-2018	The development at Wichelstowe is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.	Critical	School Place Planning Study (Cambridge Education, 2009)
Wichelstowe Primary School (3)	2FE Primary School to accommodate the impact of development - West Wichel	Wichelstowe	CM1: Education and NC1: Wichelstowe	5,000,000	Croft Tender Return	0	SBC	Not commenced	SBC	2018-2020	The development at Wichelstowe is dependent on this intervention. Without provision of additional capacity there will be	Critical	School Place Planning Study (Cambridge Education, 2009)

Project Title	Project Description	Local Plan Project Location	Primary Local Plan Policy Reference	Estimated Capital Cost	Cost Source	Shortfall	Funding Arrangements	Project Status	Lead Delivery Agency	Anticipated Delivery Time	Dependency to Deliver Local Plan	Importance to Delivering Local Plan	Key Source
											insufficient places to meet the demand created.		
East Wichel Community Centre Building	East Wichel Community Building	Wichelstowe	NC1: Wichelstowe	600,000	Feasibility	0	SBC	Completed 2013	Developer	2013	Existing and new communities in the south will benefit from this facility.	Necessary	Planning Consent
Middle Wichel Community Building	Middle Wichel Community Facility to provide multi use facility and potentially include Library.	Wichelstowe	NC1: Wichelstowe	800,000	Pinetrees	0	S106	An update Land Use Masterplan has been submitted and was approved at Planning Committee Feb 2014 subject to confirmation on S106 Agreement. At present the community building will include a library.	Developer	2017	Existing and new communities in the south will benefit from this facility.	Necessary	Planning Consent
Wichelstowe Health Facilities	7GP Surgery at Middle Wichel District Centre	Wichelstowe	NC1: Wichelstowe	1,400,000	CCG	0	CCG	An update Land Use Masterplan has been submitted and was approved at Planning Committee Feb 2014 subject to confirmation on S106 Agreement.	CCG	2015-18	Essential to serve new community and provide access to primary health care at Eastern Villages	Critical	Planning Consent
Central & South Secondary School	8FE Central and South Secondary School to deal with 6FE demand from Wichelstowe and remainder town centre. Includes sports hall provision	Wichelstowe/ Existing Communities	CM1: Education and NC1: Wichelstowe	21,500,000	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	12,800,000	Existing S106/ Free School/CIL	Potential Free School Expression of Interest.	SBC	2017-2022	Current and future development within South Swindon is dependent as without provision of additional capacity there will be insufficient places to meet the demand	Critical	Wichelstowe Project Team

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											created.		

7. Review and Monitoring

- 7.1 The IDP is a living document and will be kept under review to ensure the document is up to date and accurately reflects the Borough's key infrastructure needs to deliver strategic growth and regeneration. This will involve removal of completed projects and inclusion of suitably scoped and evidenced projects that emerge over the lifetime of the Plan.

Monitoring

- 7.2 The Swindon Borough Local Plan Monitoring Indicator, as set out in the Revised Monitoring Framework, for Policy IN1 Infrastructure Provision is detailed as '*Progress of the Infrastructure Items as prioritised within the Infrastructure Delivery Plan*' and the target is '*Prioritised Infrastructure Items to be delivered within identified timeframes*'. Also for each of the strategic allocations (policies NC1-NC5), monitoring of the progress and delivery of key infrastructure items as identified in the respective policies will be undertaken.
- 7.3 The IDP will also be updated and monitored accordingly to ensure the timely delivery of infrastructure whilst also ensuring that existing infrastructure is maximised. It is necessary to recognise the changing priorities and funding arrangements of a wide array of internal and external infrastructure providers. The Council will need to continue to monitor its IDP to ensure the most important infrastructure schemes are prioritised.
- 7.4 This specific monitoring will be reinforced by the on-going monitoring of housing delivery, having regard to the latest market intelligence on likely delivery of the strategic housing sites in the plan. This, coupled with the appropriate comprehensive review of the IDP schedule will enable the Council to keep pace with a real time housing trajectory and the impact this may have on the delivery of infrastructure. This will ensure issues arising from a faster or slower than anticipated housing delivery, can be managed and mitigated.
- 7.5 Allied to the regular review of the speed at which development is delivered, technical studies and business planning by other partner agencies including emergency services and health, as well as Transport Assessments submitted as supporting evidence for planning applications will continue to inform IDP content as and when they become available. As will the continued refinement of capital cost projections as technical studies progress through
- 7.6 The monitoring of the Local Plan will take place annually and will be shown within Swindon Borough's Monitoring Report. Annual monitoring of policies IN1 and NC1-NC5 will feed into the review process of the IDP as to ensure the outcomes of the indicators are fully considered.