



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

September 2013

Wiltshire Council

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Table of contents

1. Introduction	2
2. Role and purpose.....	4
3. Policy background.....	5
4. Links to other plans and strategies	6
5. Development in Wiltshire	9
6. Definition Scope and prioritisation of Infrastructure.....	10
7. Funding and delivery	15
8. Risk and contingency	23
9. Infrastructure planning process	25
10. Monitoring and review	28

1. Introduction

- 1.1 The Infrastructure Delivery Plan (IDP) is an evolving part of the evidence base for the Wiltshire Core Strategy and the Wiltshire Community Infrastructure Levy (CIL) Charging Schedule.
- 1.2 The National Planning Policy Framework (NPPF) requires the council to proactively plan for and, where able, help deliver the necessary infrastructure to support new development. The Wiltshire Core Strategy sets out the amount and distribution of new development to be achieved across the County up to 2026.
- 1.3 Future growth (planned and ‘windfall’) will increase demand on local infrastructure and social facilities. As identified through the council’s evidence gathering, over the life of the Core Strategy, pressure on infrastructure will come from a growing and ageing population, a fluctuating but increasing military population and the unavoidable impact of climate change. However, against these contextual indicators of change lies a backdrop of reduced funding opportunities for local government and other service providers. The IDP corrals information relating to infrastructure requirements, projected costs, funding mechanisms and then establishes a series of priorities over the life of the Core Strategy, linked to the delivery of growth.
- 1.4 The Core Strategy will facilitate the implementation of infrastructure requirements to deal with the extra demand and achieve its vision for Wiltshire. The vision is that, by 2026, *“market towns and service centres will have become more self-contained and supported by the necessary infrastructure, with a consequent reduction in the need to travel”*¹.
- 1.5 The IDP brings together a range of data so that it can be used to inform investment decisions by the council and its delivery partners - e.g. infrastructure providers and the Homes and Community Agency (HCA). As outlined above, a key purpose of the IDP is to prioritise infrastructure projects in order to focus resources on achieving objectives that would not come forward without assistance.
- 1.6 The IDP comprises the following sections and two appendices:
- Introduction (Chapter 1)
 - Role and purpose (Chapter 2)
 - Policy background (Chapter 3)
 - Links to other plans and strategies (Chapter 4)
 - Development in Wiltshire (Chapter 5)
 - Definition, scope and prioritisation of infrastructure (Chapter 6)
 - Funding and delivery (Chapter 7)
 - Risk and contingency (Chapter 8)
 - Infrastructure planning process (Chapter 9)
 - Monitoring and review (Chapter 10)

¹ Wiltshire Council, submission draft *Wiltshire Core Strategy*, July 2012, p.15.

Appendix 1 to the IDP sets out the individual infrastructure projects required to support each of Wiltshire's community areas and the delivery of the strategic site allocations included within the Wiltshire Core Strategy. **Appendix 2** contains a series of profiles on infrastructure service providers.

2. Role and purpose

- 2.1** The IDP is designed to support the Wiltshire Core Strategy and helps inform and underpin other planning policy documents. However, it also has a wider corporate role, from developing synergies with other council plans and strategies, to contributing to the council's working relationship with key external partners such as the Swindon and Wiltshire Local Enterprise Partnership (SWLEP).
- 2.2** The corporate role of the IDP involves identifying, supporting and informing other strategies and decisions relating to capital investment. It focuses on delivering the council's strategic priorities of creating an economy in Wiltshire that is fit for the future, reducing disadvantage and inequalities and tackling climate change. The IDP provides a framework for making choices and determining investment priorities to deliver strategic objectives in an environment of finite resources. It seeks to provide a clear and consistent rationale for the investment priorities identified, including evidence of the local demographic, social, economic and environmental needs they will address.
- 2.3** Within a context of diminishing central government funding, the council need to align its financial decision making to prioritise and facilitate the delivery of necessary infrastructure for which it has a responsibility over. It must also now work closely with external service providers, individually and through partnership organisations such as the HCA and the WSLEP.
- 2.4** The IDP identifies funding sources for infrastructure, such as Section 106 agreements and the Community Infrastructure Levy (CIL). It demonstrates the existence of a **funding gap** between the total cost of infrastructure and other sources of available funding. The funding gap justifies the need to introduce CIL in Wiltshire to help offset the costs of delivering wider more generalised forms of infrastructure requirements. The IDP also informs the council's list of infrastructure projects funded wholly or in part by CIL, known as the 'Regulation 123 list'.
- 2.5** The IDP sets out the specific infrastructure requirements of new development planned for by the Core Strategy. It identifies:
- Essential and place-shaping infrastructure needs and costs;
 - When and where the infrastructure is needed or will be delivered;
 - Who will deliver and maintain the infrastructure;
 - How the infrastructure will be funded;
 - Risks to infrastructure delivery and contingency plans, and
 - The plans and strategies of infrastructure providers.

3. Policy background

National planning policy

- 3.1 Over the last decade, town planning has outgrown its land use-only role. The sector has embraced a more holistic ‘spatial planning’ approach, emphasising the wider social, economic and environmental consequences of development. The [White Paper on Planning for a Sustainable Future](#), published in May 2007, and, most recently, the [National Planning Policy Framework](#) (NPPF), published in March 2012, recognise this change. They charge local planning authorities with co-ordinating infrastructure delivery.
- 3.2 Paragraph 162 of the NPPF requires local planning authorities to work with other authorities and infrastructure 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.
- 3.3 The National Infrastructure Plan, first published in 2010 by HM Treasury, aims for a more joined-up approach to delivering infrastructure. It focuses on the economic impact of infrastructure provision and identifies the challenges and major investment needed for future sustainable growth. The latest [National Infrastructure Plan update](#), published in December 2012, sets out the progress made in delivering this strategy.

Local planning policy

- 3.4 The [Wiltshire Core Strategy](#) sets out the amount and distribution of development up until 2026. Strategic Objective 6 of the Core Strategy focuses on “*ensuring that adequate infrastructure is in place to support our communities²*”. It includes a list of key outcomes that the Core Strategy seeks in delivering infrastructure. Core Policy 3 sets out the council's approach to the delivery of physical, social and green infrastructure requirements to support new development. This includes the securing of developer contributions to help fund infrastructure.
- 3.5 Several saved policies within the [extant district local plans](#) provide more detail on the approaches taken by the former district councils in Wiltshire. However, in due course, these policies will be reviewed and replaced through subsequent iterations of the Core Strategy. The IDP is responsive to change and will be updated annually in order to ensure that the council's understanding of infrastructure requirements is up-to-date.

² Wiltshire Council, submission draft *Wiltshire Core Strategy*, July 2012, p.5.

4. Links to other plans and strategies

- 4.1 Several strategies and plans influence the IDP – e.g. the council's Local Transport Plan. These plans and strategies when taken as a whole alongside the Core Strategy help facilitate the delivery of infrastructure across Wiltshire. The timely delivery of infrastructure is a fundamental feature of spatial planning.

Figure 1: Plans and strategies that influence the IDP



- 4.2 In line with the changing economic climate and the projected financial landscape for the local government, the council has approved a revision to its [Business Plan](#) covering the period 2014 – 2017.
- 4.3 The investment priorities for the next four years are aligned to following themes:
- To protect those who are most vulnerable
 - To boost the local economy; and,
 - To bring communities together to enable and support them to do more for themselves
- 4.4 To ensure the council remain focused on these priorities, the Business Plan sets out 12 key actions that will be delivered in the next four years. These are:
1. To invest additional money between 2014 – 17 to reduce the historic backlog in highways maintenance

2. To stimulate economic growth and create additional jobs in partnership with the local enterprise partnership
3. To further enhance the role of area boards by developing innovative community led approaches to designing and delivering services
4. To provide opportunities for every child and young person to improve their attainment and skills so they can achieve their full potential
5. To continue to improve our safeguarding services to protect the most vulnerable in our communities
6. To invest in refurbishing our council housing and encourage the development of new affordable homes, including supported living in rural areas
7. To build on the work of the military civilian integration partnership and maximise on the benefits arising from the army basing plan
8. To delegate cost neutral packages of land, services and assets to town and parish councils
9. To create a campus opportunity in each community area
10. To integrate public health at the heart of all public services
11. To ensure we do things differently to enable us to realign £120 million over the next four years to deliver our priorities
12. To develop the knowledge, skills, behaviours and leadership of our workforce, managers and councillors

4.5 Over the next four years the funding the council receives from central government will reduce by £22 million and with the predicted increase in service demands, combined with inflation costs, it will mean that important decisions will have to be made to off-set financial pressures on budgets of around £100 million. As a result, the Business Plan outlines how the council will work innovatively to realign £120 million over the next four years to deliver the priorities.

4.6 In terms of the 12 priorities, the council will be looking to direct capital and revenue budgets towards a number of key infrastructure themes. As the Business Plan is implemented, the IDP will evolve to capture the funding, costings and delivery programmes for this infrastructure.

4.7 The [Wiltshire Community Plan](#) (2011-2026) outlines the vision, priorities and objectives for the economic, social and environmental well-being of Wiltshire. The vision of the new Community Plan, produced by the Wiltshire Assembly, sets out the long term vision and direction for the whole of Wiltshire up to 2026. The vision is summarised as 'building stronger, more resilient communities'. The change in recent years to government with a focus on the 'big society' further strengthens the continued relevance and importance of this vision. The vision is about people and places, fostering a sense of belonging and being part of a local community. It is about enabling people to take more control over their lives and assuming responsibility locally for local issues.

4.8 To help deliver Wiltshire's vision, the Community Plan identifies three strategic priorities:

- Creating an economy that is fit for the future;
- Reducing disadvantage and inequalities, and
- Tackling climate change.

4.9 The Community Plan outlines a series of outcomes associated with each of the strategic priorities. The Wiltshire Core Strategy supports these priorities and outcomes. The IDP will be targeted in these areas and, in doing so, will help to achieve the agreed vision. The challenge will be to achieve the objectives with fewer resources and more demands in a rapidly changing society.

4.10 Infrastructure service providers identify future service provision through their own delivery plans and strategies. The [Wiltshire Local Transport Plan](#) identifies the council's objectives, implementation plans and targets for transport across the County. The visioning and master planning process undertaken for the principal settlements will identify infrastructure requirements relating to town centre regeneration.

4.11 The [Wiltshire Green Infrastructure Strategy](#) is currently in production (Scheduled for completion December 2013) and will provide a long-term vision and framework for a high quality, multi-functional network of green infrastructure. The management plans for the Cotswolds, Cranborne Chase and West Wiltshire Downs and Wessex Downs [Areas of Outstanding Natural Beauty](#) (AONB) identify the priorities for conserving and enhancing their natural beauty despite ongoing developmental pressure.

5. Development in Wiltshire

Settlement Strategy

- 5.1** Core Policy 1 defines the type and scale of development appropriate for each settlement in Wiltshire (see *Table. 1*).

Table 1: Wiltshire Core Strategy - Settlement Strategy

Tier	Function	Settlements
Principal settlements	Primary focus for development	Chippenham, Salisbury and Trowbridge
Market towns	Focus of locally significant development to increase the jobs and homes in each town necessary to sustain and enhance their role.	Amesbury, Bradford-on-Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury and Royal Wootton Bassett
Local service centres	Focus of modest levels of development to safeguard their role and deliver affordable housing.	(see individual Community Area spatial strategies for details of these settlements)
Large and small villages	The majority of development in large villages will be small sites within existing settlement boundaries. Small villages will have limited infill only.	

Delivery strategy

- 5.2** Core Policy 2 of the Wiltshire Core Strategy seeks to provide for at least 37,000 homes and at least 178 hectares of new employment land between 2006 and 2026. The Core Strategy focuses growth towards the principal settlements, including town centre regeneration, as follows:
- Chippenham - 4,500 homes and 26.5ha of employment land;
 - Salisbury - 6,060 homes and 29ha of employment land, and
 - Trowbridge - 5,860 homes and 25ha of employment land.
- 5.3** Other settlements where strategic site allocations have been identified within the Core Strategy are as follows: Amesbury, Marlborough, Ludgershall and Westbury (all housing only); Devizes and Westbury (both employment only); and Bradford on Avon, Warminster and Wilton (mixed-use).

6. Definition Scope and prioritisation of Infrastructure

Definition and scope

- 6.1** The term 'infrastructure' is wide-ranging. The NPPF requires local planning authorities to assess the quality and capacity of the following types of infrastructure and its ability to meet forecast demands³:
- Transport
 - Water supply
 - Wastewater and its treatment
 - Energy (including heat)
 - Telecommunications
 - Utilities
 - Waste
 - Health
 - Social care
 - Education
 - Flood risk and coastal.
- 6.2** The NPPF references security, community and cultural infrastructure⁴. It also requires local planning authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The NPPF defines green infrastructure as "*a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities*⁵".
- 6.3** The above references by the NPPF to types of infrastructure make it possible to identify three broad categories of infrastructure, as listed below. The examples are not exhaustive; they simply illustrate what might be included under each category.
- **Physical infrastructure** - e.g. transport (inc. public transport, cycling and pedestrian paths), water supply and waste management, public realm, energy supply, telecommunications, waste management and flood alleviation
 - **Social infrastructure** - e.g. education, health, social care, emergency services, courts and probation services, arts and cultural venues, art and design in the public realm, sport and recreational facilities, community halls and religious facilities
 - **Green infrastructure** - e.g. public open space, green space, parks and play space.
- 6.4** In general, the IDP defines 'infrastructure' as 'any facility, service or physical structure that supports or enables proposed development, whether privately or publically funded'.

³ DCLG, *National Planning Policy Framework*, March 2012, p.40

⁴ DCLG, *National Planning Policy Framework*, March 2012, p.38

⁵ DCLG, *National Planning Policy Framework*, March 2012, p.52

Prioritisation for delivery

- 6.5** Infrastructure planning involves prioritisation at all stages of the planning process. At the strategic level, this may involve targeting investment for maximum impact. Alternatively, there may be difficult choices about which infrastructure is essential for delivering growth and must therefore be delivered in advance of other requirements. During the master planning and planning application stages, there may be pressure in terms of managing competing demands for infrastructure in the context of development viability and timing / phasing requirements. In general, prioritisation reflects development viability, the availability of public sector funding as well as council and community priorities.
- 6.6** Some types of infrastructure are essential to enable development to proceed, while others are necessary to ensure that communities are sustainable on the grounds of quality of life and impact upon the environment. While the council may wish to deliver all types of infrastructure, prioritisation may be required because of the availability of public and private sector funding sources and other commitments.
- 6.7** To reflect this, Core Policy 3 assigns a prioritisation category to each type of infrastructure, as being either **essential** or **place-shaping**. The category does not imply importance but it does have implications for timing / phasing as part of a prioritisation process.

Essential infrastructure

- 6.8** Essential infrastructure can be broken down into two sub-categories; critical and necessary. If the identified infrastructure is critical then without it development cannot commence e.g. flood risk mitigation and some transport / utility infrastructure. Otherwise, the identified infrastructure is necessary to support new development but the precise timing is less critical and development can be phased to commence ahead of its provision e.g. schools and primary healthcare facilities.

Place-shaping infrastructure

- 6.9** The delivery of place-shaping infrastructure is needed in order to build sustainable communities but the timing is not as critical when compared to essential infrastructure over the Plan period e.g. libraries and other cultural provision.

Prioritisation and developer contributions

- 6.10** The application of these categories ultimately requires a decision and is the responsibility of the council. The IDP is informed by the priorities set out in the emerging Core Strategy. As part of the process of preparing and adopting the council's CIL charging schedule, the council will need to identify priorities for spending funds secured through CIL, and the IDP will form a basis for this prioritisation.
- 6.11** The council will develop a corporate prioritisation process for the spending of CIL and Section 106. This process will take account of:
- The spatial pattern of growth;
 - The importance of physical infrastructure in enabling development and

- Opportunities to deliver specific pieces of infrastructure, e.g. through new funding opportunities.

6.12 Infrastructure related to strategic growth locations, identified in the Wiltshire Core Strategy, that is required in the first five to 10 years of the Plan period will be the initial focus for investment, especially if they are required to enable development, e.g. physical infrastructure such as access roads, flood prevention and utilities, without which developments could not commence.

6.13 A balance will always need to be struck between delivering the infrastructure required to support the implementation of the Core Strategy. There are likely to be tensions between competing objectives - e.g. the aspirations of local community groups and council priorities for investment linked to new development proposals, but these factors will need to be balanced in order to ensure essential infrastructure is delivered in a timely and effective manner.

Prioritisation of public sector investment

6.14 Considering infrastructure on a thematic basis - i.e. highway improvements, education etc, in terms of priorities, is valuable as it helps to focus on the issues that matter in local communities. However, certain issues can coincide geographically to provide 'hotspots of infrastructure requirements'. The Wiltshire Core Strategy addresses the long-term demand for growth and infrastructure and is supported by a range of evidence base documents including the IDP. In making strategic choices about the scale and location of new development, the Core Strategy has assessed infrastructure needs and this information is presented in the IDP. It is clear that certain areas require more investment than others in order to address infrastructure requirements.

6.15 In light of the above, Core Policy 1 of the Core Strategy provides the basis for a hierarchy of future investment priorities linked to the level and distribution of growth set out in Core Policy 2. The infrastructure requirements to support growth are set out on a Community Area basis at **Appendix 1** to this IDP and will be delivered through the application of Core Policy 3. The priority investment locations for Wiltshire are as follows:

- Chippenham
- Salisbury
- Trowbridge
- Other market towns
- Rural communities
- Communities making up the Salisbury Plain Super Garrison area and other significant military locations in Wiltshire.

6.16 In developing the evidence base on infrastructure requirements to support planned growth, a mechanism for prioritising public sector infrastructure investment has been applied (see *Figure and Table below*). The mechanism was developed and agreed with the HCA and used to prepare the council's initial Local Investment Plan (information now incorporated into the IDP). The purpose of the model is centred on the delivery of the council's three **strategic priorities** of 'creating an economy that is fit for purpose', 'reducing disadvantage and inequalities' and 'tackling climate change'. Infrastructure projects that require public

investment and are capable of delivery within 10 years are ranked as high, medium or low based on a series of criteria outlined in the following table. The outcomes of the evidence gathering process were also informed by information received from internal (i.e. Wiltshire Council) and external service providers. As such, the information conveyed in **Appendix 1** is considered to represent a deliverable list of requirements to support growth in line with the Core Strategy.

Figure 2: Model for the prioritisation of public sector investment in infrastructure (developed with the HCA)

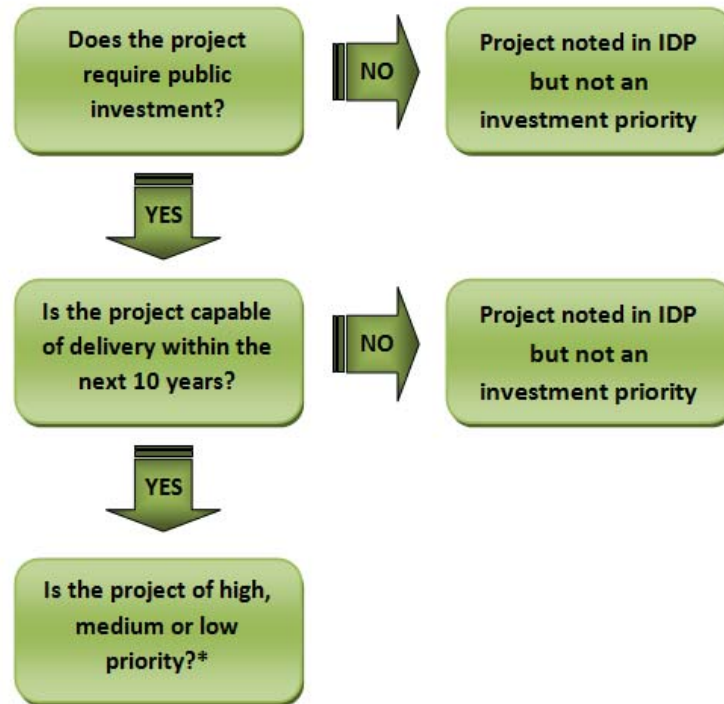



Table 2: Criteria for prioritising infrastructure investment projects into high, medium and low categories

*Criteria	Considerations
Strategic fit	<ul style="list-style-type: none"> Does the project deliver against one or more of the strategic priorities? Does the project deliver against one or more of the identified objectives? Does the project deliver against a particular and pressing need? Level of community support? Is the project in a priority area? Is the project an exemplar/ pilot initiative?
Value for money	<ul style="list-style-type: none"> What outcomes will be delivered? Amount and proportion of public sector funding required? Extent of private sector leverage?
Sustainability	How sustainable is the project? Factors include: <ul style="list-style-type: none"> Brownfield vs. Greenfield land Code for Sustainable Homes rating BREEAM rating Renewable energy generation
Deliverability	Factors include: <ul style="list-style-type: none"> Planning Land assembly

- 
- Funding
 - Developer engagement
 - Track record

6.17 The prioritisation matrix for infrastructure investment ensures a link between:

- the Wiltshire Core Strategy vision, strategic priorities and outcomes;
- Core Policy 3 of the Wiltshire Core Strategy;
- Investment generated through planned development at key growth locations; and
- the delivery of infrastructure .

7. Funding and delivery

Delivery options and funding streams open to the council

- 7.1** Within the accompanying delivery schedules (Appendix 1), the IDP sets out the infrastructure needs, costs, phasing, risk and delivery responsibilities of the development proposed in the Core Strategy. These schedules, which will continue to be updated on an annual basis, will enable the council to prioritise investment from a range of funding sources in order that new development is accompanied by the delivery of wider economic, social, environmental and sustainability objectives. The following sections outline various funding mechanisms available for supporting the delivery of growth and associated infrastructure. As with all aspects of the IDP, the information will be updated on an annual basis.
- 7.2** The role of the council in delivering the necessary infrastructure to make this happen will take several forms, such as:
- **Core policies** – generic policies within the Core Strategy will support the delivery of infrastructure and requests for developer contributions
 - **Spatial policies** – specifying infrastructure requirements for strategic sites allocated in the Core Strategy, for smaller sites allocated in a future Site Allocations Development Plan Document (DPD), or by allocating sites for specific infrastructure items
 - **Directly funding infrastructure**
 - **Indirectly funding infrastructure** – by enabling private sector investment, including negotiating developer contributions through section 106 agreements or the Community Infrastructure Levy (CIL)
 - **Indirect funding** – by influencing investment by another public sector organisation
 - **Providing a statutory service that impacts on spatial policies** – the provision of school buildings and places, adult and children’s service and public transport, for example.
- 7.3** The council’s capital programme is funded by the following sources:
- Central government grants;
 - Council tax and charging for services, e.g. housing rents, car parking charges;
 - Capital receipts, and
 - Borrowing.
- 7.4** Only about a quarter of the money received by the council comes from local sources such as council tax and charging for services. The rest comes from central government grants that are raised through national taxes and business rates. The council collects business rates but these are set by the government and placed into a national ‘pot’ that is then shared out between different areas.

Section 106 and CIL

- 7.5** The role of Section 106 agreements has been scaled back cover only to site-specific mitigation and, therefore, they have a limited ability to fund wider infrastructure requirements. Their remit will include affordable housing contributions potentially the provision of land for local community facilities, open space provision and both on-site and off-site environmental measures.
- 7.6** Contributions from development towards the infrastructure requirements of strategic growth are expected to come through the Community Infrastructure Levy (CIL). In order for the council to start charging CIL, an adopted core strategy and CIL charging schedule need to be in place.

Section 278

- 7.7** Section 278 of the Highways Act 1980 enables agreements to be made for the private sector funding of works on the strategic road network. This is a financial mechanism for ensuring delivery of mitigation works necessary for the granting of planning permission.

Local Transport Plan (LTP3)

- 7.8** The Wiltshire Local Transport Plan (LTP3) runs from 2011 to 2026. There is also a one year Implementation Plan based upon realistic funding levels, made up of:
- Integrated transport block;
 - Capital maintenance funding;
 - Revenue funding;
 - Developer contributions, and
 - Parking charges.
- 7.9** The total integrated transport spend in 2012/13 was £2.535 million out of a total budget of £2.790 million. It is not clear what the allocation will be in the future as the LTP funding is not ring fenced.

Funding for education

- 7.10** In June 2012, the government confirmed a new funding system for schools, which would be implemented in 2013/14. The aims of the new system are to:
- Move towards a national funding formula (from April 2015);
 - Simplify local funding arrangements;
 - Change the way in which local authorities are funded;
 - Improve funding arrangements for pupils with high needs, and
 - Improve funding arrangements for early years provision.
- 7.11** Nevertheless, Wiltshire's funding allocation remains below the national average in terms of spend per pupil. In March 2012, the government announced capital funding of around £4 billion pounds to create new school places and undertake maintenance and repair work to

existing school buildings. In 2013/14, Wiltshire Council will receive £8,146,032 for capital funding and maintenance (Devolved Formula Grant or DFC).

Other grant funding

- 7.12** There will always be other sources of funds, such as the Lottery, for narrowly defined projects and, occasionally, opportunities to bid for central government funding. However, funding from these sources cannot be guaranteed.

New Homes Bonus

- 7.13** The New Homes Bonus started in 2011/12 and will match fund the additional council tax raised from new homes and empty properties brought back into use, with an additional amount for affordable homes, over a six year period.
- 7.14** While this source of funding is not ring fenced for the provision of infrastructure, the purpose of the New Homes Bonus is to encourage local authorities and communities to welcome growth. It is intended to do this by providing them with the means to mitigate against the strain on public services and amenities arising from increasing housing development and population growth.
- 7.15** In 2013/14, Wiltshire received £3,006,529 from the New Homes Bonus based upon the quantity of new dwellings delivered in 2011/12. The payment on these dwellings will continue for another five years, totalling £18,039,174. The total cumulative payment for 2013/14 was £7,592,853.

Borrowing

- 7.16** Borrowing is another source of funding for the council's capital programme. The revenue costs involved in borrowing on repaying the principal and the interest charges amount to approximately 10% of the amount of borrowing undertaken. The optimal mix of using receipts, grants and other sources to fund schemes is undertaken before borrowing is considered to minimise the revenue costs of borrowing.
- 7.17** In 2012/13, the total amount of borrowing utilised to finance schemes was £16.220 million. The borrowing was used in many areas, including waste schemes, building repairs and some education schemes. The amount borrowed is lower than anticipated because there has been significant reprogramming into 2013/14, which means the anticipated revenue costs of borrowing have also dropped. This has been factored into the 2013/14 budget setting process.

Local authority commercial development activity

- 7.18** Local authorities can also buy and sell assets to pay for infrastructure. Capital receipts received from the proceeds of fixed asset sales are managed and monitored by the council's strategic property and finance teams. Sales of assets are managed and marketed depending on market conditions, so the timing of receipts can vary from initial estimates.

- 7.19** During 2012/13, a total of £13.570 million of income from general asset disposals and under the council Housing Right to Buy (RTB) scheme was achieved. This is higher than the £10 million target required for the year to finance the capital programme.
- 7.20** The total amount included significant receipts, such as Pembroke Park school land for £1.587 million, the Sarum Centre in Salisbury for £1.2 million, the Urchfont Manor Residential College in Devizes for £2.910 million, Buryhill Farm for £0.698 million and various other smaller receipts.
- 7.21** Of the £13.570 million Capital Receipts received during 2012/2013, £1.051 million was received through the council housing RTB scheme selling a total of 20 properties in 2012/2013. This figure is a net total after amounts were paid over to Central Government as part of the RTB Pooling system.
- 7.22** Of the net £13.570 million received during the year as capital receipts, a total of £10.321m was used to finance capital expenditure in 2012/2013, with the remainder added to accumulated capital receipts to be used on future Capital spend. There is now a total of £4.372 million being held back to spend on 2013/2014 expenditure.

Local Enterprise Partnership Funding

- 7.23** 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.
- 7.24** The first round of **Local Growth Fund** resources can be used by Local Enterprise Partnerships to support those local economic growth priorities agreed in their Strategic Economic Plan. Local Growth Fund is bringing together resources to support housing, transport and skills. These are some of the key drivers of local growth and the Government will expect Local Enterprise Partnerships to reflect these themes strongly, but not exclusively, in their plans to invest Local Growth Fund where that is appropriate.
- 7.25** The allocation of Local Growth Fund resources will be one element of the Growth Deal for each Local Enterprise Partnership. The Local Enterprise Partnership Strategic Economic Plan will form the basis for the wider Growth Deal as well as the bid to the Local Growth Fund. This will be an iterative process, enabling places to make their best case, and enabling Government to better understand and test the underlying capacity and commitment of partners.
- 7.26** The Local Growth Fund will be allocated in the following way:
- a proportion of Local Transport Majors funding will be allocated by formula. The Department for Transport has already set out its requirements for the way major schemes should be considered and appraised and we would expect these requirements to apply to transport schemes above £5 million;
 - a further proportion of Local Major Transport funding is intended to fund major schemes already in the Department for Transport's programme, but that will be delivered partly or wholly after 2015. This funding will be allocated on a scheme specific basis, outside the competitive process;

- the portion of the skills element dedicated to matching skills activity under the European Social Fund (£170 million), will be accessed via the “opt-in” process set out in the document “The Development and Delivery of European Structural and Investment Funds Strategies - Supplementary Guidance to Local Enterprise Partnerships”.

7.27 The **Regional Growth Fund (RGF)** is a £3.2 billion fund operating across England from 2012 to 2017. It supports projects that are using private sector investment to create economic growth and sustainable employment. This can include infrastructure by providing funds to support some basic infrastructure that triggers private sector economic led growth as part of a wider investment.

7.28 Successful Wiltshire bids from the first four rounds of the RGF include:

- £8 million to fund the incubation centre and infrastructure to enable the development of a new science park at Porton. This will create more than 2,000 jobs over a 10-year period and bring national and international investment into the area.
- £1 million towards a combined heat and power plant and the installation of solar panels at the Cooper Tyres site in Melksham, making it more energy efficient. This will safeguard the future of the business in Wiltshire, securing almost 1,000 jobs in the process.

7.29 The **Growing Places Fund** provided £500 million to enable the development of local funds to address infrastructure constraints, promoting economic growth and the delivery of jobs and houses. The funding is accessed through the Local Enterprise Partnerships (LEPs) and all £500 million was allocated to individual LEPs in early 2012. The LEPs then take the decisions about what to prioritise locally.

7.30 The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) have been allocated £9.346 million from the Growing Places Fund. The SWLEP then launched the Growing Places Infrastructure Fund (GPIF) in March 2012. The GPIF is a revolving capital infrastructure fund that invests repayable grants in schemes that support SWLEP’s key strategic priorities of:

- Inward investment;
- Stimulating growth
- Economic infrastructure;
- Job creation, and
- Education and skills.

7.31 The intention is that the funds can be re-cycled over and over again to drive economic growth in a sustained way over the medium/ long-term.

7.32 In March 2013, SWLEP announced completion of the first investment from its Growing Places Infrastructure Fund – a £2.63 million repayable grant to the Castledown Business Centre, in Ludgershall. The project will support growth of the local economy through the provision of business facilities.

7.33 The **Swindon and Wiltshire Local Transport Body (SWLTB)** is the main decision making body for prioritising and funding local major transport schemes. It has been established by

the SWLEP together with the Council and Swindon Borough Council. The Department for Transport, which announced the new system in September 2012, has allocated £16.9 million for the WSLTB between 2015/16 and 2018/19.

7.34 In May 2013, the council approved a shortlist of 10 major transport schemes to be submitted to the WSLTB. In July 2013, the WSLTB prioritised the following schemes (WSLTB contribution sought) on the shortlist:

- A350 Chippenham Bypass Improvements (£2 million);
- M4 J16 Improvements (£7.2 million);
- Westbury Additional Platform (£5.4 million), and
- A350 Yarnbrook Relief Road (£3.6 million).

7.35 A further shortlisted scheme, the A350 West Ashton Road Relief Scheme, was placed on a contingency list because of uncertainty over the level of government funding for the WSLTB between 2015 and 2019.

Local Sustainable Transport Fund (LSTF)

7.36 The purpose of the Local Sustainable Transport Fund (LSTF) is “... to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth while reducing carbon”. In January 2011, the Government announced the LSTF as part of the “Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen” White Paper. The LSTF allocates funding in two tranches, 2011 and 2012. Councils were allowed one submission.

7.37 In June 2012, Wiltshire Council’s bid for tranche two funding of £4.25 million towards various improvements to railway stations and services in Wiltshire was awarded full funding by the Department of Transport. The council also participated in two joint funding bids; a smart ticketing system for public transport in the South West led by Plymouth City Council and sustainable transport measures for the New Forest and South Downs National Parks led by Hampshire County Council.

Local Pinch Point Funding

7.38 As part of the 2012 Autumn Statement, the Government announced the creation of a Local Pinch Point Fund worth £170 million to remove bottlenecks on the local highway network that are impeding growth. The fund is intended to secure immediate impacts on growth and is aimed at schemes that can be delivered quickly, with government funding available in financial years 2013/14 and 2014/15.

7.39 The council received £1.905 million towards a £2.722 million scheme to dual part of the A350 around Chippenham.

Green Investment Bank

7.40 The UK Green Investment Bank (GIB) is a new bank, set up by the government in May 2012, with £3.8 billion of funding. It invests in UK projects that are both green and

commercial and supplements available private sector finance. The priority sectors for investment in low carbon energy schemes are:

- Offshore wind;
- Waste recycling and energy from waste;
- Non-domestic energy efficiency, and
- Support for the Government's Green Deal.

7.41 Up to March 2013, the GIB had committed £635 million towards 11 green projects worth £2.32 billion.

Private Finance Initiative (PFI)

7.42 Public-Private Partnerships, for example the Private Finance Initiative (PFI) and other schemes offering low risk investment opportunities for the private sector, such as Building Schools for the Future (BSF), have delivered new hospitals, schools and affordable housing. However, reform is needed because they have been criticised as overly complex and lacking in transparency, with the majority of risk staying with the public sector. There are also other public-private partnership schemes, such as Community Land Trusts and Local Housing Companies, which rely less on government grants and more upon capturing the rise in public land values and capital receipts. The big challenge here is to attract a wider range of private sector investment without much in the way of central government grants.

7.43 The council worked with a housing consortium led by Devizes-based Aster Communities on a £77 million PFI scheme to provide 242 affordable homes in Trowbridge, Warminster, Westbury, Melksham and Hilperton by summer 2014. The first homes were occupied in June 2012 and the 100th home was occupied in April 2013. The project is supported by £41 million of additional funding from the government's Homes and Communities Agency (HCA). This PFI project is one of 13 the government has continued to support following a value for money review that took place in November 2010.

Tax Increment Financing (TIF) and Business Rates Retention

7.4 The Local Government Finance Act (2012) introduced Tax Increment Financing (TIF), which allows local authorities to borrow against future increases in tax revenues resulting from new development in order to fund infrastructure improvements. The Act also enables local authorities to retain business rates. Councils and local businesses will then be able to decide how the money could best be used to finance new infrastructure. This will allow the benefits of a thriving economy to be shared with local communities.

Service providers

7.45 Certain infrastructure providers will have their own funding to deliver infrastructure. For example, utility providers have investment budgets drawn from charges to customers. The Environment Agency receives government funding to provide and maintain flood defences to protect existing development. New development is expected to fund its own flood risk

mitigation.

8. Risk and contingency

Assessing risk

- 8.1 Assessing risk is important to ensuring the timely delivery of infrastructure and managing the impact upon the delivery of Core Strategy growth.
- 8.2 The infrastructure delivery schedules, in Appendix 1 to the IDP, identify the risk of individual infrastructure projects not being delivered and the potential impact upon the delivery of Core Strategy growth by assessing:
- The level of risk to the infrastructure project coming forward, and
 - The impact upon the delivery of Core Strategy growth if the individual infrastructure project did not come forward.
- 8.3 The infrastructure delivery schedules assess the impact of non-delivery of essential infrastructure partly by prioritising into 'essential' and 'place-shaping' infrastructure. The non-delivery of essential infrastructure, by definition, is more likely to have a high or medium impact on the delivery of Core Strategy growth. The infrastructure delivery schedules also indicate whether the project is needed in the beginning, middle or end of the plan period. The non-delivery of infrastructure needed in the first five years of the plan period is more likely to have a high or medium impact on the delivery of Core Strategy growth than projects needed later in the plan period, when there is more time to develop contingency plans. With the majority of Core Strategy growth being delivered through strategic sites, the non-delivery of essential infrastructure requirements of strategic sites is more likely to have a high or medium impact on the delivery of Core Strategy growth. The impact might be reduced if an appropriate contingency plan was in place.

Table 3: Risk assessment of infrastructure projects

Risk to the project coming forward	
Level	Criteria (one or more of the following)
High	<ul style="list-style-type: none">• Infrastructure requirements identified but no clear source of funding identified• Planning and/ or other consents needed but permission uncertain• Longer term aspiration
Medium	<ul style="list-style-type: none">• Infrastructure requirements and a clear source of funding identified but uncertainty over capital available or timescales• Planning and/ or other consents needed but strong likelihood of them being granted
Low	<ul style="list-style-type: none">• Infrastructure requirements identified, costs known, funding secured or robust funding mechanism identified (e.g. part of committed capital programme, or secure/ ongoing development)• No other planning or consents required and/ or statutory duty to provide required infrastructure in step with development.

- 8.4** Table 3 sets out how the level of risk to the delivery of essential infrastructure projects is assessed in the infrastructure delivery schedules by using a 'traffic light system' of colour coding.
- 8.5** The impact upon Core Strategy growth if an infrastructure project does not come forward is more likely to be high if the project meets the following criteria:
- Essential infrastructure, especially if required for a strategic site;
 - Needed within the first five years of the plan period, and
 - No contingency plan in place.

Contingency planning

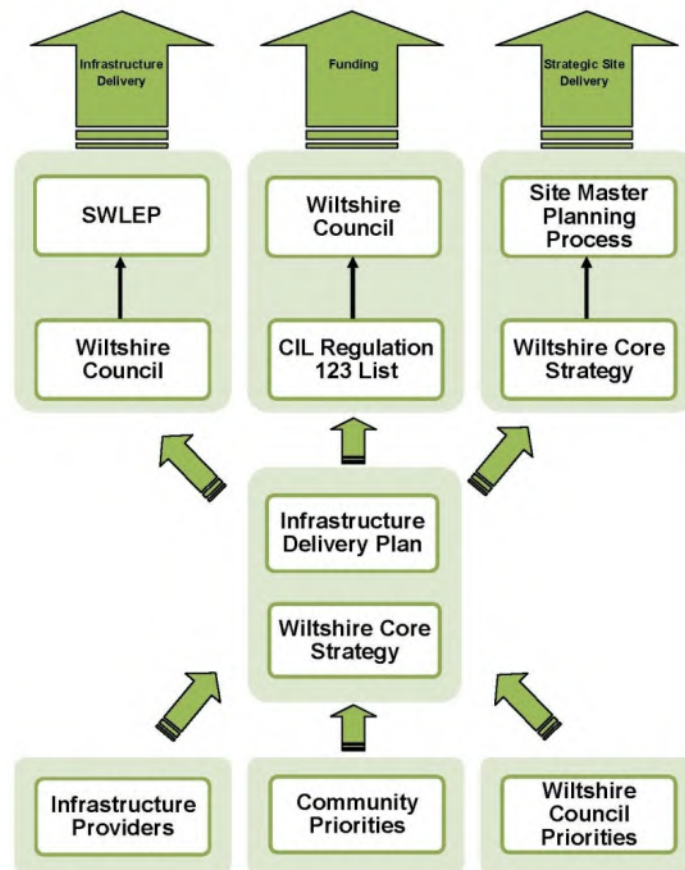
- 8.6** If a project is not delivered then a contingency plan is crucial. Such a plan can outline alternative arrangements for delivering infrastructure including altering phasing arrangements to address viability issues. In addition and to aid prioritisation, contingency planning can provide evidence as to the implications of non-delivery. Robust internal governance arrangements, partnership working and community engagement will assist in ensuring that contingency planning is undertaken throughout the planned delivery of schemes.

9. Infrastructure planning process

Overview

- 9.1 The following diagram illustrates the different roles played by the IDP and how the infrastructure planning process integrates with governance arrangements and influences other decision making processes.

Figure 3: Infrastructure planning process



- 9.2 The infrastructure planning that supports the Core Strategy is an iterative process. It began with the former district councils preparing individual core strategies. When Wiltshire became a unitary authority in April 2009, this work fed into the development of a single core strategy covering the whole of the County.
- 9.3 Infrastructure requirements informed the selection of strategic site options (see Wiltshire Core Strategy [Topic Paper 12 – Site Selection Process \(January 2012\)](#)) and accompanied the spatial strategies for each community area within the Wiltshire 2026 and Wiltshire Core Strategy Consultation Document iterations of the Wiltshire Core Strategy.
- 9.4 These infrastructure requirements were then developed into a separate Infrastructure Delivery Plan (IDP), published in February 2012, which formed part of the evidence base supporting the pre-submission draft of the Core Strategy.

- 9.5** The IDP also forms part of the evidence base supporting Wiltshire's CIL charging schedule as it identifies the 'funding gap' as well as the projected level of costs associated with the delivery of necessary infrastructure
- 9.6** As outlined in the introduction the IDP will be reviewed and updated on an annual basis to reflect changing infrastructure requirements and priorities. This version of the IDP, published September 2013, is the first annual update and review.

Working with neighbouring authorities

- 9.7** The council has worked and will continue to work with neighbouring authorities to address cross-boundary service provision and the resolution of infrastructure concerns. For example, managing the impact of new development in Wiltshire and Swindon on Junctions 16 and 17 of the M4 is the subject of considerable work and discussion between Wiltshire Council, Swindon Borough Council and the Highways Authority. The council also works with Dorset County Council, which provides secondary school places for children living in the Mere Community Area.

Working with service providers

- 9.8** The council has repeatedly engaged with infrastructure service providers over the preparation of the Core Strategy and will continue to do so. The former district councils of Wiltshire held a series of informal meetings and/ or workshops with key service providers to inform their individual core strategy processes.
- 9.9** Prior to the first consultation on a Wiltshire-wide Core Strategy document, *Wiltshire 2026*, Wiltshire Council identified the key service providers for the whole of Wiltshire and held a series of one-to-one meetings to identify any 'showstoppers' to potential development options across the county. This helped to identify preferred options for new development.
- 9.10** Further dialogue and correspondence with service providers about the specific infrastructure requirements of the preferred options and the revised level of strategic growth helped to inform subsequent consultations and the production of the first IDP to support the pre-submission draft Core Strategy.
- 9.11** It is important to note that service providers will review their policies and plans over the Plan period and this will have an impact on the amount and type of infrastructure required. Regular review of the IDP will assist in capturing any changes.
- 9.12** Different service providers have responded with varying levels of detail. Some assessments of infrastructure requirements are based on specific plans, while others derive from application of standards. It is expected that plans will be refined and cost estimates will become more robust as the date of delivery approaches. Again, regular review of the IDP will assist in capturing any changes.

Local Enterprise Partnership

- 9.13** The Swindon and Wiltshire Local Enterprise Partnership (SWLEP) was approved by the government in July 2011. The Local Enterprise Partnership is a locally-owned partnership

between the two local authorities and businesses. It plays a key role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

- 9.14** The SWLEP accesses government funding, channelling investment into the region that will leverage even greater funding from private sector investors. It represents and understands the business community but plays a key role in decision making within the public sector.
- 9.15** The SWLEP is a full member of the Swindon and Wiltshire Local Transport Body (SWLTB), along with Wiltshire and Swindon Councils, which is responsible for prioritising major transport scheme funding. In July 2013, the SWLTB received £11.3 million of funding from the Department of Transport.
- 9.16** The IDP, which identifies and prioritises infrastructure requirements across Wiltshire, is ideally placed to have an important corporate and sub- regional role in influencing funding and spending decisions taken by the SWLEP. The delivery of the necessary infrastructure can be significant in unlocking economic growth in the region.

Strategic site delivery

- 9.17** The IDP supports the delivery of strategic development in the Core Strategy by identifying and prioritising infrastructure requirements. The site master planning process, undertaken in partnership with developers, incorporates these requirements and facilitates the delivery of these sites.

CIL/ Section 106 funding

- 9.18** The IDP is used to establish an infrastructure funding gap, which is the justification for introducing CIL in a local area. The content of the Regulation 123 list, the list of infrastructure projects that the council wishes to fund through CIL, is drawn from the IDP.

Engaging with the community

- 9.19** Information on infrastructure requirements gathered from service providers informed each stage of the Core Strategy, which were all subject to public consultation.
- 9.20** [Topic Paper 8 – Infrastructure and Developer Contributions](#), which supports the Core Strategy, includes a survey of all community plans in Wiltshire. The survey specifically focuses on the infrastructure needs identified by communities.
- 9.21** The council consulted on the first IDP between February and April 2012, as part of the pre-submission consultation on the draft Core Strategy. The IDP also formed part of the evidence base for the council's consultation on its Preliminary Draft CIL Charging Schedule, which was held between October and November 2012. Comments submitted during both these consultations, as well as issues raised during the hearing sessions of the Core Strategy public examination, have been taken into account in the first annual update and review of the IDP.

10. Monitoring and review

Annual Monitoring Report

- 10.1** The council's Annual Monitoring Report (AMR), which measures policy performance, will incorporate the annual monitoring of the IDP, as well as that of the Wiltshire Core Strategy and the Sustainability Appraisal. This will bring together the analysis of policy effectiveness and progress in delivering the infrastructure required to create sustainable development.

Monitoring of the IDP

- 10.2** In particular, monitoring of the IDP will include:

- Infrastructure delivered
- Infrastructure outstanding
- Infrastructure undeliverable
- Projects at risk
- CIL receipts (summary and link to bespoke report)
- Section 106 receipts
- Other Council funding streams, and
- Recommendations for change.

- 10.3** The following table sets out the monitoring framework for the IDP.

Table 4: Monitoring framework for infrastructure delivery and developer contributions

Core Strategy outcome	Delivery indicators	Target	Data source	Policy context (contextual indicators)
(a) delivery of infrastructure to meet community needs	Completed infrastructure projects in accordance with the IDP	Meet requirements set out in IDP	Service providers In house monitoring	GVA growth p.a. Number of new housing completions in last 12 months
(b) securing of developer contribution towards essential infrastructure	Amount of development contributions received and spent via s106 and/ or CIL	Developer contributions monitored and a summary presented annually as part of the AMR	Section 106 agreements CIL receipts	(Housing trajectory) Increase in employment land since start of plan period

Review

- 10.4** Wiltshire Council 'owns' the IDP, which will be a corporate document. The Spatial Planning team manages monitors and updates the IDP on an annual basis.

- 10.5** Regular liaison with service providers and developers will be an important part of the monitoring process.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Amesbury Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

如果有需要我們可以使用其他形式（例如：大字體版本或者錄音帶）或其他語言版本向您提供有關威爾特郡政務會各項服務的資訊，敬請與政務會聯繫，電話：0300 456 0100，文本電話：(01225) 712500，或者發電子郵件至：customerservices@wiltshire.gov.uk

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

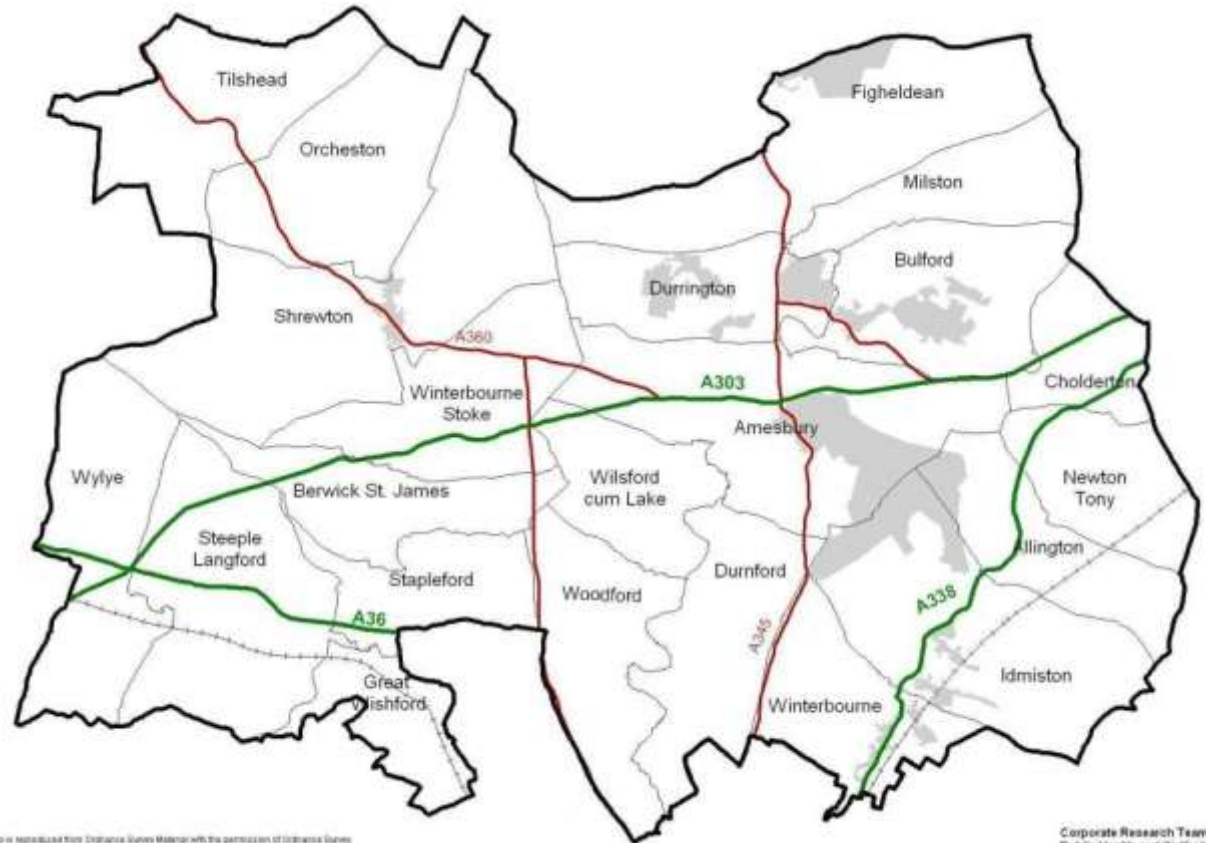
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Amesbury Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
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Amesbury Community Area

Phasing of essential infrastructure

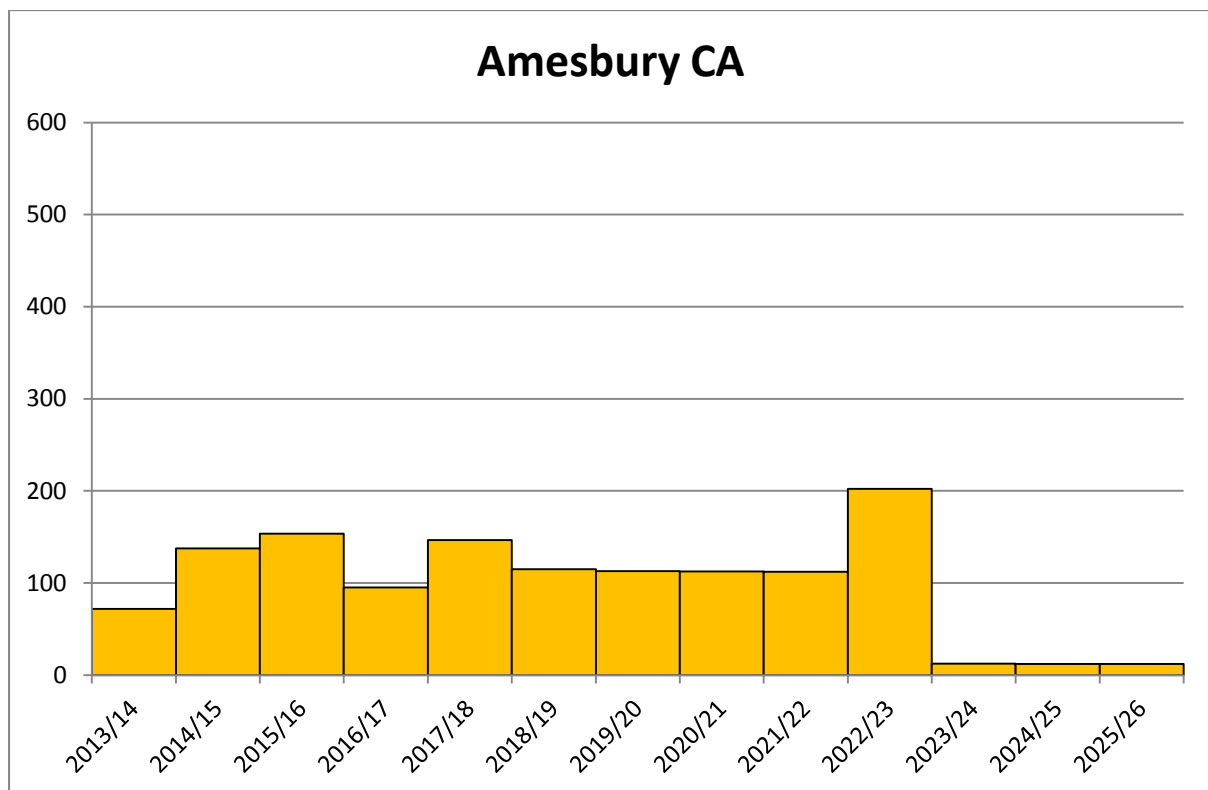
The majority of housing in the community area will come forward during the first 10 years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Amesbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
AME 001	Transport	2011 - 2016	Bulford to Amesbury pedestrian and cycle route	Busy minor road with no provision for cyclists or pedestrians	£287,438	Linking Communities Funding (DfT); Developers	£287,438	£0	Wiltshire Council; Sustrans	Essential
AME 002	Health	2011 - 2016	New or refurbished GP practice and site	To serve increased population from development	£2,800,000	Wiltshire CCG; Developers	£0	£2,800,000	Wiltshire CCG; GP surgeries	Essential
AME 003	Community	2011 - 2016	Mechanical Biological Waste Treatment Plant	Proposed in adopted waste management strategy	£22,000,000	Private Contractor and bank	£22,000,000	£0	Wiltshire Council; Private contractor	Essential
AME 004	Community	2011 - 2016	New visitor facilities at Stonehenge World Heritage Site and associated environmental improvements	To comply with Core Policy 6 and improve its surroundings	£27,000,000	Heritage Lottery Funding; English Heritage; Charitable gifts	£27,000,000	£0	English Heritage; National Trust; Wiltshire Council	Essential
AME 005	Education	2016 - 2021	Extension of Stonehenge Secondary School to provide an additional 308 pupil places	Some surplus places but will need major expansion	£5,899,740	Wiltshire Council; Developers	£0	£5,899,740	Wiltshire Council; Schools and Academies	Essential
AME 006	Education	2021 - 2026	Extension to existing primary schools in the villages to provide an additional 47 pupil places	Additional places depend on where housing goes	£597,511	Wiltshire Council; Developers	£0	£597,511	Wiltshire Council; Schools and Academies	Essential
AME 007	Community	2011 - 2026	New cemetery or extension to existing cemetery, which is almost at capacity	Existing cemetery almost full	£416,500	Wiltshire Council; Developers	£55,000	£416,500	Wiltshire Council; Town Council	Place-shaping
AME 008	Community	2011 - 2016	New library in Durrington to replace temporary building	Current library in temporary building, needs replacing	£2,000,000	Wiltshire Council; Developers	£0	£2,000,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Amesbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
AME 009	Emergency Services	2016 - 2021	New fire station or improvements to existing fire station	To provide a full response to future emergencies	£750,000	Wiltshire Fire and Rescue Service; Developers	£0	£750,000	Wiltshire Fire and Rescue Service	Place-shaping
AME 010	Community	2016 - 2021	Refurbishment of Amesbury Library, including PCs, bookstock, decoration and furniture	To allow better use of space and improve facilities	£333,690	Wiltshire Council; Developers	£0	£150,000	Wiltshire Council	Place-shaping

King's Gate Strategic Site

Phasing of essential infrastructure

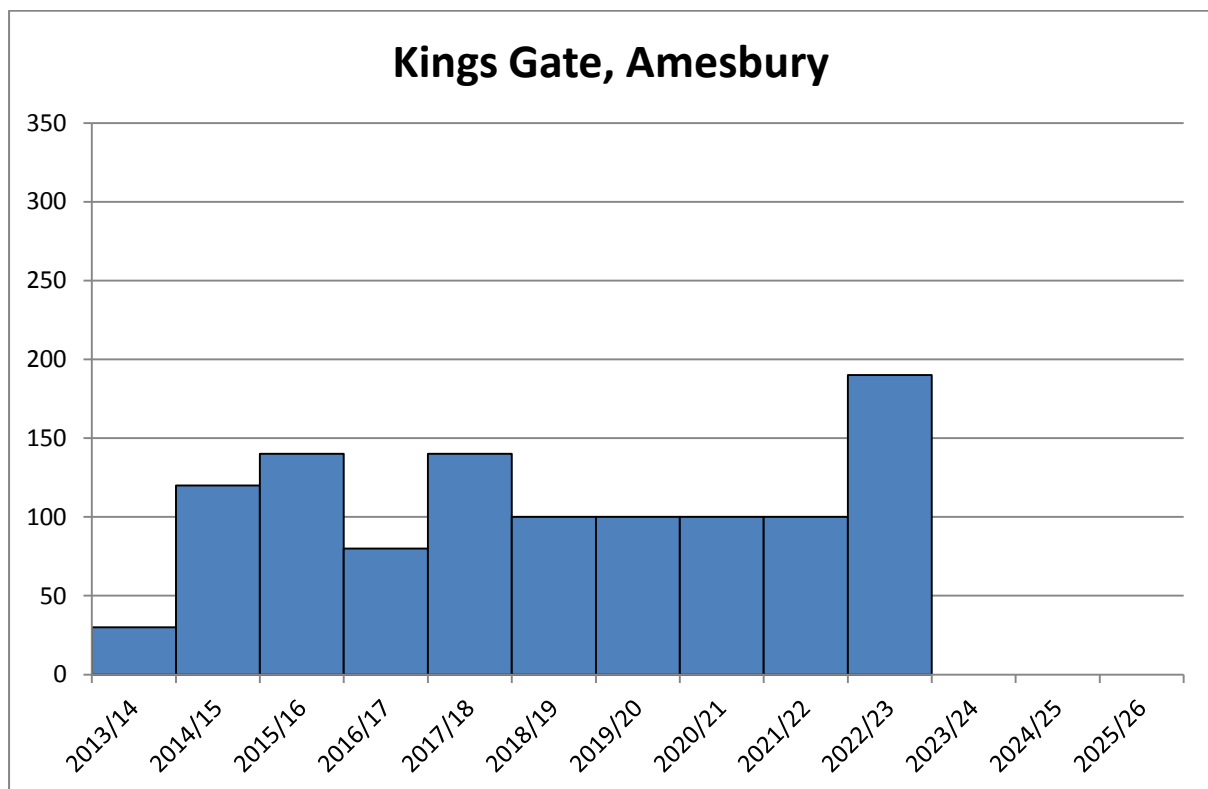
The majority of housing on the strategic site will come forward during the first 10 years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: King's Gate Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
AME 011	Education	2011 - 2016	Extension to Amesbury Archer Primary school and other town primary schools to provide an additional 193 pupil places	To meet need arising from this development	£2,453,609	Developer	£2,453,609	£0	Wiltshire Council; Developer	Essential
AME 012	Social services	2011 - 2016	60 bed extra car housing scheme	Meet need and replace outdated facilities	£8,600,000	Government housing fund grant; Developer	£8,600,000	£0	Developer	Essential
AME 013	Utility	2011 - 2016	Additional foul drainage capacity, including pumping station upgrade and phased upgrade to downstream sewer	To provide a foul and surface water drainage system	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
AME 014	Transport	2011 - 2016	Off site measures for phase 1 of development (400 dwellings)	Contribute to the Salisbury Transport Strategy	£1,500,000	Developer	£1,500,000	£0	Wiltshire Council; Public Transport Operator(s)	Essential
AME 015	Education	2016 - 2021	1 1FE primary school and site to provide an additional 210 pupil places	To meet need arising from this development	£2,840,880	Developer	£2,840,880	£0	Wiltshire Council; Developer	Essential
AME 016	Utility	2016 - 2021	Additional water supply capacity likely to be required for phase 2 of this development	To ensure sufficient water supply to development	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
AME 017	Utility	2016 - 2021	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
AME 018	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: King's Gate Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
AME 019	Community	2016 - 2021	Additional community facilities and services to complement and reinforce the already planned district centre	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
AME 020	Green infrastructure	2016 - 2021	Public open space, including equipped play areas, casual/informal play space and country park	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
AME 021	Green infrastructure	2016 - 2021	Ecology and biodiversity requirements (inc. hedgerow and native woodland planting, surveys and bat facilities)	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Amesbury Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Amesbury (including Bulford and Durrington)
Large villages	Great Wishford, Porton, Shrewton, Tilshead and The Winterbournes
Small villages	Allington, Berwick St James, Cholderton, Figheldean / Ablington, Gomeldon/East Gomeldon/West Gomeldon, Great Durnford, Hanging Langford, Lower Woodford, Middle Woodford, Milston, Newton Toney, Orcheston, Stapleford, Steeple Langford, Winterbourne Stoke and Wylfe.

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	2,395 homes (at least)	Amesbury (including Kings Gate Strategic Site)	2,100 (1,300)
		Rest of the community area	295
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	17 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Boscombe Down (saved Salisbury District Plan allocation)	7 ha
		Porton Down (saved Salisbury District Plan allocation)	10 ha
	Principal Employment Areas (supported in accordance with Core Policy 35)	Boscombe Down (Qinetiq) London Road Porton Down (DSTL/HPA) High Post Solstice Park	

Strategic Site (Core Policy 4):

Strategic site	Type of development	Amount
Kings Gate, Amesbury	Housing	1,300 dwellings
	Employment	0 ha

Delivery of housing 2006 – 2026 for the Amesbury community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Amesbury town	2,100	780	250	1,250	0
Remainder	295	110	35	0	150
Community area total	2,395	890	285	1,250	150*

*Amesbury, Bulford and Durrington will over provide by 230 dwellings, but this should not detract from the requirement for Amesbury CA remainder to deliver 295 dwellings.

For further information, see Core Policy 4 of the Wiltshire Core Strategy, and the Strategic Site Development Template for Kings Gate in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Bradford on Avon Community Area
September 2013

Wiltshire Council

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Bradford on Avon Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligencenetwork.org.uk

Bradford on Avon Community Area

Phasing of essential infrastructure

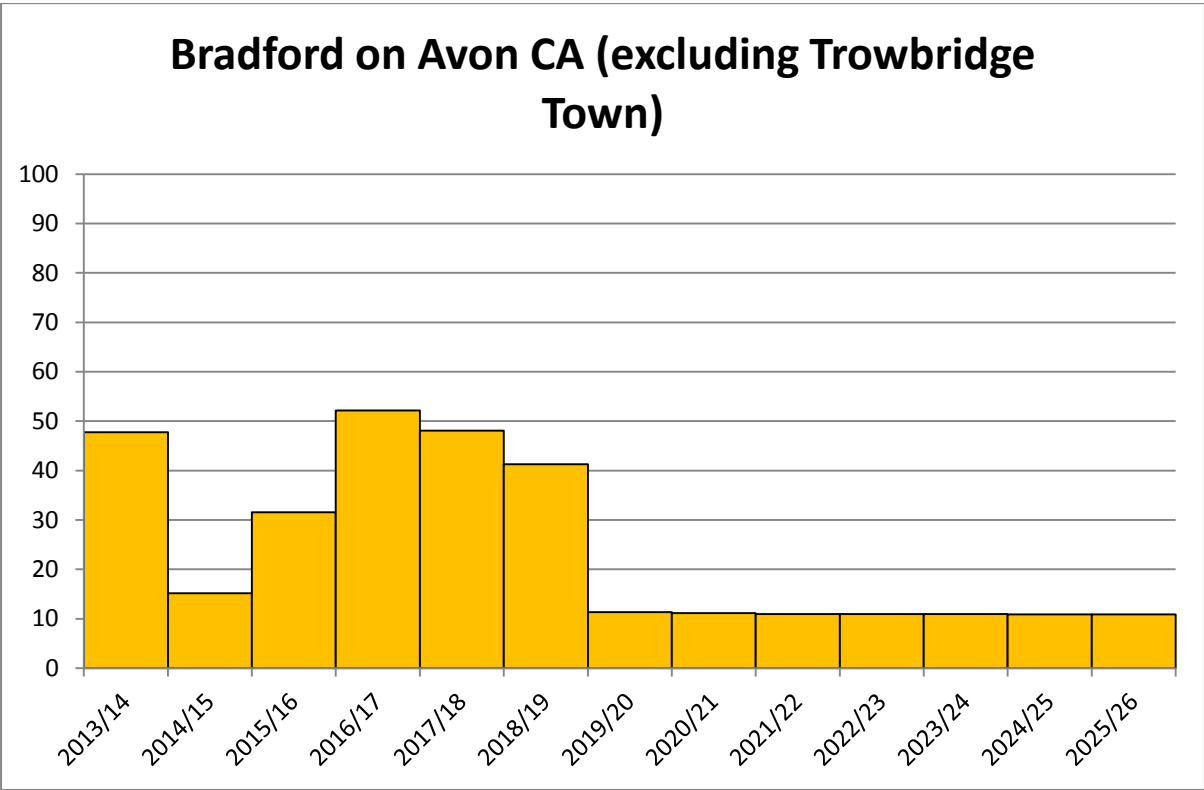
The majority of housing in the community area will come forward during the first 10 years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Bradford on Avon Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
BOA 001	Health	2011 - 2016	Extensions to existing GP and dental practices	Practices are full to capacity	£856,000	Wiltshire CCG; Developers	£0	£856,000	Wiltshire CCG; GP surgeries	Essential
BOA 002	Education	2011 - 2016	Extension of existing primary schools in the town to provide an additional 57 pupil places	Town schools full. Fitzmaurice school being extended.	£724,641	Wiltshire Council; Developers	£0	£724,641	Wiltshire Council; Schools and Academies	Essential
BOA 003	Education	2011 - 2016	Extension of St Laurence Secondary School to provide an additional 54 pupil places	School full.	£1,034,370	Wiltshire Council; Developers	£0	£1,034,370	Wiltshire Council; Schools and Academies	Essential
BOA 004	Education	2011 - 2016	Additional childcare places for three to four year olds	To meet need and expansion of primary places	£730,769	Wiltshire Council; Early Intervention Grant (DfE); Developers	£0	£730,769	Wiltshire Council; Private Providers	Essential
BOA 005	Education	2021 - 2026	Extension of existing primary schools in the villages to provide an additional 19 pupil places	Additional places depend on where housing goes	£241,547	Wiltshire Council; Developers	£0	£241,547	Wiltshire Council; Schools and Academies	Essential
BOA 006	Transport	2011 - 2016	Historic Core Zone Project Phase 1: Strategic Junction at Market Street/ Church Street	Reduce congestion and improve air quality	£125,000	Wiltshire Council; Developers	£0	£125,000	Wiltshire Council	Place-shaping
BOA 007	Community	2011 - 2016	Extension of existing cemetery	Existing cemetery almost at capacity	£4,998	Developers	£0	£0	Wiltshire Council; Town Council	Place-shaping
BOA 008	Community	2011 - 2016	New allotment facilities	Limited allotment facilities within the town	£53,594	Developers	£0	£53,594	Wiltshire Council; Town Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Bradford on Avon Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
BOA 009	Sport and leisure	2011 - 2016	Upgrade existing outdoor sports pitch provision and new multi-sport facility at Culver Close/ Victory Field	Limited play facilities within the town	£100,000	Wiltshire Council; Developers	£0	£100,000	Wiltshire Council	Place-shaping
BOA 010	Sport and leisure	2011 - 2016	New changing facilities at Bradford on Avon Pool	Need identified by Indoor Facilities Strategy	£61,618	Wiltshire Council; Developers	£0	£61,618	Wiltshire Council	Place-shaping
BOA 011	Green infrastructure	2011 - 2016	Air quality pollution monitoring station	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping
BOA 012	Green infrastructure	2011 - 2016	Air quality origin and destination survey	Allow progress with action planning by community	£15,000	Wiltshire Council; Area Board; Developers	£0	£15,000	Wiltshire Council	Place-shaping
BOA 013	Green infrastructure	2011 - 2016	Air quality data logger for remote communications (pro rata)	Allow remote and public access to data and website	£4,000	Wiltshire Council; Developers	£0	£4,000	Wiltshire Council	Place-shaping
BOA 014	Transport	2016 - 2021	Historic Core Zone Project Phase 2: Strategic Junction at Frome Road/ St Margaret's Street	Reduce congestion and improve air quality	£200,000	Wiltshire Council; Developers	£0	£200,000	Wiltshire Council	Place-shaping
BOA 015	Green infrastructure	2016 - 2021	Air quality source apportionment/ air quality monitoring	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
BOA 016	Green infrastructure	2016 - 2021	Air quality community action plan implementation	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Bradford on Avon Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
BOA 017	Green infrastructure	2016 - 2021	Air quality strategic mitigation measures	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
BOA 018	Transport	2021 - 2026	Historic Core Zone Project Phase 4: Strategic Junction at St Margaret's Street Junction	Reduce congestion and improve air quality	£300,000	Wiltshire Council; Developers	£0	£300,000	Wiltshire Council	Place-shaping
BOA 019	Transport	2021 - 2026	Historic Core Zone Project Phase 5: Strategic Junction at Knee's Corner	Reduce congestion and improve air quality	£180,000	Wiltshire Council; Developers	£0	£180,000	Wiltshire Council	Place-shaping
BOA 020	Community	2021 - 2026	Expansion of library bookstock and other facilities, e.g. PCs, IT, decoration and furniture	To allow better use of space and improve facilities	£44,095	Wiltshire Council; Developers	£0	£44,095	Wiltshire Council	Place-shaping
BOA 021	Green infrastructure	2021 - 2026	Enhancements to Barton Farm Country Park and Greenland Miles (The Strips) Woodland	To cope with increased use due to new housing	£51,600	Developers	£0	£51,600	Wiltshire Council; Climate Friendly BoA Group	Place-shaping
BOA 022	Community	2021 - 2026	New boathouse for Wiltshire Scullers School at Staverton Marina	To bring rowing to the fore in Wiltshire	£650,000	Wiltshire Scullers School; Grants; Developers	£0	£650,000	Wiltshire Scullers School	Place-shaping
BOA 023	Community	2021 - 2026	Walking, cycling and bridleway route (5km) from Holt to Bradford on Avon	To bring rowing to the fore in Wiltshire	£500,000	Wiltshire Scullers School; Grants; Developers	£0	£500,000	Wiltshire Scullers School	Place-shaping

Land at Kingston Farm Strategic Site

Phasing of essential infrastructure

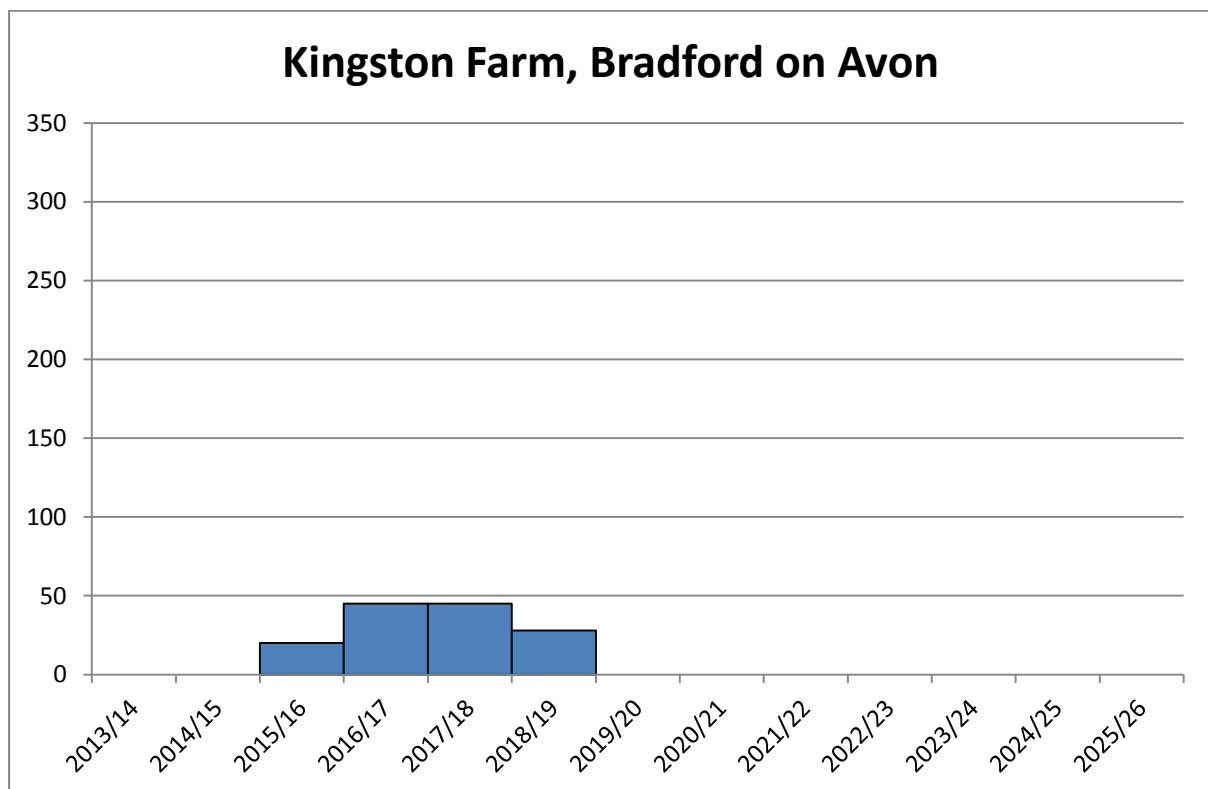
The majority of housing on the strategic site will come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Land at Kingston Farm Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
BOA SSA 001	Utility	2011 - 2016	A sustainable urban drainage system	To provide foul and surface water drainage for the site	Developer costs	Developer	Developer costs	£0	Wessex Water; Developer	Essential
BOA SSA 002	Utility	2011 - 2016	Improvements to Springfield Pumping Station	To cope with the extra demand from the site	£276,000	Wessex Water; Developer	£276,000	£0	Wessex Water	Essential
BOA SSA 003	Utility	2011 - 2016	On-site water mains	To provide a water supply for the site	Developer costs	Developer	Developer costs	£0	Wessex Water; Developer	Essential
BOA SSA 004	Utility	2011 - 2016	Reinforcement of the low pressure gas mains	To cope with the extra demand from the site	Developer costs	Developer	Developer costs	£0	Wales and West Utilities	Essential
BOA SSA 005	Utility	2011 - 2016	Reinforcement of the electricity network in line with the normal extensions and alterations	To cope with the extra demand from the site	Developer costs	Developer	Developer costs	£0	Scottish and Southern Electric	Essential
BOA SSA 006	Utility	2011 - 2016	A Sustainable Energy Strategy	Required by Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer	Essential
BOA SSA 007	Transport	2011 - 2016	Pedestrian/ cycle link from the cemetery through the strategic site to Springfield/ Holt Road junction and to town centre	To link the site to the town centre	£1,000,000	Developer	£1,000,000	£0	Wiltshire Council; Developer	Essential
BOA SSA 008	Transport	2011 - 2016	Extension of existing bus services to serve the Land at Kingston Farm strategic site	To directly serve the site	£225,000	Developer	£225,000	£0	Wiltshire Council; Private Bus Operators	Essential

Infrastructure Delivery Plan 2 Appendix 1: Land at Kingston Farm Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
BOA SSA 009	Transport	2011 - 2016	Suitable access arrangements from the B3107 (Holt Road)	To enable site access	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential
BOA SSA 010	Economic	2011 - 2016	Flexible and affordable B use workspace, particularly small and start up units with some 'follow on' space	To deliver a mixed used development	Developer costs	Developer	Developer costs	£0	Developer	Essential
BOA SSA 011	Green infrastructure	2011 - 2016	Updated bat surveys and impact assessments for Bath and Bradford on Avon SAC and Coombe Mine CWS	To mitigate the impact on environmental designations	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential
BOA SSA 012	Green infrastructure	2011 - 2016	Full assessment and mitigation for areas of archaeological and historic interest	Required by the Historic Landscape Assessment	Developer costs	Developer	Developer costs	£0	Developer	Essential
BOA SSA 013	Green infrastructure	2011 - 2016	Safeguard land between housing and railway lane as public open space, with wider community accessibility	To meet public open space requirements	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 014	Green infrastructure	2011 - 2016	Protect the setting of the registered park and gardens of the Hall	Moulton Hall is a Grade I listed building	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 015	Green infrastructure	2011 - 2016	Limit height of buildings, particularly along Holt Road	To limit skyline intrusion	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 016	Green infrastructure	2011 - 2016	Locate residential and commercial development to the north of the site, with suitable landscaping to minimise impact	To mitigate the impact on the surrounding landscape	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Land at Kingston Farm Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
BOA SSA 017	Green infrastructure	2011 - 2016	Maintain and master plan the numerous large trees on the site into the development	To protect the existing trees on site	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 018	Transport	2016 - 2021	Historic Core Zone Project Phase 3: Strategic Junction at Silver Street	Directly related to the site's accessibility to the town centre	£155,000	Developer	£155,000	£0	Wiltshire Council	Place-shaping
BOA SSA 019	Community	2016 - 2021	Provision for children's play, accessible natural green space, sports and allotments to be made to Wiltshire standards.	To meet public open space requirements	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 020	Green infrastructure	2016 - 2021	Retain and buffer important habitat features and enhance retained hedgerows along the railway corridor	To mitigate the impact on the local ecological features	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping
BOA SSA 021	Green infrastructure	2016 - 2021	Sensitive lighting scheme	To mitigate the impact on the local ecological features	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping
BOA SSA 022	Green infrastructure	2016 - 2021	An attractive 'gateway' to Bradford on Avon along the B3107 (Holt Road)	To mitigate the impact on the surrounding landscape	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 023	Green infrastructure	2016 - 2021	Strengthen hedgerows with large native trees and plant new woodland	Decrease views of site and screen intrusive urban edges	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
BOA SSA 024	Green infrastructure	2016 - 2021	Retain or reuse characteristic features, such as stone walls	To mitigate the impact on the surrounding landscape	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Bradford on Avon Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Bradford on Avon
Large villages	Holt, Westwood and Winsley
Small villages	Limpley Stoke, Monkton Farleigh, Staverton and Wingfield

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	670 homes (at least)	Bradford on Avon <i>(including Land at Kingston Farm Strategic Site)</i>	510 (150)
		Rest of the community area	160
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	2 – 3 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided		
	Principal Employment Areas <i>(supported in accordance with Core Policy 35)</i>	Treenwood Industrial Estate Elm Cross Trading Estate	

Strategic Site (Core Policy 7):

Strategic site	Type of development	Amount
Land at Kingston Farm	Housing	150 dwellings
	Employment	2 – 3 ha

Delivery of housing 2006 – 2026 for the Bradford on Avon community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Bradford on Avon town	510	225	100	150	35
Remainder	160	80	20	0	60
Community area total	670	305	120	150	95

For further information, see Core Policy 7 of the Wiltshire Core Strategy, and the Strategic Site Development Template for Land at Kingston Farm in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Calne Community Area
September 2013

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Guide to the Infrastructure Delivery Schedules

Ref

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Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

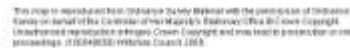
Delivery agent(s)

The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Infrastructure Delivery Schedule



Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligentnetwork.org.uk

Calne Community Area

Phasing of essential infrastructure

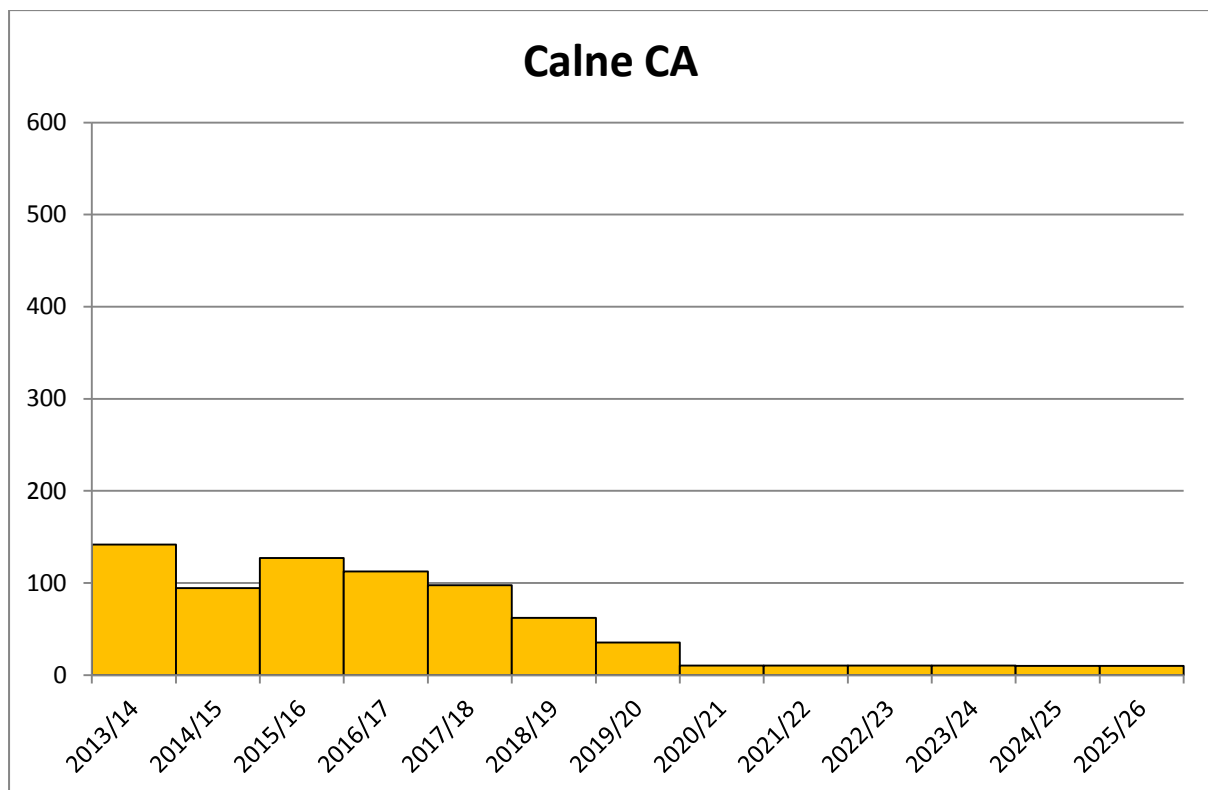
The majority of housing in the community area will come forward during the first 10 years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Calne Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CAL 001	Health	2011 - 2016	Extensions to existing GP practices	Most of the practices are up to capacity	£806,000	Wiltshire CCG; Developers	£0	£806,000	Wiltshire CCG; GP surgeries	Essential
CAL 002	Education	2016 - 2021	Extension of existing primary schools in the town to provide an additional 119 pupil places	Surplus places but will fill up from current housing	£1,512,728	Wiltshire Council; Developers	£0	£1,512,728	Wiltshire Council; Schools and Academies	Essential
CAL 003	Education	2016 - 2021	Extension of existing primary schools in the villages to provide an additional 19 pupil places	Additional places depend on where housing goes	£241,547	Wiltshire Council; Developers	£0	£241,547	Wiltshire Council; Schools and Academies	Essential
CAL 004	Education	2016 - 2021	Extension of John Bentley Secondary School to provide an additional 98 pupil places	Surplus places but will fill up from current housing	£1,877,190	Wiltshire Council; Developers	£0	£1,877,190	Wiltshire Council; Schools and Academies	Essential
CAL 005	Education	2016 - 2021	Additional childcare places for three to four year olds	To need from extra primary school places	£1,288,461	Wiltshire Council; Early Intervention Grant (DfE); Developers	£0	£1,288,461	Wiltshire Council; Private Providers	Essential
CAL 006	Social services	2016 - 2021	60 unit extra care housing scheme	Meet need and replace outdated facilities	£10,650,000	Wiltshire Council; DH grant funding; charity funding	£0	£10,650,000	Wiltshire Council; Registered housing provider	Essential
CAL 007	Community	2011 - 2016	New skate park	Proposals for enhanced skate park provision in discussion	£200,000	Wiltshire Council; Developers	£0	£200,000	Wiltshire Council; Town Council	Place-shaping
CAL 008	Community	2011 - 2016	New cemetery or extension to existing cemetery	Cemetery full and would otherwise close	£4,998	Wiltshire Council; Developers	£0	£4,998	Wiltshire Council; Town Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Calne Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CAL 009	Community	2011 - 2016	Enhanced Neighbourhood Area Equipped Play (NEAP) provision	Current provision caters only for existing population	£150,000	Wiltshire Council; Developers	£0	£150,000	Wiltshire Council	Place-shaping
CAL 010	Community	2011 - 2016	Refurbishment of indoor sports facilities	Meet actions of Indoor Facilities Strategy	£100,000	Wiltshire Council	£100,000	£0	Wiltshire Council; Campus SCOB	Place-shaping
CAL 011	Green infrastructure	2011 - 2016	Air quality pollution monitoring station	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping
CAL 012	Green infrastructure	2011 - 2016	Air quality source apportionment/ air quality monitoring	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
CAL 013	Green infrastructure	2011 - 2016	Air quality community action plan implementation	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
CAL 014	Green infrastructure	2011 - 2016	Air quality strategic mitigation measures	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
CAL 015	Emergency Services	2016 - 2021	New fire station near the North Beaversbrook Road area, between Portemmarsh and new developments	Improve access to new housing and serve Lyneham/ MOD	£2,000,000	Wiltshire Fire and Rescue Service; Developers	£0	£2,000,000	Wiltshire Fire and Rescue Service	Essential
CAL 016	Transport	2016 - 2021	Safe cycle and walk way through town	Meet health and carbon emissions targets	£200,000	Wiltshire Council; Developers	£0	£200,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Calne Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CAL 017	Transport	2016 - 2021	Upgrades to National Cycle Route Network Route 303 between Calne and Compton Bassett	Housing growth will lead to demand for key green routes	£174,903	Developers; Landfill Communities Fund	£0	£174,903	Wiltshire Council; Sustrans	Place-shaping
CAL 018	Community	2016 - 2021	Expansion of library bookstock and other facilities, e.g. PCs, IT, decoration and furniture	Allow better use of space and improve facilities	£106,066	Wiltshire Council; Developers	£0	£106,066	Wiltshire Council	Place-shaping
CAL 019	Green infrastructure	2021 - 2026	Restoration of Calne branch of historic route and structures of the Wilts & Berks Canal	Housing growth will lead to demand for key green routes	£4,900,000	Enabling; Landfill Community Fund; Lottery grant; Developers	£0	£4,900,000	Wilts & Berks Canal Trust & Partners; Wiltshire Council	Place-shaping

Calne Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Calne
Large villages	Derry Hill / Studley
Small villages	Bremhill, Cherhill, Compton Bassett, Heddington and Hilmarton

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	1,380 homes (at least)	Calne (No strategic sites allocated)	1,240
		Rest of the community area	140
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	6 ha of employment land, including: 3.2 ha at Land East of Beversbrook Farm and Porte Marsh Industrial Estate (Saved North Wiltshire District Plan Allocation)		
	Principal Employment Areas (supported in accordance with Core Policy 35)	Porte Marsh Industrial Estate	

Delivery of housing 2006 – 2026 for the Calne community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Calne town	1,240	485	370	0	385
Remainder	140	70	10	0	60
Community area total	1,380	555	380	0	445

For further information, see Core Policy 8 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Chippenham Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

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Delivery agent(s)

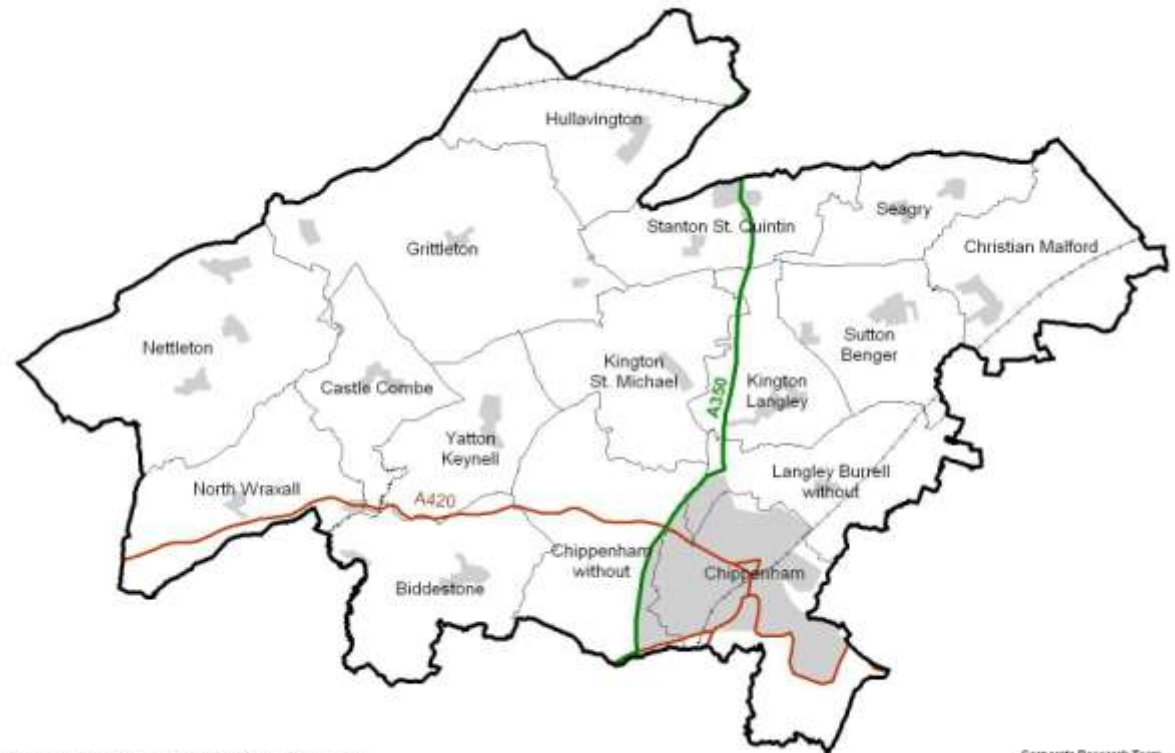
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Prioritisation

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Chippenham

Infrastructure Delivery Schedule



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Public Health and Wellbeing
Wiltshire Council
www.intelligencenetwork.org.uk

Chippenham Community Area

Phasing of essential infrastructure

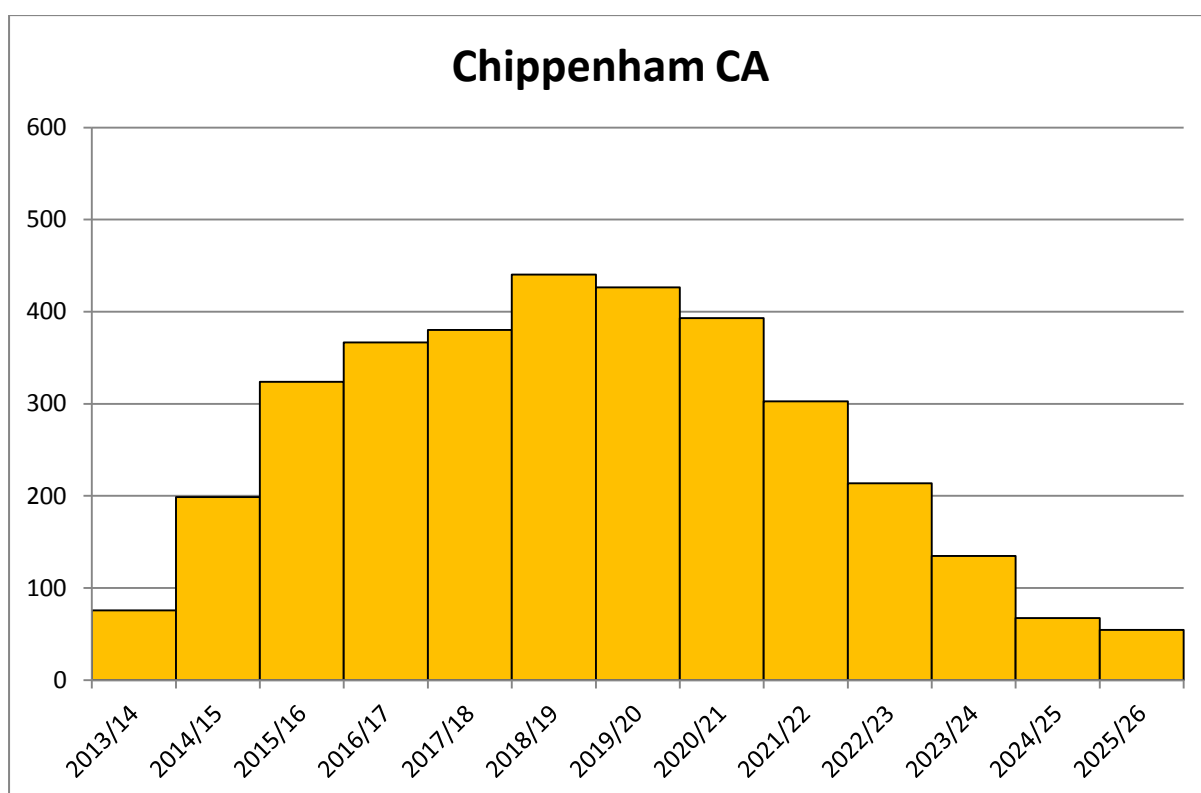
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Chippenham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI 001	Transport	2011 - 2016	Chippenham Transport Strategy - A350 improvements (dualling and junction improvements)	Contriibute to the Chippenham Transport Strategy	£6,250,000	Local Transport Body; Pinch Point Funding; Developers	£3,905,000	£2,345,000	Wiltshire Council; Developers	Essential
CHI 002	Education	2011 - 2016	New secondary school and site, or expansion of Abbeyfield School to provide an additional 628 pupil places	Other schools full. Review of provision needed.	£12,758,448	Wiltshire Council; Developers	£0	£12,758,448	Wiltshire Council; Schools and Academies	Essential
CHI 003	Social services	2011 - 2016	60 bed extra care housing scheme; 80 bed care home; shortbreak facility for adults with learning disabilities	Meet need and replace outdated facilities	£21,000,000	Wiltshire Council; Government grant; Charity funding	£0	£21,000,000	Wiltshire Council; Registered housing provider	Essential
CHI 004	Transport	2011 - 2026	Chippenham Transport Strategy - town centre highway schemes	Contriibute to the Chippenham Transport Strategy	£600,000	Wiltshire Council; Developers	£0	£600,000	Wiltshire Council; Developers	Essential
CHI 005	Transport	2011 - 2026	Chippenham Transport Strategy - Walking improvements	Contriibute to the Chippenham Transport Strategy	£500,000	Wiltshire Council; Developers	£0	£500,000	Wiltshire Council	Essential
CHI 006	Transport	2011 - 2026	Chippenham Transport Strategy - Travel planning	Contriibute to the Chippenham Transport Strategy	£1,785,000	Wiltshire Council; Developers	£0	£1,785,000	Wiltshire Council	Essential
CHI 007	Transport	2011 - 2026	Chippenham Transport Strategy - public transport and services (including schools)	Contriibute to the Chippenham Transport Strategy	£10,150,000	Wiltshire Council; Developers	£0	£10,150,000	Wiltshire Council; Public Transport Operator(s)	Essential
CHI 008	Education	2016 - 2021	Extension of existing primary schools in the town to provide an additional 87 pupil places (non-strategic growth)	Some surplus places but filled by permitted development	£1,106,031	Wiltshire Council; Developers	£0	£1,106,031	Wiltshire Council; Schools and Academies	Essential

Infrastructure Delivery Plan 2 Appendix 1: Chippenham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI 009	Education	2016 - 2021	Extension of existing primary schools in the villages to provide an additional 54 pupil places	Additional places depend on where housing goes	£686,502	Wiltshire Council; Developers	£0	£686,502	Wiltshire Council; Schools and Academies	Essential
CHI 010	Health	2016 - 2021	New site for GP surgery or extension to existing practices	Most practices at capacity	£2,800,000	Wiltshire CCG; Developers	£0	£2,800,000	Wiltshire CCG; GP surgeries	Essential
CHI 011	Education	2016 - 2021	Additional childcare places for three to four year olds	To meet expansion of primary school places	£8,510,096	Wiltshire Council; Early Intervention Grant (DfE); Developers	£0	£8,510,096	Wiltshire Council; Private Providers	Essential
CHI 012	Transport	2011 - 2016	Improvements to Chippenham Train Station	Improve access and facilities	£2,800,000	Government NSIP and AFA schemes	£2,800,000	£0	Network Rail	Place-shaping
CHI 013	Transport	2011 - 2016	Improved public transport links between Wiltshire College's Lackham Campus and other campuses	Decrease vehicle use and improve carbon footprint	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
CHI 014	Community	2011 - 2016	New cemetery or extension to existing cemetery	Cemetery will close due to it being full	£73,304	Wiltshire Council; Town Council; Developers	£0	£73,304	Wiltshire Council; Town Council	Place-shaping
CHI 015	Community	2011 - 2016	New skate park	Enhanced provision to serve increased population	£200,000	Wiltshire Council; Town Council; Developers	£0	£200,000	Wiltshire Council; Town Council	Place-shaping
CHI 016	Community	2011 - 2026	Chippenham Hydro Plant - replace weir on River Avon with small hydro plant to supply power to council offices	Reduce costs. On LIP Priority Project List.	£1,000,000	Wiltshire Council; Energy generated	£0	£1,000,000	Wiltshire Council; Chippenham Vision; HCA	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Chippenham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI 017	Green infrastructure	2011 - 2026	Town centre and riverside public realm improvements, i.e. Borough Parade, Bath Road, Station Hill	Environment & tourism benefits. On LIP Priority Project List.	TBC	Wiltshire Council; Developers	£0	TBC	Wiltshire Council; HCA; Developers	Place-shaping
CHI 018	Emergency Services	2016 - 2021	Potential relocation of Chippenham Fire Station	WFRS would consider relocation to north of town	£3,000,000	Fire and rescue service; Developers	£0	£3,000,000	Fire and rescue service	Place-shaping
CHI 019	Transport	2016 - 2021	Cycle and pedestrian access to Lackham Campus from Chippenham (i.e. River Avon footbridge)	Improve access and encourage sustainable travel	£500,000	Wiltshire Council; Developers	£0	£500,000	Wiltshire Council	Place-shaping
CHI 020	Community	2016 - 2021	New library or major refurbishment of existing library	To support new development planned in the Core Strategy	£4,725,000	Wiltshire Council; Developers	£0	£4,725,000	Wiltshire Council	Place-shaping
CHI 021	Community	2016 - 2021	Refurbishment of Neeld Hall to provide new community and cultural facility	To create flexible places for a variety of uses	£1,200,000	Town Council; Grants; Developers	£180,000	£1,020,000	Town Council	Place-shaping
CHI 022	Community	2021 - 2026	Boathouse for Wiltshire Scullers School	To bring rowing to the fore in Wiltshire	£250,000	Wiltshire Council; Grants; Developers	£0	£250,000	Wiltshire Scullers School	Place-shaping
CHI 023	Green infrastructure	2021 - 2026	New Chippenham part of Wilts & Berks Canal connection to River Avon (WB project)	Part of national priority for the waterways	£10,600,000	Enabling; Landfill Fund; Lottery grant; Developers	£0	£10,600,000	Wilts & Berks Canal Trust & Partners; Wiltshire Council	Place-shaping

North Chippenham Strategic Site

Phasing of essential infrastructure

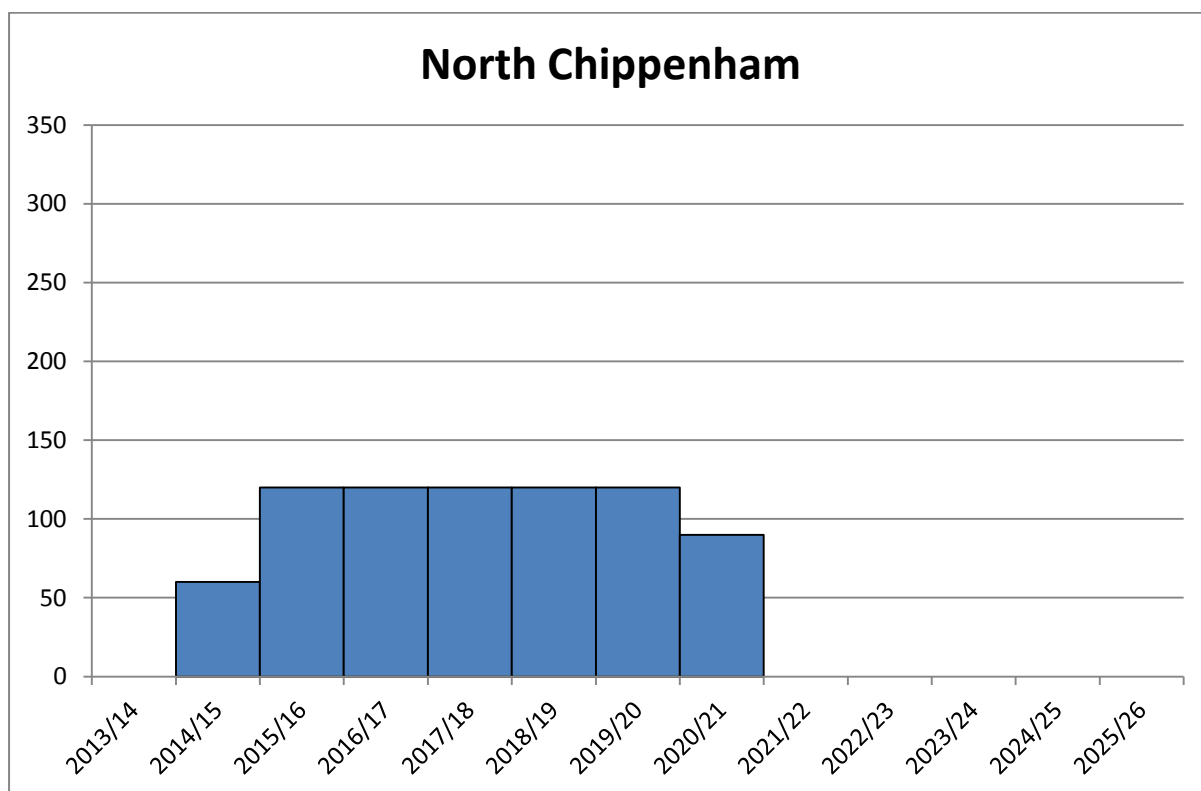
The majority of housing on the strategic site will come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: North Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI NCH 001	Utility	2011 - 2016	Drainage strategy and potential network modelling	To confirm foul drainage requirements	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI NCH 002	Utility	2011 - 2016	Construction of on-site sewers and off-site drainage works	To serve and mitigate effects of development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI NCH 003	Utility	2011 - 2016	On-site water mains and necessary off-site enhancements to the water supply network	To serve and mitigate effects of development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI NCH 004	Utility	2011 - 2016	Flood mitigation measures, including a sustainable urban drainage system	To mitigate flood risk	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI NCH 005	Utility	2011 - 2016	Sustainable energy strategy	To comply with Core Policy 41	Developer costs	Developer	£0	Developer costs	Developer; Wiltshire Council	Essential
CHI NCH 006	Transport	2011 - 2016	Road link between Malmesbury Road and Maud Heath Causeway	To facilitate safe and efficient site access/egress.	£3,100,000	Developer	£3,100,000	£0	Developer; Wiltshire Council	Essential
CHI NCH 007	Transport	2011 - 2016	Two on-site roundabouts	To facilitate safe and efficient site access/egress.	£1,000,000	Developer	£1,000,000	£0	Developer; Wiltshire Council	Essential
CHI NCH 008	Transport	2011 - 2016	Maud Heath Causeway Roundabout	To facilitate safe and efficient site access/egress.	£600,000	Developer	£600,000	£0	Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: North Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI NCH 009	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential
CHI NCH 010	Transport	2016 - 2021	Upgrades to public rights of way between strategic site and Jackson's Lane	Development will increase use of these footpaths	£2,800	Wiltshire Council; Developer	£0	£2,800	Wiltshire Council	Essential
CHI NCH 011	Education	2016 - 2021	1 1FE primary school and 1.3ha site to provide an additional 232 pupil places	To directly serve the development	£3,145,260	Developer	£3,145,260	£0	Wiltshire Council; Developer	Essential
CHI NCH 012	Green infrastructure	2011 - 2016	50m buffer between Birds Marsh Wood and development	To mitigate impact on ecology of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 013	Green infrastructure	2011 - 2016	Investigation and mitigation of archaeological constraints to development	To mitigate impact on archaeological features	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 001	Green infrastructure	2016 - 2021	Conservation and enhancement of Birds Marsh Wood, including education centre and access	Increased recreational use and long-term management	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping
CHI NCH 014	Green infrastructure	2016 - 2021	Provision for children's play, accessible natural green space, sports and allotments	To meet open space standards	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 015	Green infrastructure	2016 - 2021	Restoration of nearby County Wildlife Sites	To mitigate impact on ecology of development	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: North Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI NCH 016	Green infrastructure	2016 - 2021	Restore and enhance on-site ponds	To mitigate impact on ecology of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 017	Green infrastructure	2016 - 2021	Sensitive lighting scheme along link road	To mitigate impact on ecology of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 018	Green infrastructure	2016 - 2021	High quality gateway to town on west of site	To mitigate impact on landscape of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 019	Green infrastructure	2016 - 2021	Development should strengthen existing landscape infrastructure	To mitigate impact on landscape of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 020	Green infrastructure	2016 - 2021	Development should incorporate veteran trees	To mitigate impact on landscape of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI NCH 021	Green infrastructure	2016 - 2021	Link road should be mitigated in landscape and visual terms.	To mitigate impact on landscape of development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Rawlings Green, East Chippenham Strategic Site

Phasing of essential infrastructure

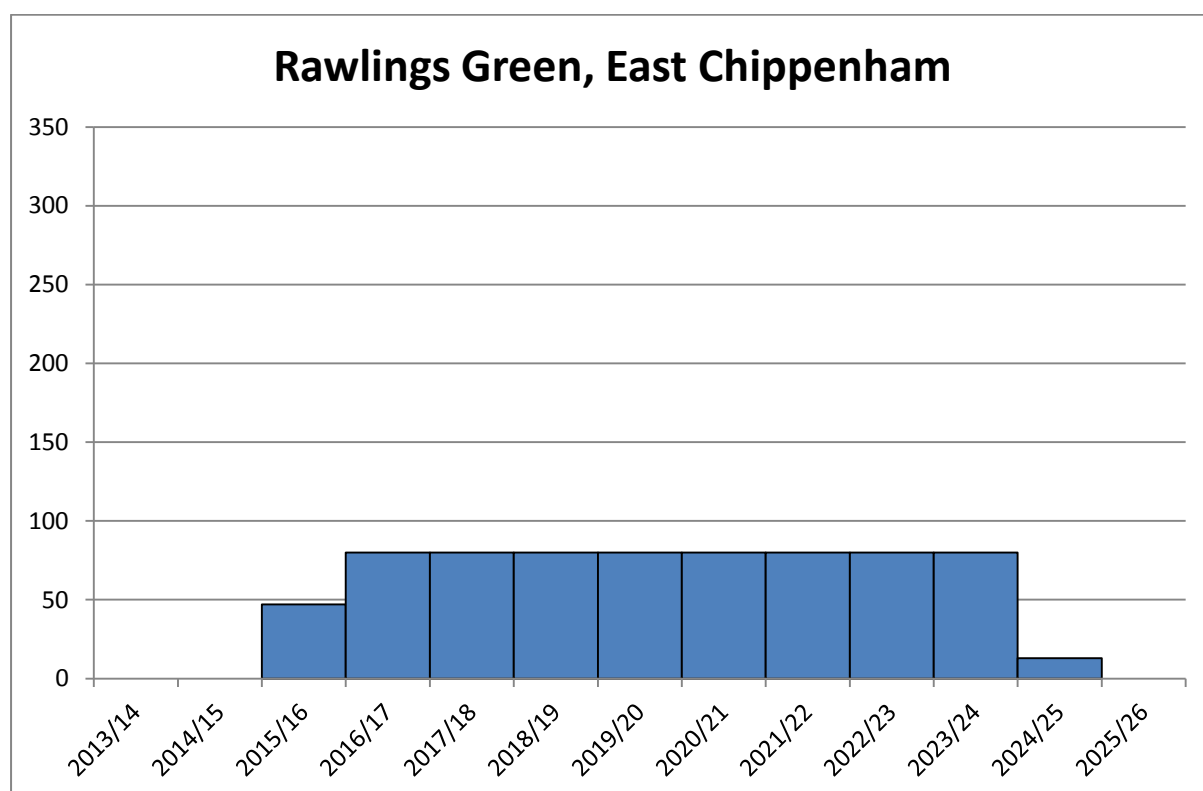
The majority of housing on the strategic site will come forward during the last 10 years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Rawlings Green Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI RAW 001	Utility	2011 - 2016	Drainage strategy and potential network modelling	To confirm foul drainage requirements	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI RAW 002	Utility	2011 - 2016	On-site drainage system and off-site mitigation works	To serve and mitigate effects of development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI RAW 003	Utility	2011 - 2016	On-site mains water supply and off-site reinforcement of water supply network (subject to network modelling)	To serve and mitigate effects of development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI RAW 004	Utility	2011 - 2016	Flood risk assessment and flood mitigation measures, including a sustainable urban drainage scheme	To mitigate against flood risk	Developer costs	Developer	Developer costs	£0	Developer	Essential
CHI RAW 005	Utility	2011 - 2016	Address vulnerability of the area, i.e. Ground Source Protection Zone (GSPZ2)	To mitigate against the impact of development	Developer costs	Developer	£0	Developer costs	Developer	Essential
CHI RAW 006	Utility	2011 - 2016	Overhead power lines to be placed underground subject to viability, technical and practical considerations	To safeguard the electricity network	Developer costs	Developer	Developer costs	£0	Developer; Scottish and Southern Electric	Essential
CHI RAW 007	Utility	2011 - 2016	Sustainable energy strategy	To comply with Core Policy 41	Developer costs	Developer	£0	Developer costs	Developer	Essential
CHI RAW 008	Utility	2011 - 2016	Encourage on-site renewable energy provision	To comply with Core Policy 42	Developer costs	Developer	£0	Developer costs	Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Rawlings Green Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI RAW 009	Transport	2011 - 2016	Railway bridge	To facilitate safe and efficient site access/ egress.	£1,750,000	Developer	£1,750,000	£0	Developer	Essential
CHI RAW 010	Transport	2011 - 2016	Link road	To facilitate safe and efficient site access/ egress.	£1,500,000	Developer	£1,500,000	£0	Developer	Essential
CHI RAW 011	Transport	2011 - 2016	Monkton Park Link plus Darcey Close realignment	To facilitate safe and efficient site access/ egress.	£1,900,000	Developer	£1,900,000	£0	Developer	Essential
CHI RAW 012	Transport	2011 - 2016	Public footpath CHIP43 should be carefully incorporated/ suitably diverted if necessary	To retain existing rights of way across the site	Developer costs	Developer	Developer costs	£0	Developer	Essential
CHI RAW 013	Green infrastructure	2011 - 2016	Investigation and mitigation of archaeological constraints to development, including assessment of Rawlings Farm	To mitigate impact on archaeological features	Developer costs	Developer	Developer costs	£0	Developer	Essential
CHI RAW 014	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet the HRA requirements	Developer costs	Developer	Developer costs	£0	Developer	Essential
CHI RAW 015	Education	2016 - 2021	1 1FE primary school and site to provide and additional 217 pupil places	To directly serve the development	£2,935,576	Developer	£2,935,576	£0	Developer	Essential
CHI RAW 016	Transport	2016 - 2021	Surface upgrades to Chipp45 right of way, with link to strategic site and bridleway upgrades	Key green link across railway line to north Chippenham	£40,000	Developer	£0	£40,000	Wiltshire Council; Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Rawlings Green Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI RAW 017	Green infrastructure	2016 - 2021	Riverside Park to be provided at Rawlings Green and riverside access extended across the site	To meet the open space requirements	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI RAW 018	Green infrastructure	2016 - 2021	Buffering and ecological enhancement of site boundaries, including screen planning along northern side	To mitigate the impact of development on local ecology	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI RAW 019	Green infrastructure	2016 - 2021	Creation/ enhancement of substantial riparian corridor along River Avon by creating a wetland habitat mosaic.	To mitigate the impact of development on local ecology	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
CHI RAW 020	Green infrastructure	2016 - 2021	Landscape enhancement and new woodland planting and tree belts required to screen and break up development	To mitigate the impact of development on local landscape	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

South West Chippenham Strategic Site

Phasing of essential infrastructure

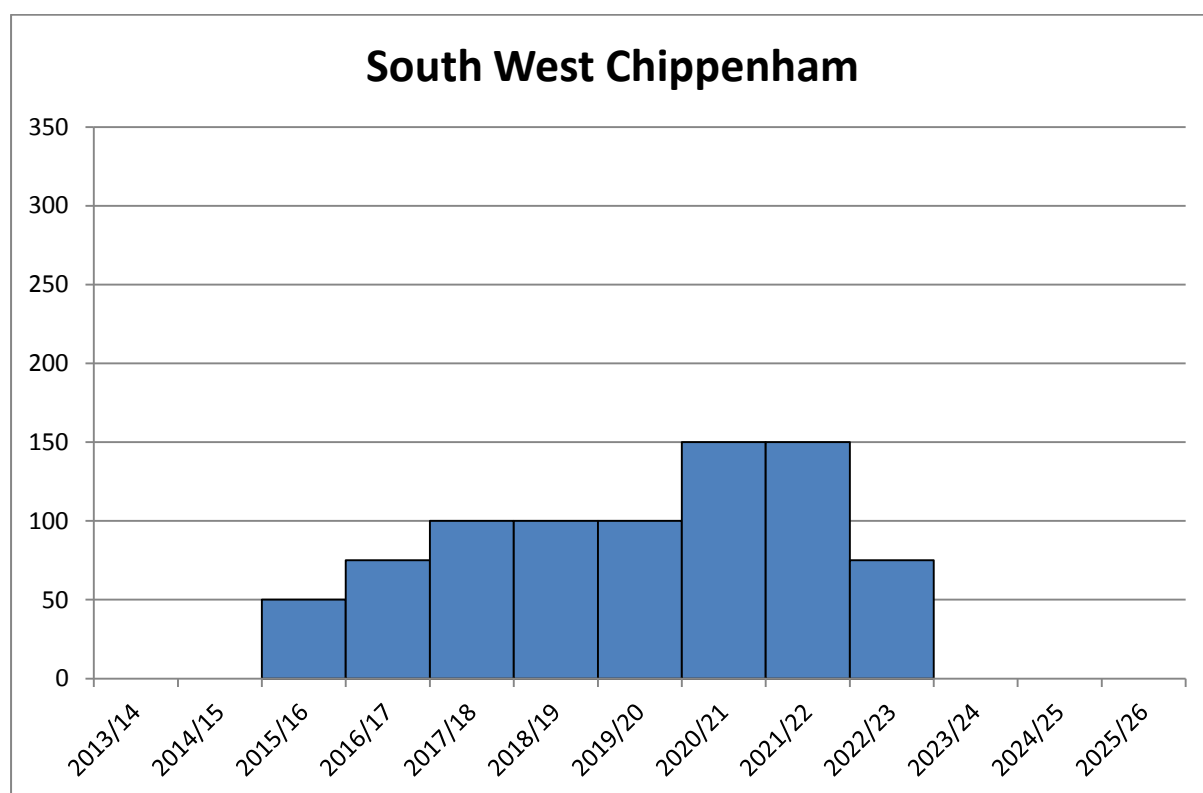
The majority of housing on the strategic site will come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: South West Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI SWC 001	Utility	2011 - 2016	Drainage strategy and potential network modelling	To confirm foul drainage requirements	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI SWC 002	Utility	2011 - 2016	Construction of on-site sewers and off-site drainage works	To serve and mitigate effects of development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI SWC 003	Utility	2011 - 2016	On-site water mains and necessary off-site enhancements to the water supply network	To serve and mitigate effects of development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI SWC 004	Utility	2011 - 2016	Leave 400m radius around the sewage treatment works (by including a Riverside Park)	To safeguard the sewage treatment works	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
CHI SWC 005	Utility	2011 - 2016	Address vulnerability of the area, i.e. Ground Source Protection Zone (GSPZ2)	To mitigate against the impact of development	Developer costs	Developer;	Developer costs	£0	Developer	Essential
CHI SWC 006	Utility	2011 - 2016	Flood risk assessment and flood mitigation measures, including a sustainable urban drainage scheme	To mitigate against flood risk	Developer costs	Developer	Developer costs	£0	Developer	Essential
CHI SWC 007	Utility	2011 - 2016	Sustainable energy strategy	To comply with Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential
CHI SWC 008	Transport	2011 - 2016	Link road	To facilitate safe and efficient site access/ egress.	£5,000,000	Developer	£5,000,000	£0	Developer; Wiltshire Council	Essential

Infrastructure Delivery Plan 2 Appendix 1: South West Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI SWC 009	Transport	2011 - 2016	Three on-site roundabouts	To facilitate safe and efficient site access/ egress.	£1,500,000	Developer	£1,000,000	£0	Developer; Wiltshire Council	Essential
CHI SWC 010	Transport	2011 - 2016	River bridge	To facilitate safe and efficient site access/ egress.	£2,700,000	Developer	£2,700,000	£0	Developer; Wiltshire Council	Essential
CHI SWC 011	Transport	2011 - 2016	Melksham Road roundabout	To facilitate safe and efficient site access/ egress.	£600,000	Developer	£600,000	£0	Developer; Wiltshire Council	Essential
CHI SWC 012	Transport	2011 - 2016	Link road to Pewsham Way	To facilitate safe and efficient site access/ egress.	£600,000	Developer	£600,000	£0	Developer; Wiltshire Council	Essential
CHI SWC 013	Transport	2011 - 2016	Link road spur to Patterdown	To facilitate safe and efficient site access/ egress.	£1,800,000	Developer	£1,800,000	£0	Developer; Wiltshire Council	Essential
CHI SWC 014	Education	2016 - 2021	1 1FE primary school and site to provide an additional 248 pupil places	To directly serve the development	£3,354,944	Developer	£3,354,944	£0	Developer; Wiltshire Council	Essential
CHI SWC 015	Green infrastructure	2016 - 2021	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential
CHI SWC 016	Green infrastructure	2016 - 2021	Rowden Park' Riverside Country Park, with a long-term management plan	River access, ecology and walking/ cycling links	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: South West Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI SWC 017	Green infrastructure	2016 - 2021	Provision for children's play, accessible natural green space, sports and allotments	To meet open space standards	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 018	Green infrastructure	2016 - 2021	Provision of green link to town centre across river to Pewsham through country park, linking with wider rights of way network	To provide sustainable links with surrounding area	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 019	Green infrastructure	2016 - 2021	Enhance and protect the River Avon corridor as a key multi-functional green infrastructure feature	Recreation, flood mitigation, biodiversity and landscape	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 020	Green infrastructure	2016 - 2021	Treat all watercourses as wildlife corridors, to be buffered and ecologically enhanced	To mitigate the impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 021	Green infrastructure	2016 - 2021	Retain and enhance existing areas of BAP habitat/ mosaics, mature trees and ponds	To mitigate the impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 022	Green infrastructure	2016 - 2021	Neutral meadow, woodland planting, hedgerow restoration and pond creation within the country park	To mitigate the impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 023	Green infrastructure	2016 - 2021	Showell Farm - well screened, respect open rural character at Lackham roundabout, retain features and respect views	To mitigate the impact on the local landscape features	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 024	Green infrastructure	2016 - 2021	Patterdown - avoid creation of harsh urban edges and use Rowden Conservation Area as a visual and landscape buffer	To mitigate the impact on the local landscape features	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: South West Chippenham Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI SWC 025	Green infrastructure	2016 - 2021	Rowden Country Park - tree planting and improvements to rights of way network	To mitigate the impact on the local landscape features	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 026	Green infrastructure	2016 - 2021	Historic environment assessment and sensitivity analysis	Conserve and enhance historic environment	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
CHI SWC 027	Transport	2021 - 2026	Upgrades to LACO 9, 14, 16, 39 and 48 rights of way	Development will increase use of these footpaths	£12,500	Developer	£12,500	£0	Developer; Wiltshire Council	Place-shaping

Land South West of Abbeyfield School (Landers Field) Strategic Site

Phasing of essential infrastructure

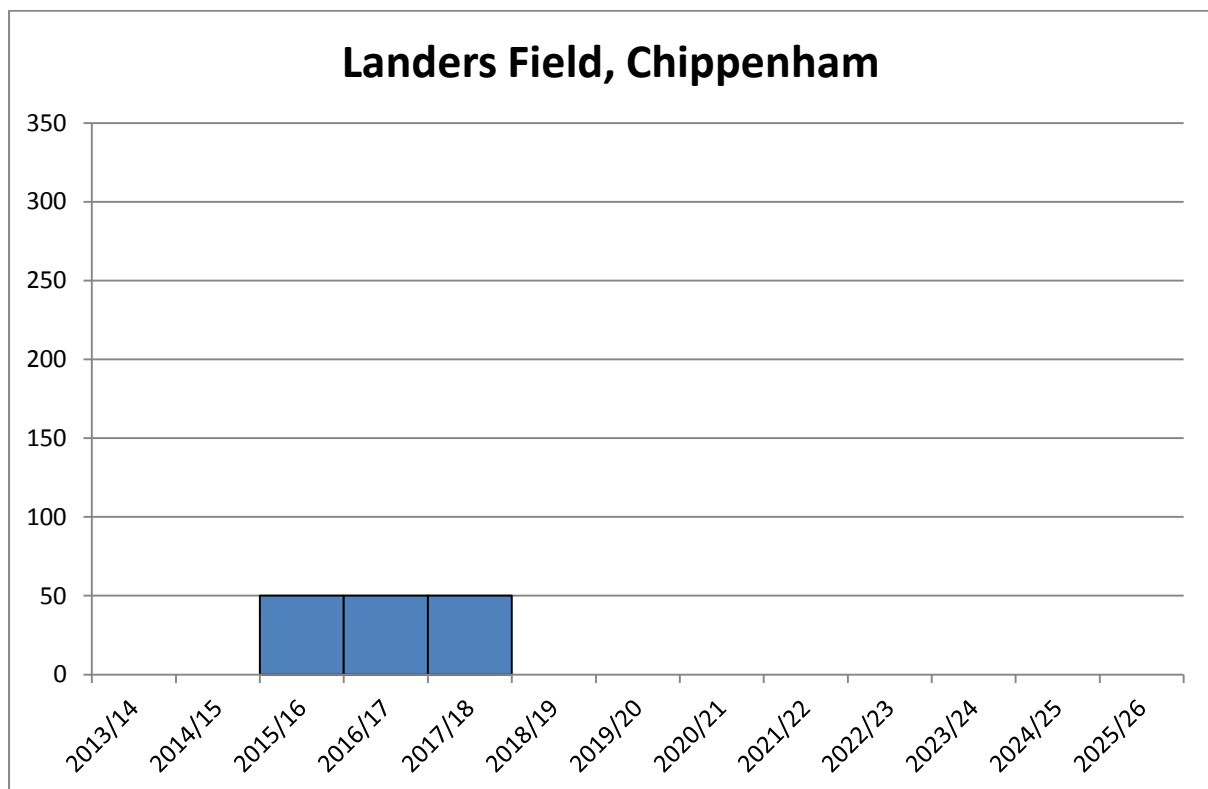
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Landers Field Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI LAN 001	Utility	2011 - 2016	Drainage strategy to be agreed with Wessex Water, plus on-site and off-site enhancements to the foul drainage network	To directly serve the site	Developer costs	Wessex Water; Wiltshire Council	Developer costs	£0	Wessex Water; Wiltshire Council	Essential
CHI LAN 002	Utility	2011 - 2016	On-site water mains and connections to the water supply network with enhancements as required	To directly serve the site	Developer costs	Wessex Water; Wiltshire Council	Developer costs	£0	Wessex Water; Wiltshire Council	Essential
CHI LAN 003	Utility	2011 - 2016	Recognise vulnerability of the area of the site in Groundwater Source Protection Zone 2	To protect the Groundwater Source Protection Zone	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Essential
CHI LAN 004	Utility	2011 - 2016	Appropriate flood mitigation measures, including SUD	To mitigate the risk of flooding	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Essential
CHI LAN 005	Utility	2011 - 2016	Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Essential
CHI LAN 006	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Essential
CHI LAN 007	Green infrastructure	2011 - 2016	Archaeological evaluation and, if required, appropriate mitigation	To mitigate the impact on local historical features	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Essential
CHI LAN 008	Green infrastructure	2016 - 2021	Walking and cycling routes from the site to the town centre, adjacent sports facilities and countryside	To provide sustainable travel options	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Essential

Infrastructure Delivery Plan 2 Appendix 1: Landers Field Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
CHI LAN 009	Community	2016 - 2021	Provision of public open space, including children's play, natural green space and allotments	To meet open space standards	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Place-shaping
CHI LAN 010	Green infrastructure	2016 - 2021	New tree planting	To mitigate the landscape impact and link to nearby uses	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Place-shaping
CHI LAN 011	Green infrastructure	2016 - 2021	Screen planting along the north and east boundary	Reduce impact on Gate and Hardens Farms	Developer costs	Wiltshire Council	Developer costs	£0	Wiltshire Council	Place-shaping

Chippenham Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Principal settlements	Chippenham
Large villages	Christian Malford, Hullavington, Kington St Michael, Sutton Benger and Yatton Keynell
Small villages	Biddestone, Burton, Grittleton, Kington Langley, Langley Burrell, Lower Stanton St Qunitin, Nettleton, Stanton St Quintin and Upper Seagry

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	4,500 (at least)	Chippenham <i>(including strategic sites)</i>	4,000 (2,400)
		Rest of the community area	500
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	26.5 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided.		
	Principal Employment Areas <i>(supported in accordance with Core Policy 35)</i>	Bumpers Farm Industrial Estate Methuen Park Parsonage Way Industrial Estate	

Strategic sites (Core Policy 10):

Strategic site	Type of development	Amount
North Chippenham	Housing	750 houses
	Employment	2.5 ha
Rawlings Green, East Chippenham	Housing	700 houses
	Employment	6 ha
South West Chippenham	Housing	800 houses
	Employment	18 ha

Land South West of Abbeyfield School (Landers Field), Chippenham	Housing	100-150 houses
	Employment	1 ha

Delivery of housing 2006 – 2026 for the Chippenham community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Chippenham town	4,000	935	385	2,400	280
Remainder	500	150	175	0	175
Community area total	4,500	1,085	560	2,400	455

For further information, see Core Policy 10 of the Wiltshire Core Strategy, and the Strategic Site Development Templates for North Chippenham, Rawlings Green East Chippenham and South West Chippenham in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Corsham Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

如果有需要我們可以使用其他形式（例如：大字體版本或者錄音帶）或其他語言版本向您提供有關威爾特郡政務會各項服務的資訊，敬請與政務會聯繫，電話：0300 456 0100，文本電話：(01225) 712500，或者發電子郵件至：customerservices@wiltshire.gov.uk

يمكن، عند الطلب، الحصول على معلومات حول خدمات مجلس بلدية ويلتشير وذلك بأشكال (معلومات بخط عريض أو سمعية) ولغات مختلفة. الرجاء الاتصال بمجلس البلدية على الرقم ٠٣٠٠٤٥٦٠١٠٠ أو من خلال الاتصال النصي (تيكست فون) على الرقم ٧١٢٥٠٠ (٠١٢٢٥) أو بالبريد الإلكتروني على العنوان التالي: customerservices@wiltshire.gov.uk

ولشائر کونسل (Wiltshire Council) کی سروسز کے بارے میں معلومات دوسری طرزوں میں فراہم کی جاسکتی ہیں (جیسے کہ بڑی چھپائی یا آڈیو) اور درخواست کرنے پر دوسری زبانوں میں فراہم کی جاسکتی ہیں۔ براہ کرم کونسل سے 0300 456 0100 پر رابطہ کریں، ٹیکسٹ فون سے (01225) 712500 پر رابطہ کریں یا customerservices@wiltshire.gov.uk پر ای میل بھیجیں۔

Na życzenie udostępniamy informacje na temat usług oferowanych przez władze samorządowe hrabstwa Wiltshire (Wiltshire Council) w innych formatach (takich jak dużym drukiem lub w wersji audio) i w innych językach. Prosimy skontaktować się z władzami samorządowymi pod numerem telefonu 0300 456 0100 lub telefonu tekstowego (01225) 712500 bądź za pośrednictwem poczty elektronicznej na adres: customerservices@wiltshire.gov.uk

Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

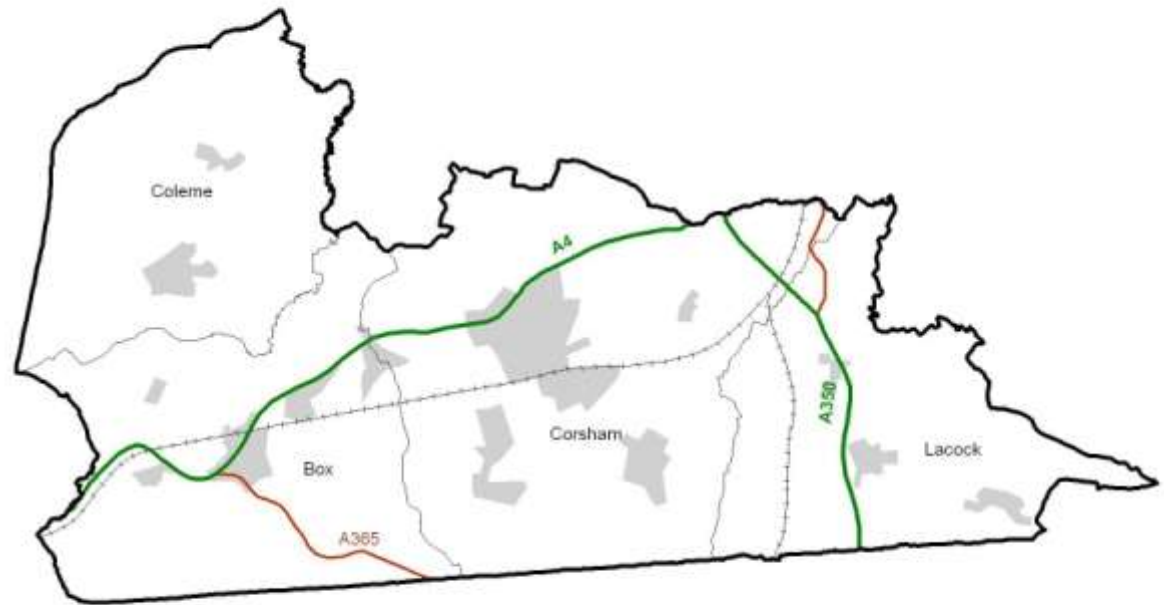
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Corsham Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligencenetwork.org.uk

Corsham Community Area

Phasing of essential infrastructure

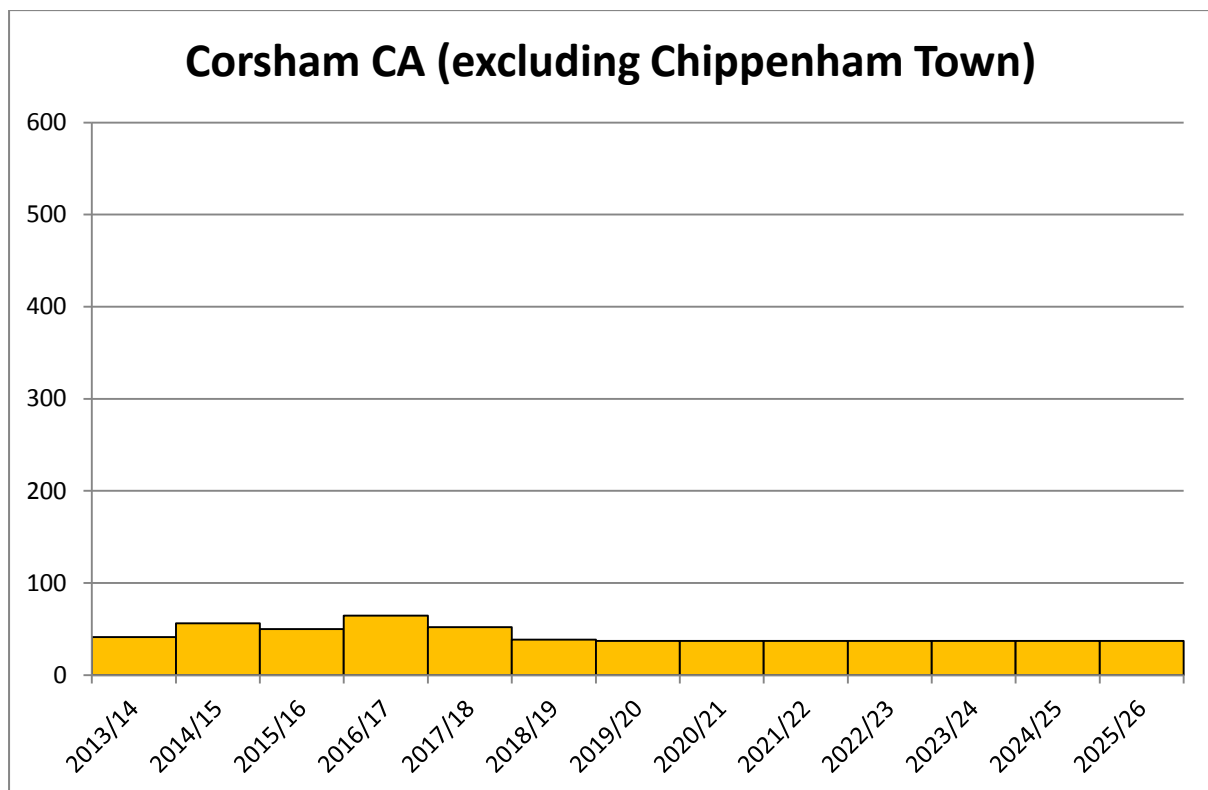
Housing in the community area will come forward spread out over the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Corsham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
COR 001	Education	2011 - 2016	Extension of existing primary schools in the town to provide an additional 152 pupil places	Surplus places but will be filled from current developments	£1,932,376	Wiltshire Council; Developers	£0	£1,932,376	Wiltshire Council; Schools and Academies	Essential
COR 002	Education	2011 - 2016	Extension of Corsham Secondary School to provide an additional 108 pupil places	School is full	£2,068,740	Wiltshire Council; Developers	£0	£2,068,740	Wiltshire Council; Schools and Academies	Essential
COR 003	Health	2011 - 2016	Extensions to existing GP practices	Most practices up to capacity	£1,006,000	Wiltshire CCG; Developers	£0	£1,006,000	Wiltshire CCG; GP surgeries	Essential
COR 004	Social services	2011 - 2016	80 bed nursing home and 50 bed extra care housing scheme (Copenacre Site)	Meet need and replace outdated facilities	£17,500,000	Wiltshire Council; Government grant; Developers	£0	£17,500,000	Wiltshire Council and partners; Registered housing provider	Essential
COR 005	Utility	2016 - 2021	Capacity improvements to water supply and waste water infrastructure	Works extended 2004. Upgrades planned after 2015	£735,000	Wessex Water	£735,000	£0	Wessex Water	Essential
COR 006	Social services	2016 - 2021	Springtinings Extra Care Facility bungalows and open market housing	Meet need and replace outdated facilities	£1,590,000	Wiltshire Council; Government grant; Developers	£0	£1,590,000	Wiltshire Council and partners; Registered housing provider	Essential
COR 007	Community	2011 - 2016	New cemetery or extension to existing cemetery	Cemetery almost at capacity	£12,495	Wiltshire Council; Developers	£0	£12,495	Town Council	Place-shaping
COR 008	Community	2011 - 2016	Enhancement of formal outdoor sports provision at Leafy Lane, Corsham	Identified in North Wiltshire Playing Pitch Strategy	£50,000	Wiltshire Council; Developers	£0	£50,000	Leafy Lane Sports Club	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Corsham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
COR 009	Transport	2021 - 2026	New Railway Station (inc. rail possessions, footbridge construction, road connections and car park)	Encourage sustainable transport. Better accessibility.	£6,000,000	Local Transport Body; Developers	£0	£6,000,000	Network Rail; Train Operating Company; Wiltshire Council	Place-shaping
COR 010	Community	2021 - 2026	Box Library refurbishment, including PCs, bookstock, decoration and furniture	Better use of space. Improved facilities access	£116,792	Wiltshire Council; Developers	£0	£116,792	Wiltshire Council	Place-shaping

Corsham Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Corsham
Large villages	Box, Colerne and Rudloe
Small villages	Gastard, Lacock, Neston and Westwells

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	1,200 homes (at least)	Corsham (No strategic sites allocated)	1,050
		Rest of the community area	150
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	6 ha of new employment land (in addition to that already delivered or committed at April 2011)		
	Principal Employment Areas (supported in accordance with Core Policy 35)	Leafield Industrial Estate Fiveways Trading Estate	

Delivery of housing 2006 – 2026 for the Corsham community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Corsham town	1,050	540	20	0	490
Remainder	150	70	270	0	0
Community area total	1,200	610	290	0	490*

*Corsham CA remainder will over-provide by 90 dwellings, but this should not detract from the requirement for Corsham town to deliver 1,050 dwellings.

For further information, see Core Policy 11 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Devizes Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

如果有需要我們可以使用其他形式（例如：大字體版本或者錄音帶）或其他語言版本向您提供有關威爾特郡政務會各項服務的資訊，敬請與政務會聯繫，電話：0300 456 0100，文本電話：(01225) 712500，或者發電子郵件至：customerservices@wiltshire.gov.uk

يمكن، عند الطلب، الحصول على معلومات حول خدمات مجلس بلدية ويلتشير وذلك بأشكال (معلومات بخط عريض أو سماعية) ولغات مختلفة. الرجاء الاتصال بمجلس البلدية على الرقم ٠٣٠٠٤٥٦٠١٠٠ أو من خلال الاتصال النصي (تيكست فون) على الرقم ٧١٢٥٠٠ (٠١٢٢٥) أو بالبريد الإلكتروني على العنوان التالي: customerservices@wiltshire.gov.uk

ولشائر کونسل (Wiltshire Council) کی سروسز کے بارے میں معلومات دوسری طرزوں میں فراہم کی جاسکتی ہیں (جیسے کہ بڑی چھپائی یا آڈیو) اور درخواست کرنے پر دوسری زبانوں میں فراہم کی جاسکتی ہیں۔ براہ کرم کونسل سے 0300 456 0100 پر رابطہ کریں، ٹیکسٹ فون سے (01225) 712500 پر رابطہ کریں یا customerservices@wiltshire.gov.uk پر ای میل بھیجیں۔

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Guide to the Infrastructure Delivery Schedules

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- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

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Delivery agent(s)

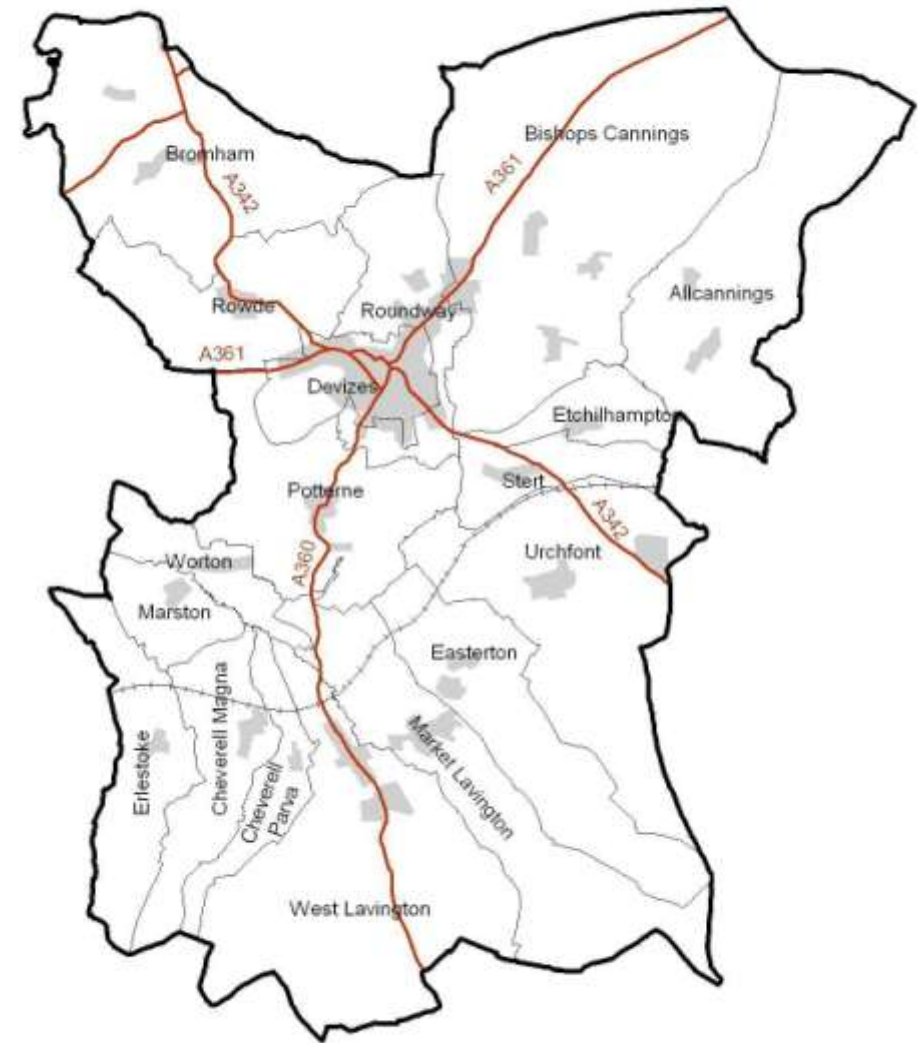
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Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Devizes Community Area

Infrastructure Delivery Schedule



Devizes Community Area

Phasing of essential infrastructure

The majority of housing in the community area will come forward during the last five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

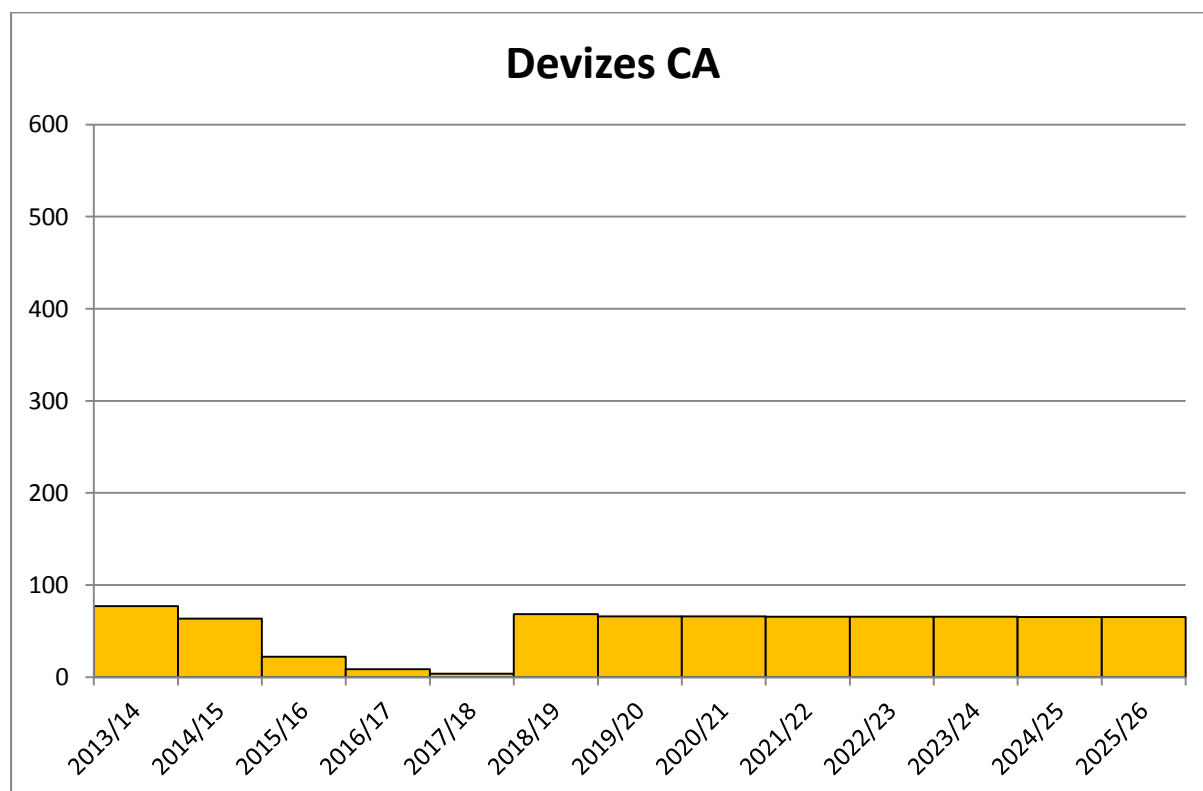
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A new primary care centre for Devizes has been identified by the health service as a priority but there has been difficulty in agreeing a suitable and affordable location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Devizes Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
DEV 001	Social services	2011 - 2016	80 bed care home (Horton Road)	Meet need and replace outdated facilities	£5,500,000	Orders of St John Care Trust	£5,500,000	£0	Stepnell; Orders of St John Care Trust	Essential
DEV 002	Transport	2011 - 2026	Devizes Transport Strategy - walking measures (£650k capital)	Contribute to the Devizes Transport Strategy	£650,000	Wiltshire Council; Developers	£0	£650,000	Wiltshire Council	Essential
DEV 003	Transport	2011 - 2026	Devizes Transport Strategy - cycling measures (£730k capital and £25k revenue pa)	Contribute to the Devizes Transport Strategy	£1,105,000	Wiltshire Council; Developers	£0	£1,105,000	Wiltshire Council	Essential
DEV 004	Transport	2011 - 2026	Devizes Transport Strategy - public transport (£175k revenue pa)	Contribute to the Devizes Transport Strategy	£2,625,000	Wiltshire Council; Developers	£0	£2,625,000	Wiltshire Council	Essential
DEV 005	Transport	2011 - 2026	Devizes Transport Strategy - travel planning (£65k revenue pa)	Contribute to the Devizes Transport Strategy	£975,000	Wiltshire Council; Developers	£0	£975,000	Wiltshire Council	Essential
DEV 006	Transport	2011 - 2026	Devizes Transport Strategy - highways £1.605m capital)	Contribute to the Devizes Transport Strategy	£1,605,000	Wiltshire Council; Developers	£0	£1,605,000	Wiltshire Council	Essential
DEV 007	Transport	2011 - 2026	Devizes Transport Strategy - demand management (£15k revenue pa)	Contribute to the Devizes Transport Strategy	£225,000	Wiltshire Council; Developers	£0	£225,000	Wiltshire Council	Essential
DEV 008	Education	2016 - 2021	Extension of existing primary schools in the town to provide an additional 129 pupil places	Some surplus places but will be filled from permitted sites	£1,639,977	Wiltshire Council; Developers	£0	£1,639,977	Wiltshire Council; Schools and Academies	Essential

Infrastructure Delivery Plan 2 Appendix 1: Devizes Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
DEV 009	Education	2016 - 2021	Extension of existing primary schools in the villages to provide an additional 64 pupil places	Additional places depend on where housing goes	£813,632	Wiltshire Council; Developers	£0	£813,632	Wiltshire Council; Schools and Academies	Essential
DEV 010	Education	2016 - 2021	Extension of Devizes and/ or Lavington Secondary Schools to provide an additional 136 pupil places	Some surplus places but will be filled from permitted sites	£2,605,080	Wiltshire Council; Developers	£0	£2,605,080	Wiltshire Council; Schools and Academies	Essential
DEV 011	Social services	2016 - 2021	60 bed extra care housing scheme and retirement housing for older people	Meet need and replace outdated facilities	£10,650,000	Wiltshire Council and partners; Government housing grant	£0	£10,650,000	Extra care development framework provider	Essential
DEV 012	Health	2016 - 2021	New primary care super surgery to take all three existing GP practices and improvements to smaller village practices	Most of the practices are up to full capacity	£3,748,000	Wiltshire CCG; Developers	£0	£3,748,000	Wiltshire CCG; NHS England; GP practices	Essential
DEV 013	Community	2011 - 2016	New skate park and BMX track	Identified need in the Community Area Plan	£210,000	Developers	£0	£210,000	Town Council	Place-shaping
DEV 014	Green infrastructure	2011 - 2016	Kennet & Avon Canal improvements - London Road steps	User safety	£1,340	Canal & River Trust	£1,340	£0	Canal & River Trust; Volunteers	Place-shaping
DEV 015	Green infrastructure	2011 - 2016	Kennet & Avon Canal improvements - Coate Road bank protection	User safety and to ensure towpath stays open	£37,315	Canal & River Trust	£37,315	£0	Canal & River Trust; Volunteers	Place-shaping
DEV 016	Green infrastructure	2011 - 2016	Air quality - pollution monitoring station	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Devizes Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
DEV 017	Green infrastructure	2011 - 2026	Air quality - source apportionment/ air quality modelling	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
DEV 018	Green infrastructure	2011 - 2026	Air quality - strategic mitigation measures	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
DEV 019	Green infrastructure	2011 - 2026	Air quality - community action plan implementation	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
DEV 020	Community	2016 - 2021	Refurbishment of library, including PCs, bookstock, online facilities, decoration and furniture	To allow better use of space and improve facilities	£147,777	Wiltshire Council; Developers	£0	£147,777	Wiltshire Council	Place-shaping
DEV 021	Emergency Services	2016 - 2021	WFRS is considering a 'strategic placement of specialist resources at a single location'	To enable WFRS to better serve the needs of future growth	£1,500,000	Wiltshire Fire and Rescue Service; Developers	£0	£1,500,000	Wiltshire Fire and Rescue Service	Place-shaping

Land at Horton Road Strategic Site

Phasing of essential infrastructure

The majority of development on the strategic site is likely to come forward during the first 10 years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory

[No trajectories available for employment sites]

Infrastructure Delivery Plan 2 Appendix 1: Land at Horton Road Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
DEV HOR 001	Utility	2011 - 2016	Capacity improvements to the public sewer network and pumping stations	To meet the extra demand arising from the development	Developer costs	Developer	Developer costs	£0	Wessex Water; Developer	Essential
DEV HOR 002	Utility	2011 - 2016	Reinforcement of the electricity network and primary sub-station	The primary sub-station is almost fully loaded	Developer costs	Developer	Developer costs	£0	Scottish and Southern Electric; Developer	Essential
DEV HOR 003	Utility	2011 - 2016	Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer	Essential
DEV HOR 004	Transport	2011 - 2016	Site access measures	To facilitate safe and efficient site access/egress.	Developer costs	Developer	Developer costs	£0	Developer	Essential
DEV HOR 005	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential
DEV HOR 006	Green infrastructure	2011 - 2016	Soft SUDs, including a retention basin on site boundary	To ensure adequate surface water drainage	Developer costs	Developer	Developer costs	£0	Developer	Essential
DEV HOR 007	Green infrastructure	2011 - 2016	Landscape and visual assessment of the site	To demonstrate how these issues will be addressed	Developer costs	Developer	Developer costs	£0	Developer	Essential
DEV HOR 008	Green infrastructure	2011 - 2016	Historic Landscape Assessment	To identify impact on archaeological features	Developer costs	Developer	Developer costs	£0	Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Land at Horton Road Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
DEV HOR 009	Green infrastructure	2016 - 2021	Public open space, with landscaping and screening, which is accessible from Horton and London Roads	To meet open space standards	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
DEV HOR 010	Green infrastructure	2016 - 2021	Development should not impinge on the function footpath BCAN6	To protect existing rights of way	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
DEV HOR 011	Green infrastructure	2016 - 2021	Sensitive edge treatment of hedgerows (5m buffer) with native planting for landscaping outside formal areas	To mitigate the impact on the local ecology	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
DEV HOR 012	Green infrastructure	2016 - 2021	Provide a 'gateway' to Devizes and avoid visually intrusive buildings	Mitigate the impact on the local landscape	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
DEV HOR 013	Green infrastructure	2016 - 2021	Integrated landscape infrastructure	To screen views from the AONB and local residences	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
DEV HOR 014	Green infrastructure	2016 - 2021	Minimum 10% green/ brown roof coverage	To reduce visual impact on views from higher ground	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping

Devizes Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Devizes
Local service centre	Market Lavington
Large villages	Bromham, Potterne, Rowde, Urchfont, West Lavington / Littleton Pannell and Worton
Small villages	All Cannings, Bishop Cannings, Easterton, Erlestoke, Great Cheverell and Marston

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	2,150 homes (at least)	Devizes (No strategic housing sites allocated)	1,730
		Rest of the community area	420
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	9.9 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Land between A361 and Horton Rd	8.4 ha
		Nursteed Rd (Saved Local Plan Allocation)	1.5 ha
	Principal Employment Areas (supported in accordance with Core Policy 35)	Banda Trading Estate Folly Road Hopton Industrial Estate Hopton Park Le Marchant Barracks Mill Road Nursteed Industrial Estate Police Headquarters	

Strategic site (Core Policy 12)

Strategic site	Type of development	Amount
Land between A361 and Horton Rd	Housing	0 dwellings
	Employment	8.4 ha

Delivery of housing 2006 – 2026 for the Devizes community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Devizes town	1,730	1,180	135	0	415
Remainder	420	195	20	0	205
Community area total	2,150	1,375	155	0	620

For further information, see Core Policy 12 of the Wiltshire Core Strategy and the Strategic Site Development Template for Land between A361 and Horton Rd in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1: Malmesbury Community Area

September 2013

Wiltshire Council

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

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Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

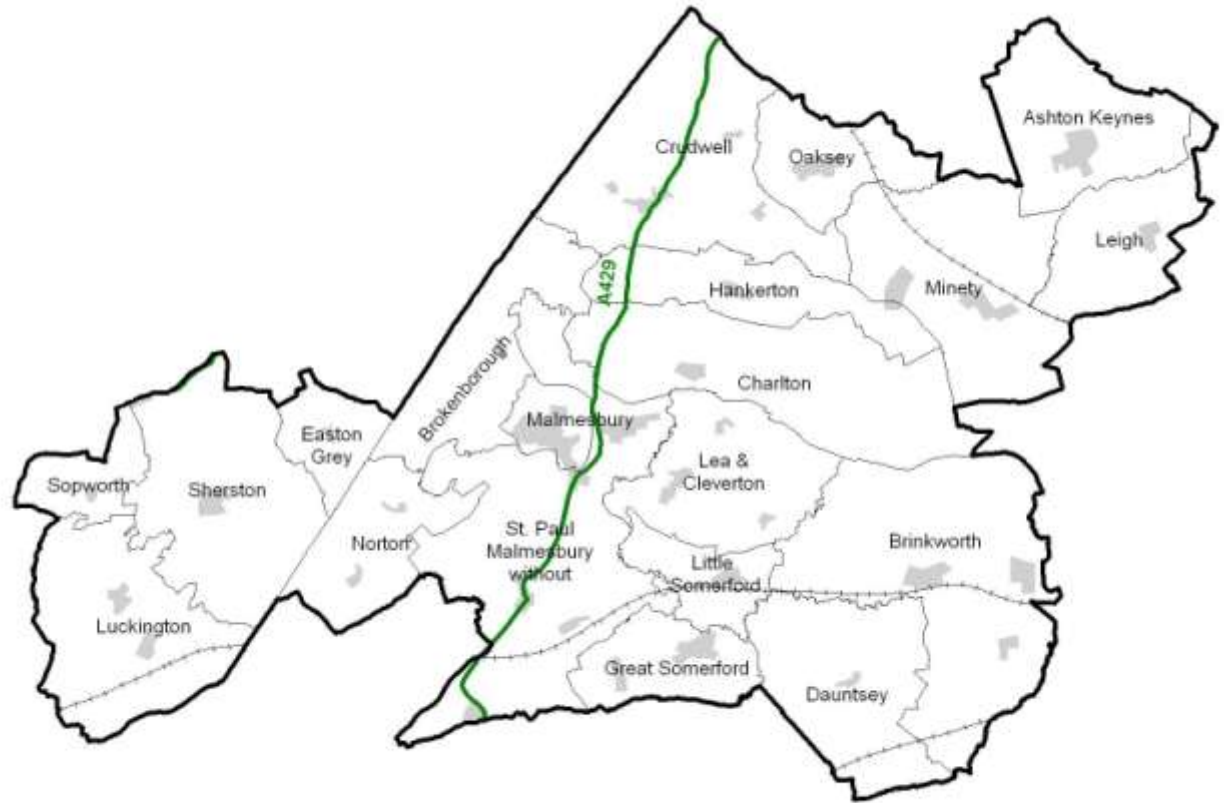
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Malmesbury Community Area

Infrastructure Delivery Schedule



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Malmesbury Community Area

Phasing of essential infrastructure

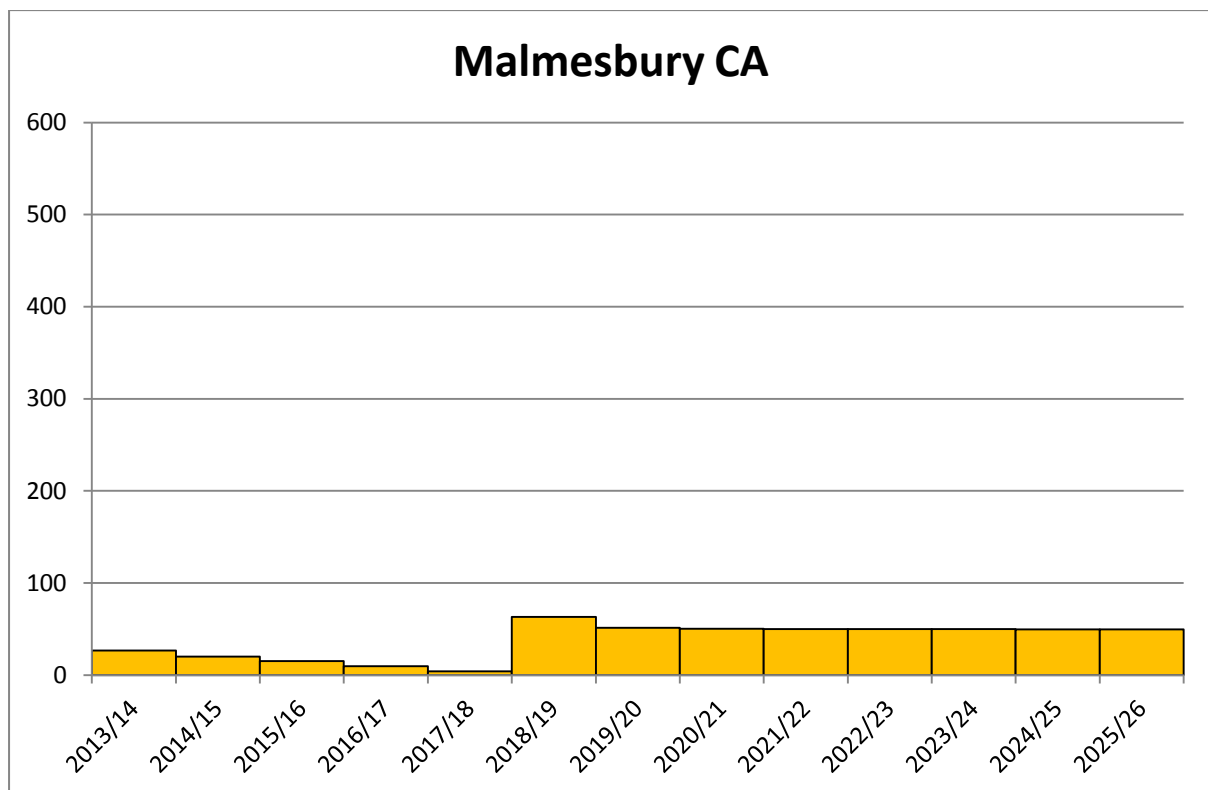
The majority of housing in the community area will come forward during the last five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Malmesbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MAL 001	Education	2011 - 2016	New primary school or extension to existing primary school to provide an additional 81 pupil places	Current place shortfall, with pupils bused to village schools	£1,095,768	Wiltshire Council; Developers	£0	£1,095,768	Wiltshire Council; Schools and Academies	Essential
MAL 002	Education	2011 - 2016	Extension of existing primary schools in the villages to provide an additional 42 pupil places	Some surplus places but will be filled by town pupils	£533,946	Wiltshire Council; Developers	£0	£533,946	Wiltshire Council; Schools and Academies	Essential
MAL 003	Education	2011 - 2016	Extension of Malmesbury Secondary School to provide an additional 88 pupil places	School forecast to reach capacity by 2014	£1,685,640	Wiltshire Council; Developers	£0	£1,685,640	Wiltshire Council; Schools and Academies	Essential
MAL 004	Education	2011 - 2016	Additional childcare places for three to four year olds	Existing childcare provision limited	£1,182,692	Wiltshire Council; Developers	£0	£1,182,692	Wiltshire Council; Private Providers	Essential
MAL 005	Social services	2011 - 2016	52 bed extra care housing scheme (Burnham House)	Meet need and replace outdated facilities	£9,000,000	Wiltshire Council; Government grant; Charity funding	£0	£9,000,000	Wiltshire Council and partners; Registered housing provider	Essential
MAL 006	Transport	2011 - 2016	Safe cycle and walk way linking play areas, schools and leisure facilities	Meet health and carbon emissions targets	£100,000	Wiltshire Council; Developers	£0	£100,000	Wiltshire Council	Place-shaping
MAL 007	Emergency Services	2016 - 2021	Potential relocation of Malmesbury Fire Station	Closer to business park and new development	£1,500,000	Wiltshire Fire and Rescue Service; Developers	£0	£1,500,000	Wiltshire Fire and Rescue Service	Place-shaping
MAL 008	Community	2016 - 2021	Library refurbishment to improve facilities, including PCs, bookstock, decoration and furniture	To allow better use of space and improve facilities	£95,340	Wiltshire Council; Developers	£0	£95,340	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Malmesbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MAL 009	Transport	2021 - 2026	Converting old railway to cow bridge	Housing growth will lead to demand for key green routes	£100,000	Wiltshire Council; Lottery/ Landfill Fund; Developers	£0	£100,000	Wiltshire Council; Sustrans	Place-shaping

Malmesbury Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Malmesbury
Large villages	Ashton Keynes, Crudwell, Great Somerford, Oaksey and Sherston
Small villages	Brinkworth, Charlton, Corston, Dauntsey, Lea, Luckington, Milbourne, Minety and Upper Minety

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)			
Housing	1,200 homes (at least)		Malmesbury (No strategic sites allocated)	760
			Rest of the community area	440
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.			
Employment	5 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Saved North Wiltshire District Plan allocations	Land North of Tetbury Hill	1 ha
			Land at Garden Centre, Malmesbury	4 ha
	Principal Employment Areas (supported in accordance with Core Policy 35)		Malmesbury Business Park Dyson Site Land North of Tetbury Hill	

Delivery of housing 2006 – 2026 for the Malmesbury community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Malmesbury town	760	450	50	0	260
Remainder	440	225	75	0	140
Community area total	1,200	675	125	0	400

For further information, see Core Policy 13 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Marlborough Community Area
September 2013

Wiltshire Council

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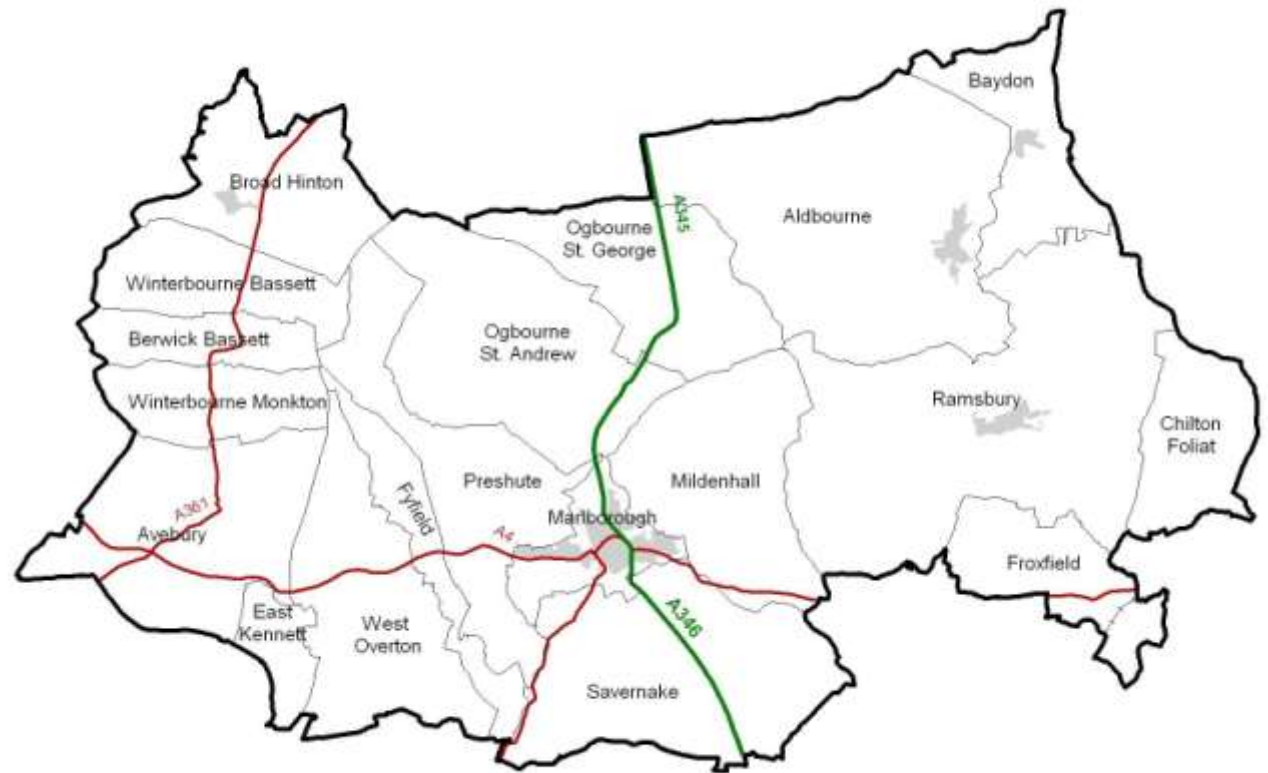
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Marlborough Community Area

Infrastructure Delivery Schedule



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Wiltshire Council
www.intelligentnetwork.org.uk

Marlborough Community Area

Phasing of essential infrastructure

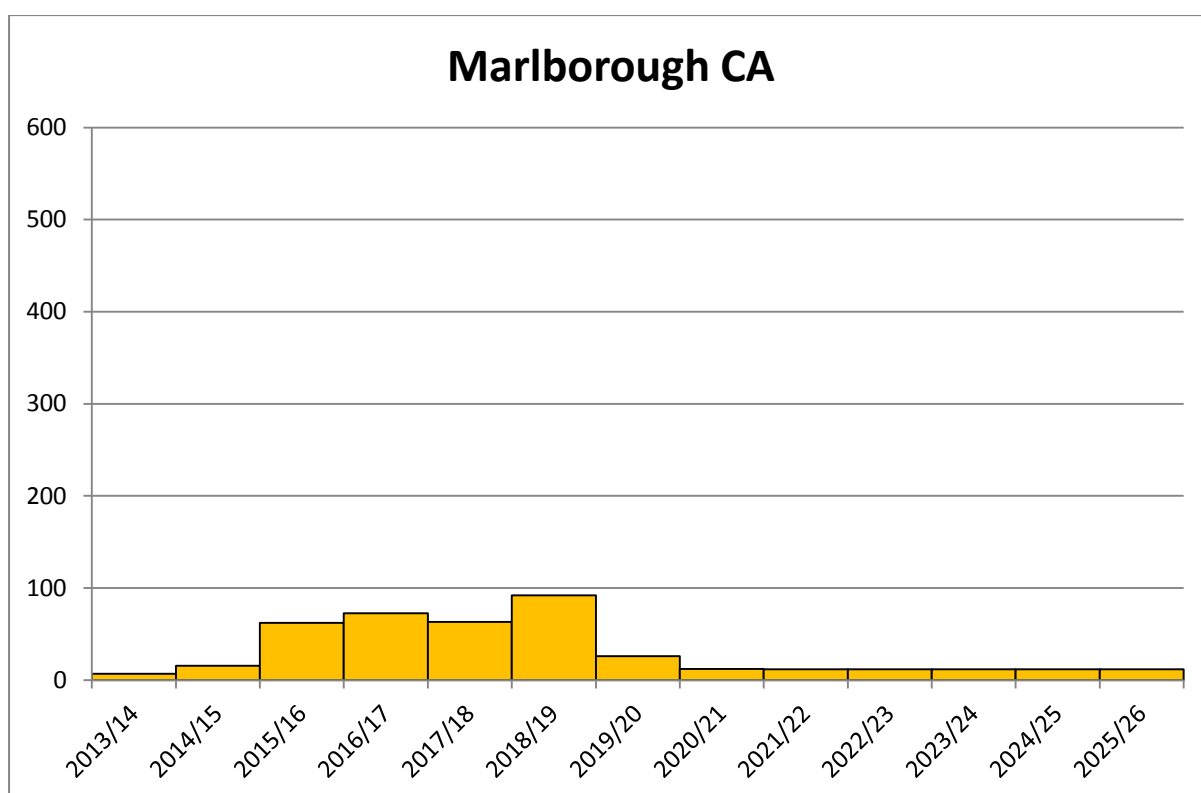
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Marlborough Community Area

September 2013

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MAR 001	Utility	2011 - 2016	Upgrade to treatment processes at Marlborough Sewage Treatment Works	To improve water quality in the River Kennet	£3,450,000	Thames Water	£3,450,000	£0	Thames Water	Essential
MAR 002	Utility	2011 - 2016	Water supply pipeline between north and south Swindon to link all homes to Farmoor Reservoir	To reduce water abstraction from the River Kennet	£15,000,000	Thames Water	£15,000,000	£0	Thames Water	Essential
MAR 003	Education	2011 - 2016	Extension of St John's Secondary School to provide an additional 83 pupil places	School is already full	£1,589,865	Wiltshire Council; Developers	£0	£1,589,865	Wiltshire Council; Schools and Academies	Essential
MAR 004	Education	2016 - 2021	Relocate Preshute Primary School to provide an additional 78 pupil places	Some surplus places but impossible to extend school	£991,614	Wiltshire Council; Developers	£0	£991,614	Wiltshire Council; Schools and Academies	Essential
MAR 005	Education	2016 - 2021	Extension of existing primary schools in the villages to provide an additional 39 pupil places	Additional places depend on where housing goes	£495,807	Wiltshire Council; Developers	£0	£495,807	Wiltshire Council; Schools and Academies	Essential
MAR 006	Health	2016 - 2021	Improvements and extensions to smaller GP practices in the villages	Most of the practices are up to full capacity	£906,000	Wiltshire CCG; Developers	£0	£906,000	Wiltshire CCG; NHS England; GP practices	Essential
MAR 007	Education	2016 - 2021	Additional childcare places for three to four year olds	To match the expansion in primary school places	£1,125,000	Wiltshire Council; Early Intervention Grant; Developers	£0	£1,125,000	Wiltshire Council; Private Providers	Essential
MAR 008	Social services	2021 - 2026	60 bed extra care housing scheme	To meet need and replace outdated facilities	£10,650,000	Wiltshire Council and partners; Government housing grant	£0	£10,650,000	Extra care development framework provider	Essential

Infrastructure Delivery Plan 2 Appendix 1: Marlborough Community Area

September 2013

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MAR 009	Green infrastructure	2011 - 2016	River Dunn By-Weir Project ceration of 6 lock bypass weirs at Bedwyn	Prevent loss of canal water into river to improve water quality.	£680,000	Canal & River Trust; Grant funding	£75,000	£605,000	Canal & River Trust; Thames River Trust; Volunteers	Place-shaping
MAR 010	Green infrastructure	2011 - 2016	Offside bank repairs west of bridge 68-69 (Froxfield)	User safety and structural integrity	£33,700	Canal & River Trust; Grant funding	£33,700	£0	Canal & River Trust; Volunteers	Place-shaping
MAR 011	Green infrastructure	2011 - 2016	Air quality - pollution monitoring station	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping
MAR 012	Green infrastructure	2011 - 2016	Air quality - source apportionment/ air quality modelling	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
MAR 013	Green infrastructure	2011 - 2016	Air quality - community action plan implementation	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
MAR 014	Green infrastructure	2011 - 2016	Air quality - strategic mitigation measures	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
MAR 015	Community	2016 - 2021	Refurbishment of Marlborough, Aldbourne and Ramsbury libraries	To allow better use of space and improve facilities	£89,381	Wiltshire Council; Developers	£0	£89,381	Wiltshire Council	Place-shaping
MAR 016	Transport	2016 - 2021	Upgrading Marlborough to Swindon railway path, including ramp to Marlborough Business Park and new Tesco store	Housing growth will lead to demand for key green routes	£2,004,929	Heritage Lottery; Landfill and Rural Development funding	£0	£2,004,929	Wiltshire Council; Sustrans	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Marlborough Community Area

September 2013

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MAR 017	Community	2016 - 2021	Community cinema	To create flexible places for a variety of uses	£3,000,000	Private investment; Developers	£0	£3,000,000	Kenney Valley Arts Trust	Place-shaping

Land at Salisbury Road Strategic Site

Phasing of essential infrastructure

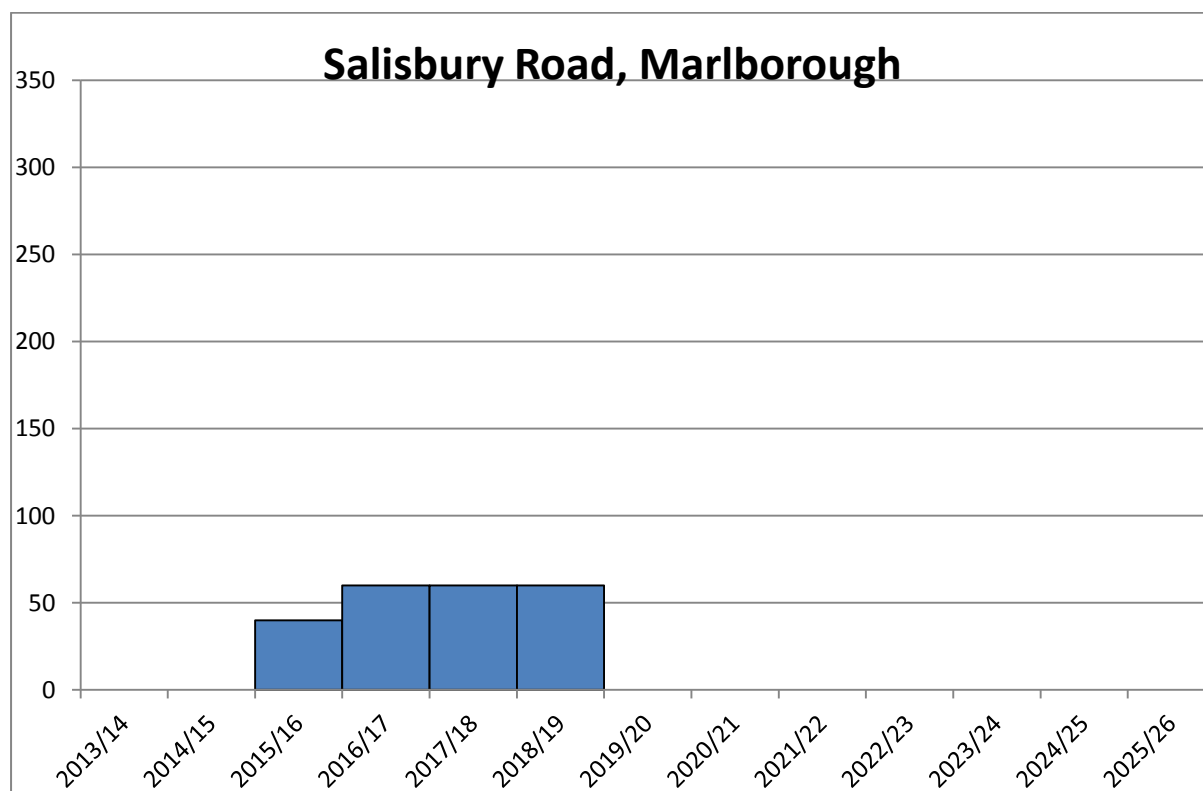
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Land at Salisbury Road Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MAR SAL 001	Utility	2011 - 2016	Risk assessment and appropriate mitigation measures re: Groundwater Protection Zone (SPZ 1)	To protect Source Protection Zone 1	Developer costs	Developer	Developer costs	£0	Developer; Thames Water; Environment Agency	Essential
MAR SAL 002	Utility	2011 - 2016	Realignment of GPSS pipelines crossing site, or a 6m easement and restrictions on the number of crossing points	To protect the GPSS pipelines crossing the site	Developer costs	Developer	Developer costs	£0	Developer; Fisher-German	Essential
MAR SAL 003	Utility	2011 - 2016	Reinforcement of gas network	Insufficient pressure in the network to serve site	Developer costs	Developer; Wales and West Utilities	£0	Developer costs	Developer; Wales and West Utilities	Essential
MAR SAL 004	Utility	2011 - 2016	Upgrades to the waste water network	Due to the proposed locations and size of the site	Developer costs	Developer; Thames Water	£0	Developer costs	Developer; Thames Water	Essential
MAR SAL 005	Utility	2011 - 2016	Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Developer	£0	Developer costs	Developer	Essential
MAR SAL 006	Transport	2011 - 2016	Extension to the existing bus service along Salisbury Road to serve the development	Current services infrequent. Too far from town and hilly to walk	£150,000	Developer	£0	£150,000	Wiltshire Council; Public Transport Operator(s)	Essential
MAR SAL 007	Transport	2011 - 2016	Bus stops and shelters (approximately 6 stops, including 3 with shelters)	To support the extension of a bus service to the site	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Essential
MAR SAL 008	Green infrastructure	2011 - 2016	Landscape and Visual Impact Assessment of the site	To further refine the southern boundary of the site	Developer costs	Developer	£0	Developer costs	Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Land at Salisbury Road Strategic Site

September 2013

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MAR SAL 009	Green infrastructure	2011 - 2016	Assessment and appropriate mitigation of the impact upon adjacent historical park and garden	To mitigate the impact on areas of historical interest	Developer costs	Developer	£0	Developer costs	Developer	Essential
MAR SAL 010	Green infrastructure	2016 - 2021	Incorporation of all bat commuting corridors crossing the site or boundaries into 20m buffer zone	To protect population of nationally important bats	Developer costs	Developer	£0	Developer costs	Developer	Essential
MAR SAL 011	Transport	2016 - 2021	Bridge or signalised crossing over A346 to link site and business park, which includes the local shop Tesco	Allow residents to use business park across busy road	Developer costs	Developer	£0	Developer costs	Wiltshire Council	Essential
MAR SAL 012	Transport	2016 - 2021	Surface upgrades to MARL 30 right of way	Provide key link from site to town centre and school	£25,000	Developer	£0	£25,000	Wiltshire Council; Developer	Essential
MAR SAL 013	Transport	2016 - 2021	Southerly extension to footway on west side of A346 and improved crossing facility to SAVE14 right of way	Key link to Savernake Forest. Rights of way limited	Developer costs	Developer	£0	Developer costs	Wiltshire Council	Place-shaping
MAR SAL 014	Transport	2016 - 2021	Provision of new footpath link between MARL30 and MARL36 along railway	Key link to rights of way west of site. Rights of way limited	£20,000	Developer	£0	Developer costs	Wiltshire Council	Place-shaping
MAR SAL 015	Green infrastructure	2016 - 2021	Provision of public open space, sports, children's play areas and allotments (total: 31,961.6m2)	To meet open space standards	£1,046,520	Developer	£0	£1,046,520	Wiltshire Council; Developer	Place-shaping
MAR SAL 016	Green infrastructure	2016 - 2021	Reinforce entrance and increased structure planting for Marlborough Railway Tunnel CWS	To protect against increased vandalism	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping

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September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MAR SAL 017	Green infrastructure	2016 - 2021	Native woodland planting in landscape proposals	Site within woodland Strategic Nature Area	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
MAR SAL 018	Green infrastructure	2016 - 2021	Development to avoid visually prominent rising south and south western slopes	To avoid adverse impact to the wider AONB	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
MAR SAL 019	Green infrastructure	2016 - 2021	Retain perimeter tree belts and set within a strong landscape framework	To reflect the local woodland/ forest context	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
MAR SAL 020	Green infrastructure	2016 - 2021	Design of development should work with existing topography of the shallow dry valley landform	To mitigate impact on landscape	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
MAR SAL 021	Green infrastructure	2016 - 2021	Development must deliver an attractive and high quality built and landscaped approach to the town	Site is gateway entrance to town along A346	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
MAR SAL 022	Green infrastructure	2016 - 2021	Development must use appropriate local building materials	To reinforce landscape character	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
MAR SAL 023	Green infrastructure	2016 - 2021	Retention of dismantled railway embankment along the northern edge of the site	To provide screening and maintaining historic feature	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping

Marlborough Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Marlborough
Large villages	Aldbourn, Baydon, Broad Hinton and Ramsbury
Small villages	Avebury / Trusloe, Axford, Beckhampton, Chilton Foliat, East Kennett, Froxfield, Fyfield, Lockeridge, Manton, Ogbourne St George, West Overton, Winterbourne Bassett, and Winterbourne Monkton

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	850 homes (at least)	Marlborough <i>(including Land to the West of Salisbury Road Strategic Site)</i>	610 (220)
		Rest of the community area	240
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	3 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided		
	Principal Employment Areas <i>(supported in accordance with Core Policy 35)</i>	Marlborough Business Park Pelham Court Site Wagon Yard	

Strategic Site (Core Policy 14):

Strategic site	Type of development	Amount
Land to the West of Salisbury Road	Housing	220 dwellings
	Employment	0 ha

Delivery of housing 2006 – 2026 for the Marlborough community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Marlborough town	610	315	45	220	30
Remainder	240	85	30	0	125

Community area total	850	400	75	220	155
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For further information, see Core Policy 14 of the Wiltshire Core Strategy, and the Strategic Site Development Template for Land to the West of Salisbury Road in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Melksham Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

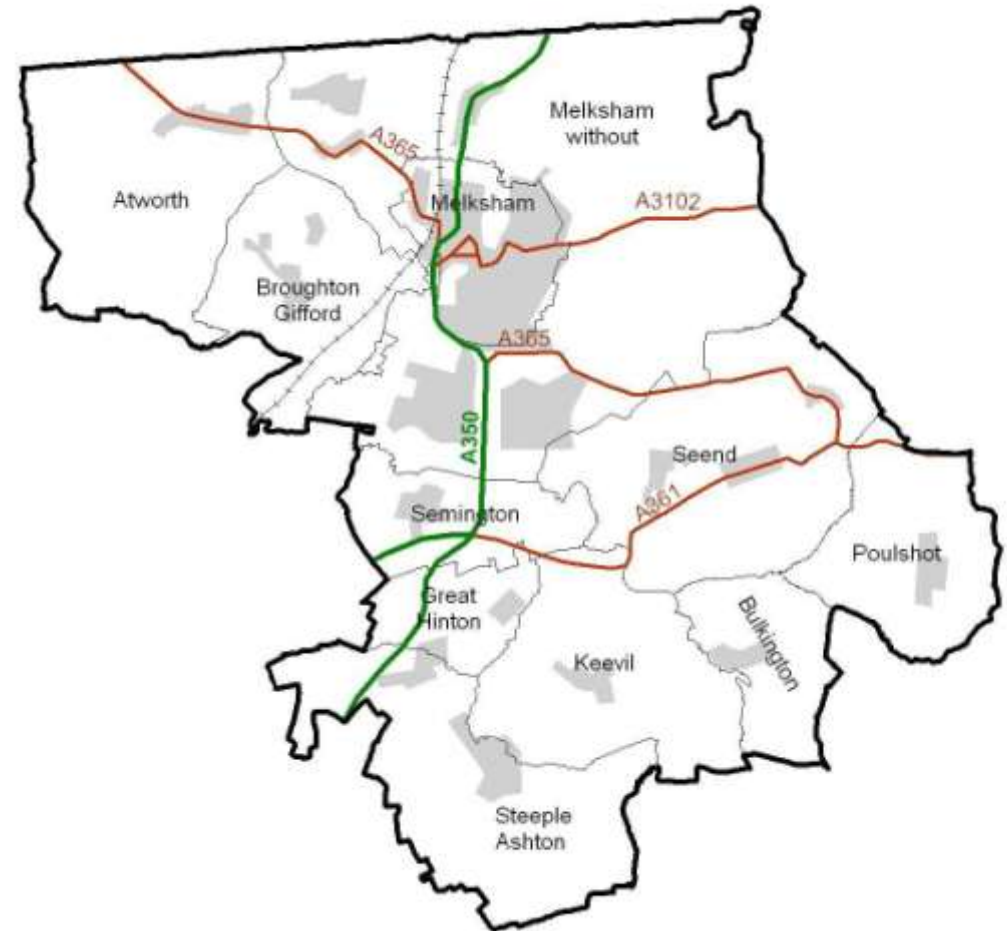
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Melksham Community Area

Infrastructure Delivery Schedule



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Wiltshire Council
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Melksham Community Area

Phasing of essential infrastructure

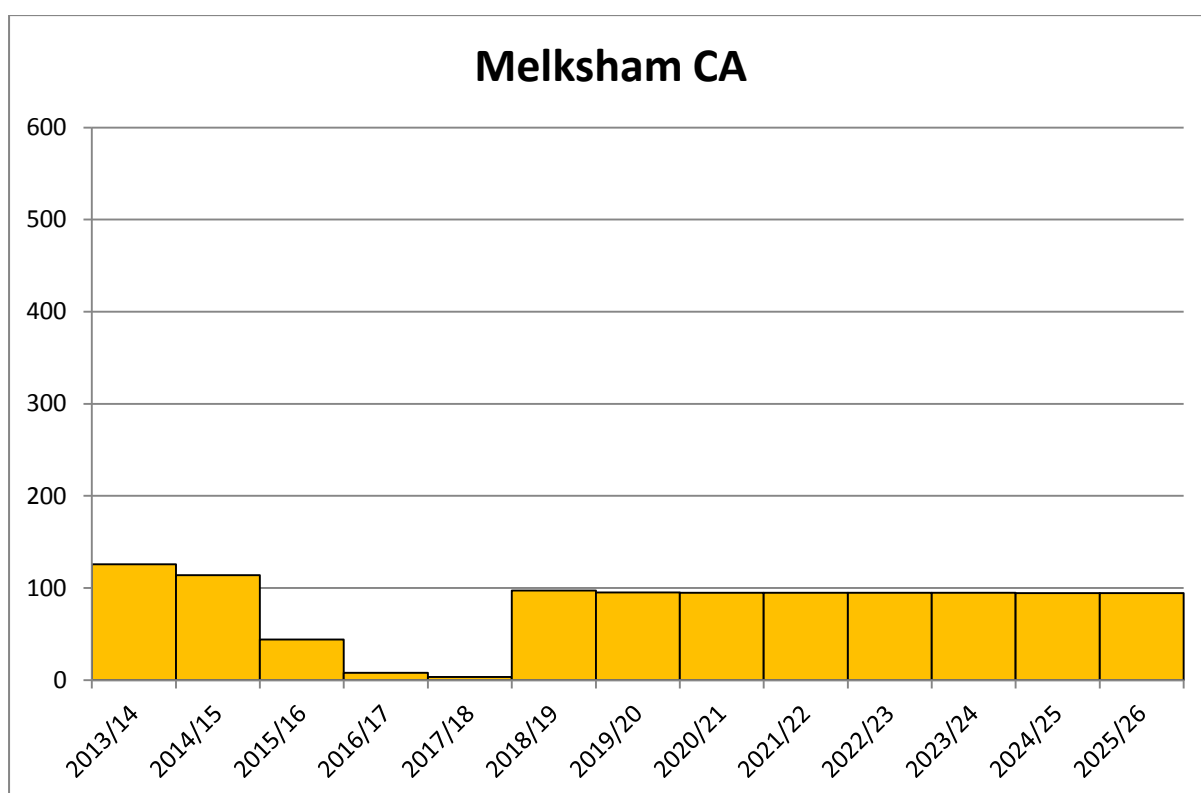
The majority of housing in the community area will come forward during the last five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Melksham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MEL 001	Transport	2011 - 2016	Two hourly Trans Wilts train service (Westbury - Swindon) and improvements to Melksham railway station	Train service befitting of Melksham's role and function	£1,500,000	Wiltshire Council; LSTF; Developers	£1,500,000	£0	Wiltshire Council; First Great Western	Essential
MEL 002	Education	2011 - 2016	New primary school and site to provide an additional 259 pupil places	Shortfall by 2014. Cannot meet need by extensions.	£3,503,752	Wiltshire Council; Developers	£0	£3,503,752	Wiltshire Council; Schools and Academies	Essential
MEL 003	Education	2011 - 2016	Extension of Melksham Oak Secondary School to provide an additional 189 pupil places	Current housing will fill surplus places. Some year groups full.	£3,620,295	Wiltshire Council; Developers	£0	£3,620,295	Wiltshire Council; Schools and Academies	Essential
MEL 004	Health	2011 - 2016	Additional GP provision, including a new practice and extensions to existing practices	Most practices up to full capacity.	£1,180,000	Wiltshire CCG; Developers	£0	£1,180,000	Wiltshire CCG; GP surgeries	Essential
MEL 005	Social services	2011 - 2016	60 bed extra care housing scheme	Meet need and replace outdated facilities	£10,600,000	Wiltshire Council and partners; Government grant	£0	£10,600,000	Wiltshire Council and partners; Registered housing provider	Essential
MEL 006	Social services	2016 - 2021	60 bed nursing home and 18 bed extra care facility (Semington High Street)	Meet need and replace outdated facilities	£9,600,000	Orders of St John Care Trust	£9,600,000	£0	Orders of St John Care Trust	Essential
MEL 007	Education	2021 - 2026	Extension of existing primary schools in the villages to provide an additional 8 pupil places	Additional places depend on where housing goes	£101,704	Wiltshire Council; Developers	£0	£101,704	Wiltshire Council; Schools and Academies	Essential
MEL 008	Green infrastructure	2011 - 2016	Wilts & Berks Canal Restoration - Melksham Link Project	National priority for waterway network	£19,000,000	Enabling; Landfill Fund; Lottery grant; Developers	£0	£19,000,000	Wilts & Berks Canal Trust & Partners; Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Melksham Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MEL 009	Green infrastructure	2016 - 2021	Wilts & Berks Canal Restoration - River Avon to Melksham Top Lock	National priority for waterway network	£2,900,000	Enabling; Landfill Fund; Lottery grant; Developers	£0	£2,900,000	Wilts & Berks Canal Trust & Partners; Wiltshire Council	Place-shaping
MEL 010	Green infrastructure	2021 - 2026	Wilts & Berks Canal Restoration - towpath access	Housing growth will lead to demand for key green routes	£3,700,000	Enabling; Landfill Fund; Lottery grant; Developers	£0	£3,700,000	Wilts & Berks Canal Trust & Partners; Wiltshire Council	Place-shaping
MEL 011	Community	2011 - 2016	New cemetery or extension to existing cemetery	Cemetery will close due to it being full	£691,390	Wiltshire Council; Developers	£0	£691,390	Wiltshire Council; Town Council	Place-shaping
MEL 012	Community	2011 - 2016	New skate park	Enhanced provision required to meet needs of growth	£110,000	Wiltshire Council; Developers	£0	£110,000	Wiltshire Council	Place-shaping

Melksham Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Melksham and Bowerhill village
Large villages	Atworth, Seend, Semington, Shaw/ Whitley and Steeple Ashton
Small villages	Beanacre, Berryfield, Broughton Gifford, Bulkington, Great Hinton, Keevil, Poulshot and Seend Cleeve

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	2,040 homes (at least)	Melksham <i>(no strategic sites)</i>	1,930
		Rest of the community area	110
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	6 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Hampton Business Park <i>(Saved West Wiltshire District Plan Allocation)</i>	Up to 6 ha
	Principal Employment Areas <i>(supported in accordance with Core Policy 35)</i>	Bowerhill Industrial Estate Hampton Business Park Avonside Enterprise Park Intercity Industrial Estate Upside Business Park Challemead Business Park Bradford Road Employment Area	

Delivery of housing 2006 – 2026 for the Melksham community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Melksham town	1,930	670	425	0	835
Remainder	110	50	35	0	25
Community area total	2,040	720	460	0	860

For further information, see Core Policy 15 of the Wiltshire Core Strategy.

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Mere Community Area
September 2013

Wiltshire Council

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Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

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Rationale

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Estimated cost

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Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

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Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Mere Community Area

Infrastructure Delivery Schedule



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Mere Community Area

Phasing of essential infrastructure

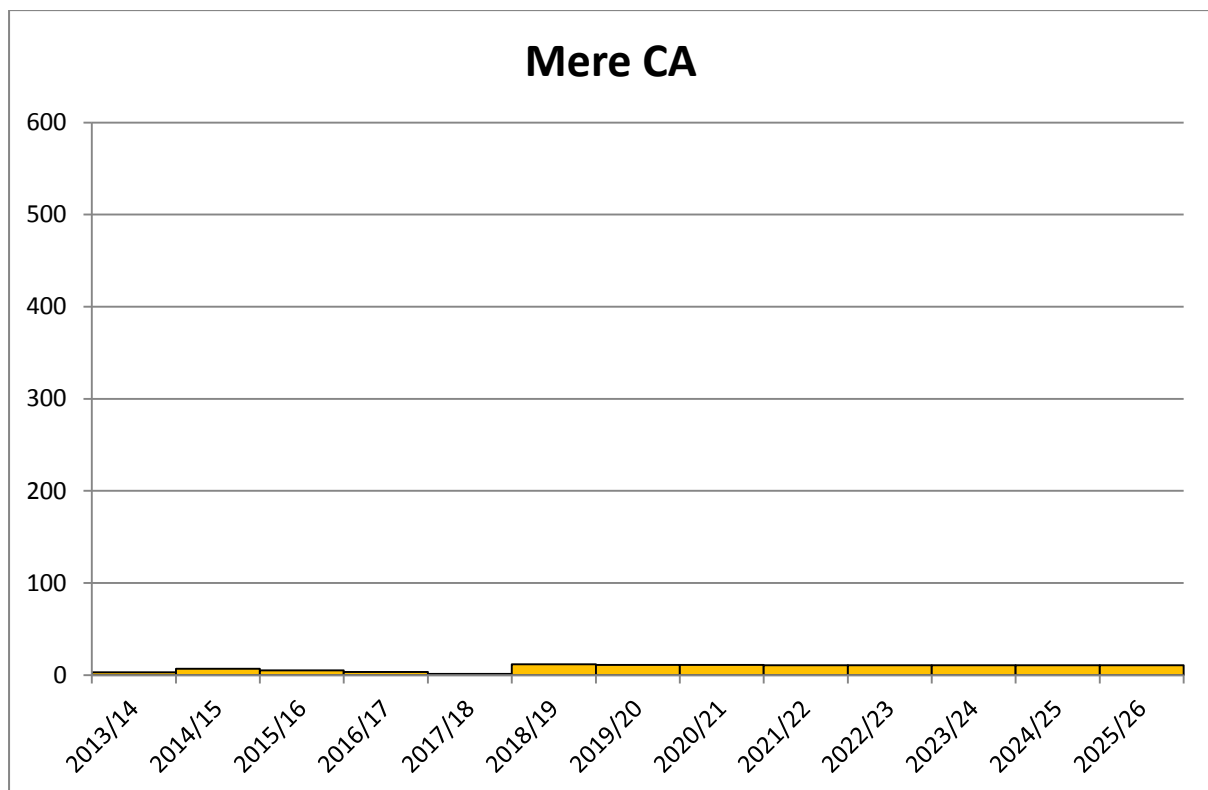
The majority of housing in the community area will come forward during the last five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Mere Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
MER 001	Education	2021 - 2026	Extension of Mere Primary School to provide an additional 23 pupil places	The town has some surplus places but not in all year groups	£292,399	Wiltshire Council; Developers	£0	£292,399	Wiltshire Council; Schools and Academies	Essential
MER 002	Education	2021 - 2026	Extension of existing primary schools in the village to provide an additional 6 pupil places	Will depend on which villages receive housing	£76,278	Wiltshire Council; Developers	£0	£76,278	Wiltshire Council; Schools and Academies	Essential
MER 003	Education	2021 - 2026	Extension of the Gillingham Secondary School, Gillingham (will provide for an additional 21 pupil places for Mere)	Project listed in North Dorset District Council IDP	£3,700,000	Dorset County Council; Developers	£0	£402,255	Dorset County Council; Schools and Academies	Essential
MER 004	Social services	2021 - 2026	45 bed extra care housing scheme	Meet need and replace outdated facilities	£8,000,000	Wiltshire Council; Government grant; Charity funding	£0	£8,000,000	Wiltshire Council; Registered housing provider	Essential
MER 005	Community	2021 - 2026	Library refurbishment to improve facilities, including PCs, bookstock, decoration and furniture	Allow better use of space and improve facilities	£22,643	Wiltshire Council; Developers	£0	£22,643	Wiltshire Council	Place-shaping

Mere Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Local service centre	Mere
Small villages	East Knoyle, Kilmington, Semley / Semley Station, Stourton and Zeals.

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	200 homes (at least)	Mere (no strategic site allocations)	200
		Rest of community area	50
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	3 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	E12 Land at Mere (<i>Saved Salisbury District Plan Allocation</i>)	3 ha
	There are no Principal Employment Areas in the Mere Community Area.		

Delivery of housing 2006 – 2026 for the Mere community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Mere	200	110	15	0	75
Remainder	50	20	10	0	20
Community area total	250	130	25	0	95

For further information, see Core Policy 17 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Pewsey Community Area
September 2013

Wiltshire Council

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

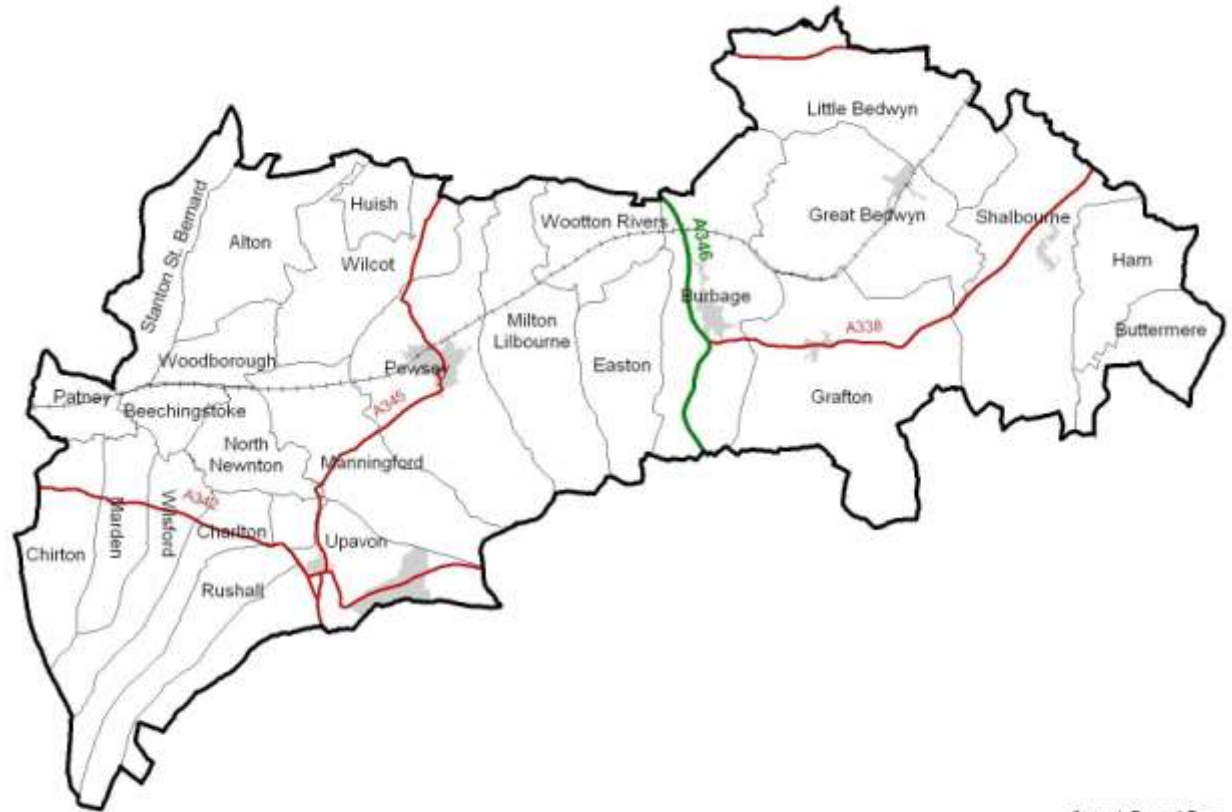
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Pewsey Community Area

Infrastructure Delivery Schedule



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Pewsey Community Area

Phasing of essential infrastructure

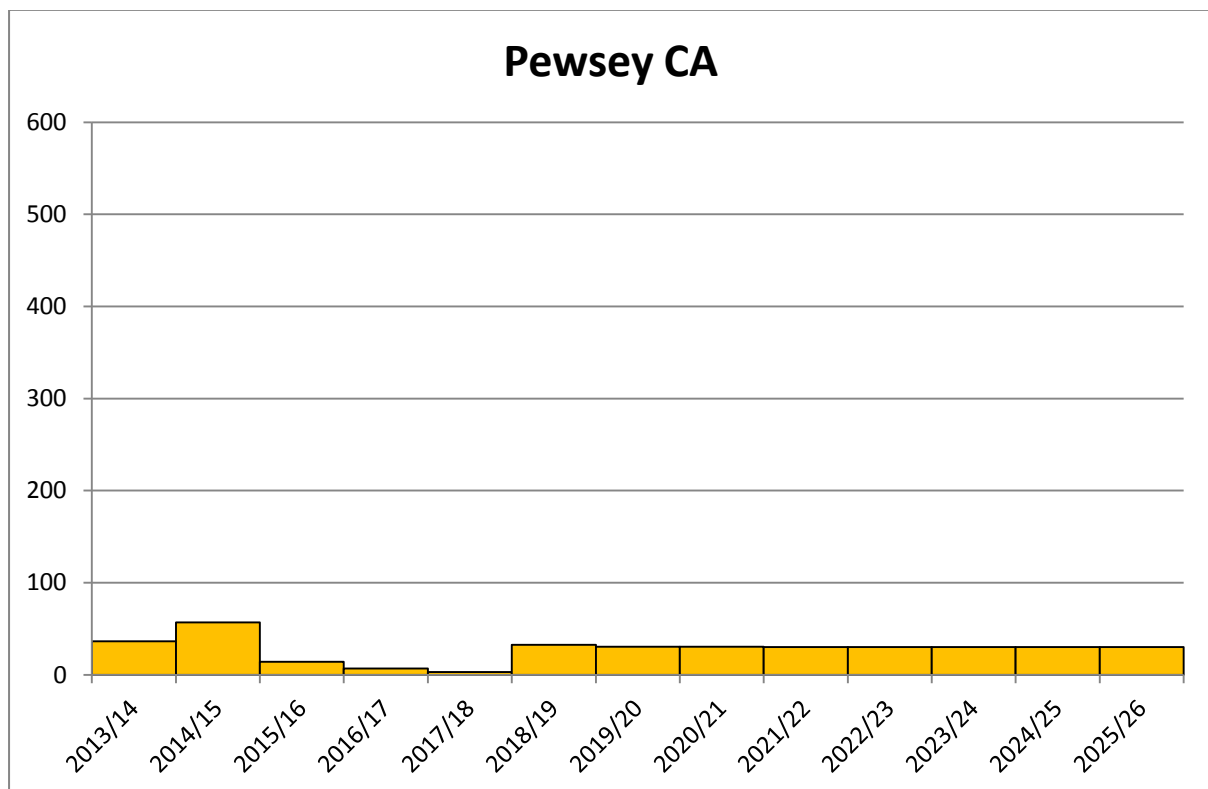
The majority of housing in the community area will come forward during the last five years of the plan period, but with a relatively significant amount during the first five years. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Pewsey Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
PEW 001	Education	2011 - 2016	Extension of existing primary schools to provide an additional 88 pupil places	Town primary school full. Few surplus places elsewhere.	£1,118,744	Wiltshire Council; Developers	£0	£1,118,744	Wiltshire Council; Schools and Academies	Essential
PEW 002	Health	2011 - 2016	Extensions to existing GP practices	Most practices full	£403,000	Wiltshire Council; Developers	£0	£403,000	Wiltshire CCG; GP surgeries	Essential
PEW 003	Education	2016 - 2021	Extension of Pewsey Vale Secondary School to provide an additional 63 pupil places	Future growth limit places for Pewsey pupils in Marlborough	£1,206,765	Wiltshire Council; Developers	£0	£1,206,765	Wiltshire Council; Schools and Academies	Essential
PEW 004	Community	2011 - 2016	New skate park	To meet known demand. Need outlined in community plan.	£100,000	Wiltshire Council; Town Council; Developers	£0	£100,000	Wiltshire Council; Town Council	Place-shaping
PEW 005	Green infrastructure	2011 - 2016	Canal bank protection at Little Bedwyn	User safety	£10,429	Canal & Rivers Trust	£10,429	£0	Canal & Rivers Trust; Volunteers	Place-shaping
PEW 006	Transport	2016 - 2021	Improved access for pedestrians, cyclists and buses to Pewsey Railway Station	Sustainable travel, reduce congestion and accessibility	£120,000	Wiltshire Council; Developers	£0	£120,000	Wiltshire Council	Place-shaping

Pewsey Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Local service centre	Pewsey
Large villages	Burbage, Great Bedwyn, Shalbourne and Upavon
Small villages	Alton Priors / Alton Barnes, Charlton St Peter, Chirton, East Grafton, Easton Royal, Ham, Hilcott, Little Bedwyn, Manningford Bruce, Marden, Milton Lilbourne, Oare, Rushall, Stanton St Bernard, Wilcot, Woodborough and Wootton Rivers

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	600 homes (at least)		
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	2 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Land at Marlborough Road, Pewsey (<i>Saved Kennet Local Plan Allocation</i>)	1.66 ha
	Principal Employment Areas (<i>supported in accordance with Core Policy 35</i>)	Salisbury Road Business Park Marlborough Road & Broomcroft Road, Pewsey; Manor Farm, Manningford Bohune, Hitachi site, Burbage	

Delivery of housing 2006 – 2026 for the Pewsey community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Community area total	600	220	95	0	285

For further information, see Core Policy 18 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1: Royal Wootton Bassett and Cricklade Community Area

September 2013

Wiltshire Council

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Guide to the Infrastructure Delivery Schedules

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Prioritisation

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Royal Wootton Bassett and Cricklade Community Area

*Infrastructure Delivery
Schedule*



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Royal Wootton Bassett & Cricklade Community Area

Phasing of essential infrastructure

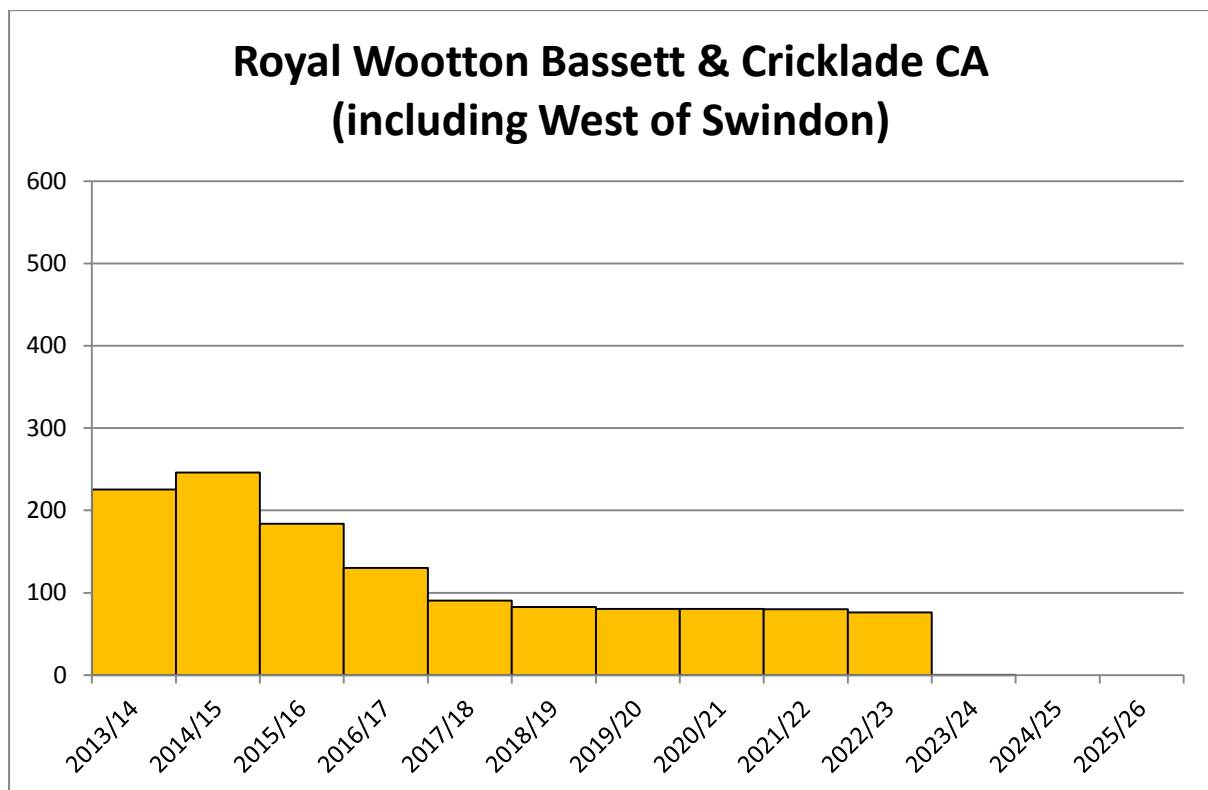
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Royal Wootton Bassett Cricklade Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
RWB 001	Social services	2011 - 2016	45 bed extra care housing scheme (St Ivel site)	Meet need and replace outdated facilities	£8,000,000	Wiltshire Council and partners; HCA grant	£0	£8,000,000	Leadbitter Group; Housing 21	Essential
RWB 002	Transport	2016 - 2021	M4 J16 Improvements	Reduce congestion and delay, improve highway access	£8,000,000	Local Transport Body; Developers	£0	£8,000,000	Swindon and Wiltshire Councils; HA	Essential
RWB 003	Education	2016 - 2021	Extension of existing primary schools in the town to provide an additional 9 pupil places	Surplus places but will be filled by permitted development	£114,417	Wiltshire Council; Developers	£0	£114,417	Wiltshire Council; Schools and Academies	Essential
RWB 004	Education	2016 - 2021	Extension of existing primary schools in the villages to provide an additional 19 pupil places	May be required depending upon which villages receive housing	£241,547	Wiltshire Council; Developers	£0	£241,547	Wiltshire Council; Schools and Academies	Essential
RWB 005	Education	2016 - 2021	Extension of existing secondary school(s) to provide an additional 20 pupil places	Schools already expanding to meet permitted development	£383,100	Wiltshire Council; Developers	£0	£383,100	Wiltshire Council; Schools and Academies	Essential
RWB 006	Education	2016 - 2021	Additional childcare places for three to four year olds	Need and proximity to big employment area (Swindon)	£250,000	Early Intervention Grant (DfE); Developers	£0	£250,000	Wiltshire Council; Private Providers	Essential
RWB 007	Social services	2016 - 2021	80 bed care home (Stoneover Lane)	Meet need and replace outdated facilities	£8,500,000	Orders of St John Care Trust	£8,500,000	£0	Orders of St John Care Trust	Essential
RWB 008	Social services	2016 - 2021	60 bed extra care housing scheme (Purton - Ridgeway Farm)	Meet need and replace outdated facilities	£10,650,000	Developers	£0	£10,650,000	Wiltshire Council; Housing Provider	Essential

Infrastructure Delivery Plan 2 Appendix 1: Royal Wootton Bassett Cricklade Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
RWB 009	Social services	2021 - 2026	50 bed extra care housing scheme (Cricklade)	Meet need and replace outdated facilities	£8,850,000	Wiltshire Council and partners; Developers	£0	£8,850,000	Wiltshire Council; Housing Provider	Essential
RWB 010	Community	2011 - 2016	New cemetery or extension of existing Purton Cemetery	Cemetery full and will close. 7,200m2 land required.	£299,880	Wiltshire Council; Developers	£0	£299,880	Wiltshire Council; Town Council	Place-shaping
RWB 011	Green infrastructure	2011 - 2016	Wilts & Berks Canal Restoration - Royal Wootton Bassett to Hay Lane, Swindon section	Housing growth will lead to demand for key green routes	£1,400,000	Landfill Funding; Lottery; Volunteers; Developers	£0	£1,400,000	Wilts & Berks Canal Trust and partners	Place-shaping
RWB 012	Green infrastructure	2011 - 2016	Wilts & Berks Canal Restoration - Cricklade Country Way project (canal element, historic and new build)	Housing growth will lead to demand for key green routes	£11,300,000	Enabling; Landfill Funding; Lottery grant; Developers	£0	£11,300,000	Wilts & Berks Canal Trust and partners	Place-shaping
RWB 013	Transport	2016 - 2021	Cycle and pedestrian route between Royal Wootton Bassett and Windmill Hill Business Park, Swindon	Mitigate impact of increased traffic near J16 of the M4	£1,000,000	LTP 3; Grant/ third party funding; Developers	£0	£1,000,000	Wiltshire and Swindon Councils; HA; Sustrans	Place-shaping
RWB 014	Community	2016 - 2021	Refurbishment of libraries in Royal Wootton Bassett, Lyneham and Purton	Better use of space. Improved facilities access	£21,452	Wiltshire Council; Developers	£0	£21,452	Wiltshire Council	Place-shaping
RWB 015	Green infrastructure	2016 - 2021	Thames & Severn Canal Restoration - Kempsford to Spine Road Bridge, extending the Cricklade Country Way	Link Swindon to River Thames & Cotswolds Water Park	£6,000,000	Thames Water; Heritage Lottery Funding; Other grant funding	£420,000	£5,580,000	Cotswolds Canal Partnership; Canal & Rivers Trust	Place-shaping
RWB 016	Green infrastructure	2016 - 2021	Wilts & Berks Canal Restoration - River Thames Crossing, linking Cricklade to Thames & Severn Canal	Housing growth will lead to demand for key green routes	£6,200,000	Enabling; Landfill Funding; Lottery grant; Developers	£0	£6,200,000	Wilts & Berks Canal Trust and partners	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Royal Wootton Bassett Cricklade Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
RWB 017	Green infrastructure	2016 - 2021	Cricklade Country Way - walking, cycling, train and canal journeys from Cricklade to Swindon	Housing growth will lead to demand for key green routes	£19,000,000	Enabling; Landfill Funding; Lottery grant; Developers	£0	£19,000,000	Wiltshire Council and partners	Place-shaping
RWB 018	Transport	2021 - 2026	Royal Wootton Bassett Railway Station (includes passing loop construction and junction resignalling)	Encourage sustainable transport. Better accessibility.	£22,000,000	Local Transport Body; Developers	£0	£22,000,000	Network Rail; Train Operating Company; Wiltshire Council	Place-shaping
RWB 019	Transport	2021 - 2026	Swindon & Cricklade Railway - extension to leisure/ recreation route from Mouldon Hill to Moredon Bridge	Commuter service from Cricklade to Swindon	£5,000,000	Developers	£0	£5,000,000	Swindon & Cricklade Railway Trust	Place-shaping

Royal Wootton Bassett & Cricklade Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Royal Wootton Bassett
Local service centres	Cricklade
Large villages	Lyneham and Purton
Small villages	Bradenstoke, Broad Town, Hook, Latton, Lydiard Millicent and Purton Stoke

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	1,250 homes (at least)	Royal Wootton Bassett (no strategic sites)	920
		Rest of the community area	330
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	5 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Land to the West of Templars Way (saved North Wiltshire District Plan allocation)	3.7 ha
		Brickworks, Purton (Saved North Wiltshire District Plan allocation)	1.0 ha remaining
	Principal Employment Areas (supported in accordance with Core Policy 35)	Whitehill Industrial Estate Interface Industrial Estate Coped Hall Business Park	

Delivery of housing 2006 – 2026 for Royal Wootton Bassett & Cricklade community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Royal Wootton Bassett town	920	300	590	0	30
Remainder	330	225	45	0	60
Community area total	1,250	525	635	0	90

For further information, see Core Policy 19 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Salisbury Community Area
September 2013

Wiltshire Council

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Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

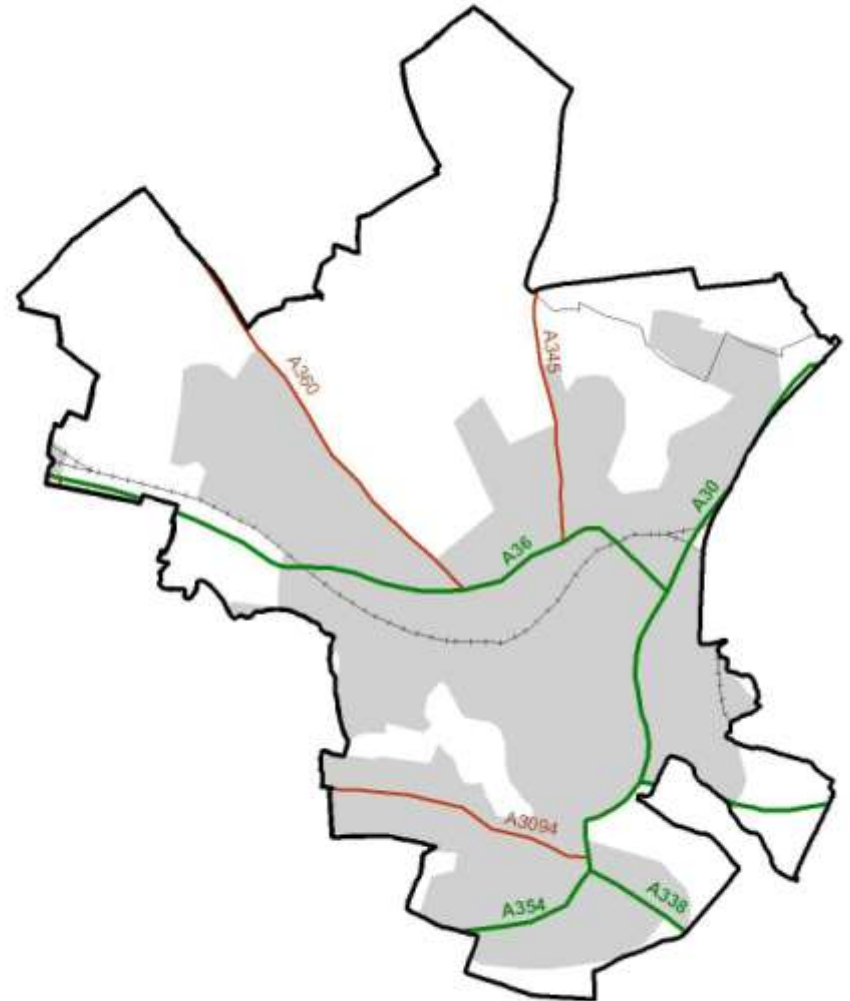
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Salisbury Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligence-network.org.uk

Salisbury Community Area

Phasing of essential infrastructure

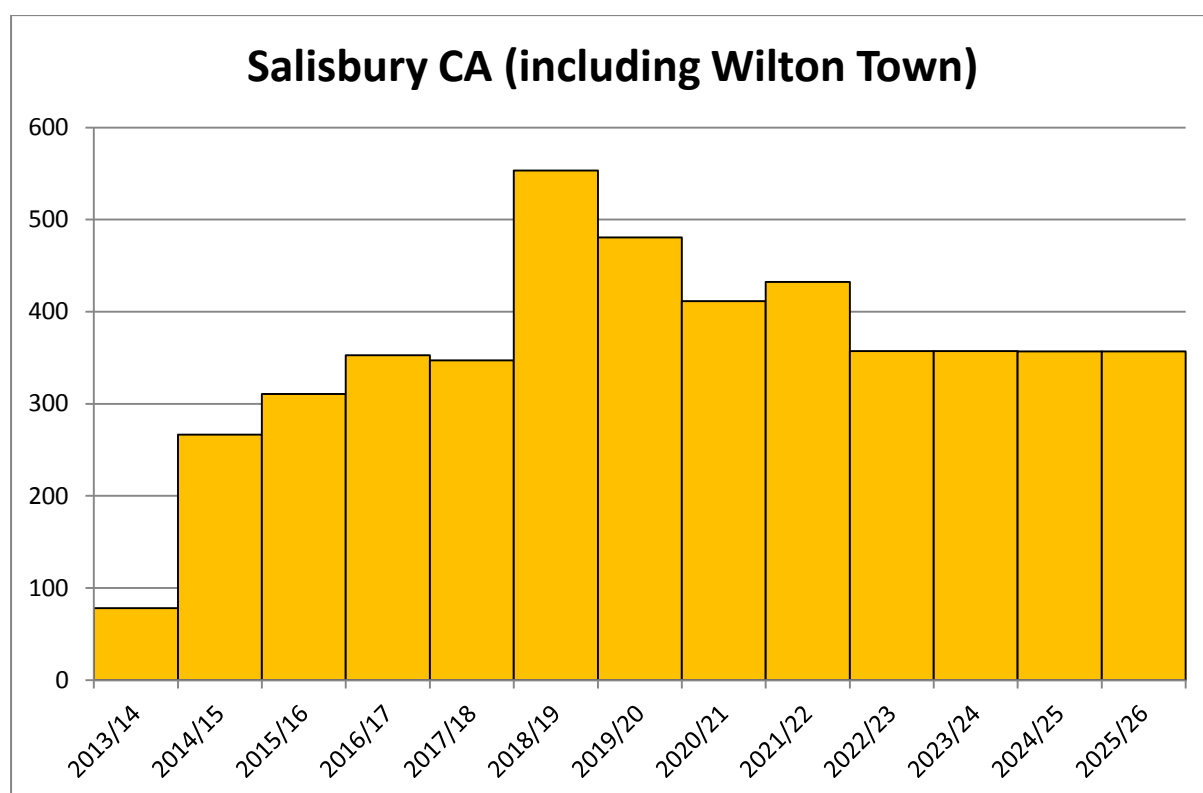
Housing in the community area will come forward spread out over the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Salisbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL 001	Education	2011 - 2021	Extend town primary schools by 373 places, e.g. Pembroke Park, Wilton & Barford or new school at Fugglestone Red	Schools full. Needs of Land Forces and Maltings sites	£4,741,949	Wiltshire Council; Developers	£0	£4,741,949	Wiltshire Council; Schools and Academies	Essential
SAL 002	Health	2011 - 2016	New health centre on Old Manor Hospital site, combining existing Grove House and New Street practices	New GP, dental, pharmacy and ambulance services	£4,100,000	NHS Wiltshire; GP practices	£4,100,000	£0	GP practices; Private medical contractor	Essential
SAL 003	Education	2016 - 2021	New secondary school and site	Requirement of the Salisbury Area Strategy	£26,000,000	Wiltshire Council; Developers	£0	£26,000,000	Wiltshire Council; Schools and Academies	Essential
SAL 004	Transport	2016 - 2021	A36 Southampton Road upgrades, inc. road widening, increasing roundabout capacity and bus priority lanes	Reduce delay and congestion, improve A36 gateway to city	£6,000,000	Wiltshire Council; Local Transport Body; Highways Agency	£0	£6,000,000	Wiltshire Council; Highways Agency	Essential
SAL 005	Social services	2016 - 2021	80 bed nursing homes and 50 bed extra care housing scheme	Meet need and replace outdated facilities	£17,350,000	Wiltshire Council; Government grant; Developers	£0	£17,350,000	Wiltshire Council and partners; Housing Provider	Essential
SAL 006	Social services	2021 - 2026	New care and extra care housing scheme on Fountains Way former health authority site	Meet needs of growing older population and regenerate site	£2,100,000	Wiltshire Council; Government housing grant fund; Developers	£0	£2,100,000	Wiltshire Council; HCA; Private provider	Essential
SAL 007	Emergency Services	2016 - 2021	New community fire station	To provide a full response to future emergencies	£3,000,000	Wiltshire Fire and Rescue Service; Developers	£0	£3,000,000	Wiltshire Fire and Rescue Service	Place-shaping
SAL 008	Green infrastructure	2011 - 2016	Air quality - Pollution Monitoring Station in Salisbury (City)	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Salisbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL 009	Green infrastructure	2011 - 2016	Air quality - Pollution Monitoring Station in Salisbury (Wilton Road and London Road)	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping
SAL 010	Green infrastructure	2011 - 2016	Air quality - Source Apportionment/ air quality modelling for Salisbury (Wilton Road and London Road)	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
SAL 011	Green infrastructure	2011 - 2026	Air quality - Source Apportionment/ air quality modelling for Salisbury (City)	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
SAL 012	Green infrastructure	2011 - 2026	Air quality - Local Community Area Action Plans for Salisbury (City)	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
SAL 013	Green infrastructure	2011 - 2026	Air quality - Local Community Area Action Plans for Salisbury (Wilton Road and London Road)	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
SAL 014	Green infrastructure	2011 - 2026	Air quality - strategic mitigation measures for Salisbury (City)	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
SAL 015	Green infrastructure	2011 - 2026	Air quality - strategic mitigation measures for Salisbury (Wilton Road and London Road)	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
SAL 016	Community	2016 - 2021	Relocation/ re-configuration of central library within city centre once Maltings and Central Car Park strategic site goes ahead	Existing library site is being redeveloped	£4,410,000	Wiltshire Council; Developers	£0	£4,410,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Salisbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL 017	Community	2021 - 2026	Boathouse for Wiltshire Scullers School	To bring rowing to the fore in Wiltshire	£275,000	Wiltshire Scullers School; Grants; Developers	£0	£275,000	Wiltshire Scullers School	Place-shaping

Hampton Park Strategic Site

Phasing of essential infrastructure

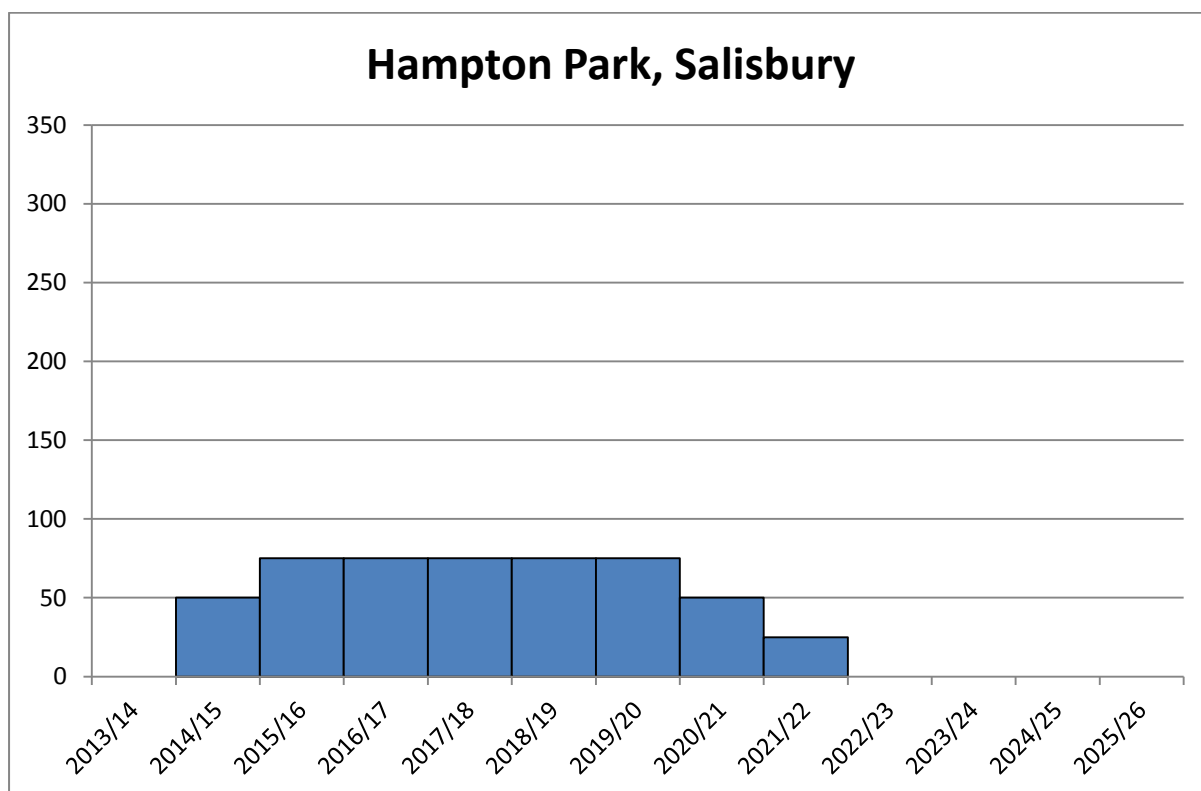
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Hampton Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL HAM 001	Education	2011 - 2016	1 2FE primary school and site to provide an additional 155 pupil places	To directly serve the strategic site development.	£2,096,840	Wiltshire Council; Developer	£2,096,840	£0	Wiltshire Council; Developer	Essential
SAL HAM 002	Transport	2011 - 2016	Site access measures	To provide safe access and facilitate traffic movement.	£200,000	Developer	£200,000	£0	Developer	Essential
SAL HAM 003	Transport	2011 - 2016	Off-site measures; junction provision, traffic calming, speed limit changes, public transport and travel vouchers	Contribute to the Salisbury Transport Strategy	£675,000	Developer	£675,000	£0	Wiltshire Council; Public Transport Operator(s)	Essential
SAL HAM 004	Utility	2011 - 2016	Dedicated spine main to provide additional capacity to serve local distribution mains	To ensure sufficient water supply to development	£250,000	Wessex Water; Developer	£250,000	£0	Wessex Water; Developer	Essential
SAL HAM 005	Utility	2011 - 2016	Drainage system, inc. off-site link sewer and extensive downstream improvements with incremental phasing	To provide foul and surface water drainage	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
SAL HAM 006	Utility	2016 - 2021	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL HAM 007	Green infrastructure	2016 - 2021	Ecology and biodiversity requirements (inc. new woodland hedging and native species surveys)	To connect to retained hedges to River Avon	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping
SAL HAM 008	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Hampton Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL HAM 009	Green infrastructure	2016 - 2021	A country park	Address specific requirements in development template	Developer costs	Wiltshire Council: Developer	Developer costs	£0	Developer	Place-shaping
SAL HAM 010	Community	2016 - 2021	Improve existing community centre at the Pavillion, Ash Crescent, Hampton Park	Address specific requirements in development template	Developer costs	Wiltshire Council: Developer	Developer costs	£0	Wiltshire Council	Place-shaping
SAL HAM 011	Community	2016 - 2021	Public art scheme	Address specific requirements in development template	£75,000	Developer	£75,000	£0	Developer	Place-shaping
SAL HAM 012	Community	2016 - 2021	Provision and maintenance of a play space	Address specific requirements in development template	Developer costs	Wiltshire Council: Developer	Developer costs	£0	Developer	Place-shaping

Fugglestone Red Strategic Site

Phasing of essential infrastructure

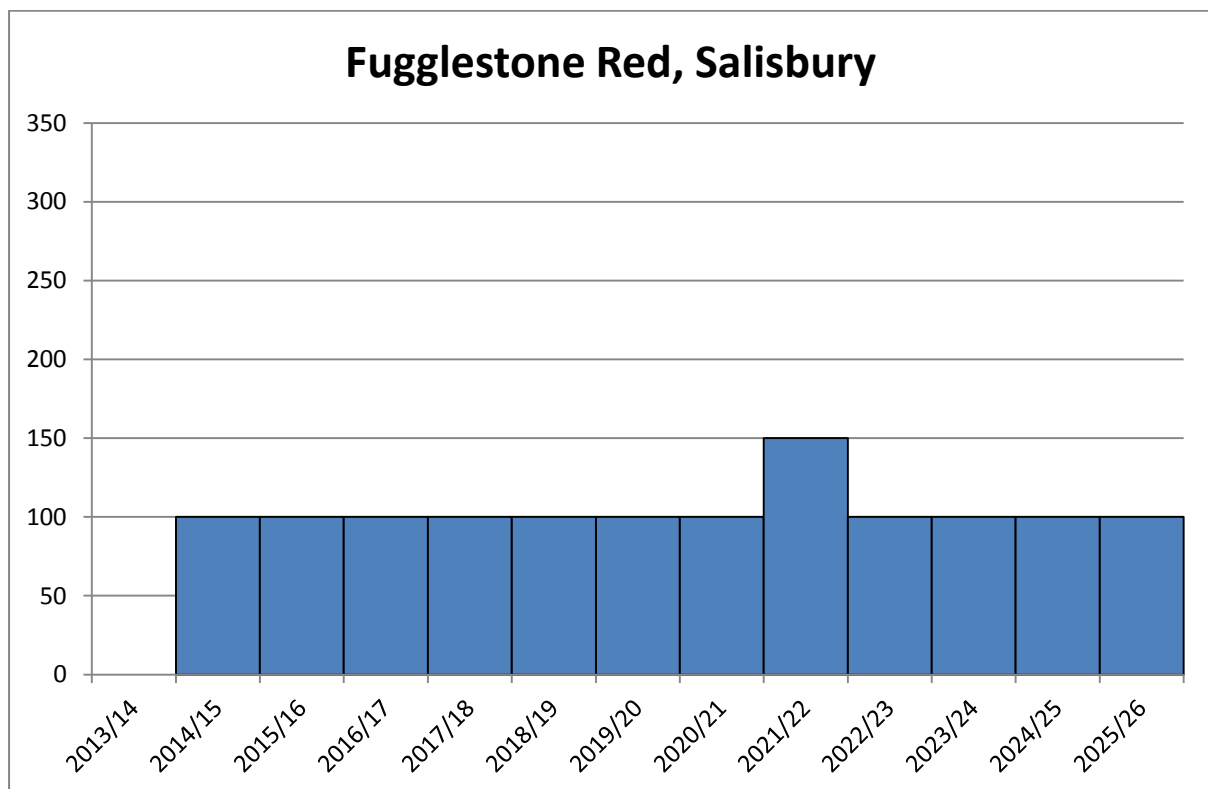
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Fugglestone Red Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL FUG 001	Education	2011 - 2016	1 2FE primary school and site to provide an additional 388 pupil places	To directly serve the strategic site development.	£5,248,864	Wiltshire Council; Developer	£5,248,864	£0	Wiltshire Council; Developer	Essential
SAL FUG 002	Transport	2011 - 2016	Site access measures, including two roundabouts on the A360	To provide safe access and facilitate traffic movement.	£1,000,000	Developer	£1,000,000	£0	Wiltshire Council; Developer	Essential
SAL FUG 003	Utility	2011 - 2016	Boosted water supply from reservoir and dedicated spine main to serve local distribution mains	To ensure sufficient water supply to development	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
SAL FUG 004	Utility	2011 - 2016	Drainage system, inc. on-site pumping station with rising main to Devizes Road and long (2km) off-site connecting sewer	To provide a foul and surface water drainage system	£1,000,000	Wessex Water; Developer	£1,000,000	£0	Wessex Water; Developer	Essential
SAL FUG 005	Social services	2011 - 2016	50 bed extra care housing scheme	Meet need and replace outdated facilities	£8,850,000	Developer	£8,850,000	£0	Developer; Registered Housing Provider	Essential
SAL FUG 006	Utility	2021 - 2026	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL FUG 007	Green infrastructure	2016 - 2021	Ecology and biodiversity requirements (inc. new woodland, mitigation of impact on wildlife sites and bats)	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping
SAL FUG 008	Green infrastructure	2016 - 2021	Public open space, including equipped play areas, casual/informal play space and youth/adult facilities	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Fugglestone Red Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL FUG 009	Community	2016 - 2021	Local centre to provide local access to basic services	This areas of Salisbury lacks access to basic services	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL FUG 010	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL FUG 011	Community	2016 - 2021	New cemetery	Existing cemetery almost full	£874,650	Developer	£874,650	£0	Developer; Wiltshire Council; City Council	Place-shaping

Maltings and Central Car Park Strategic Site

Phasing of essential infrastructure

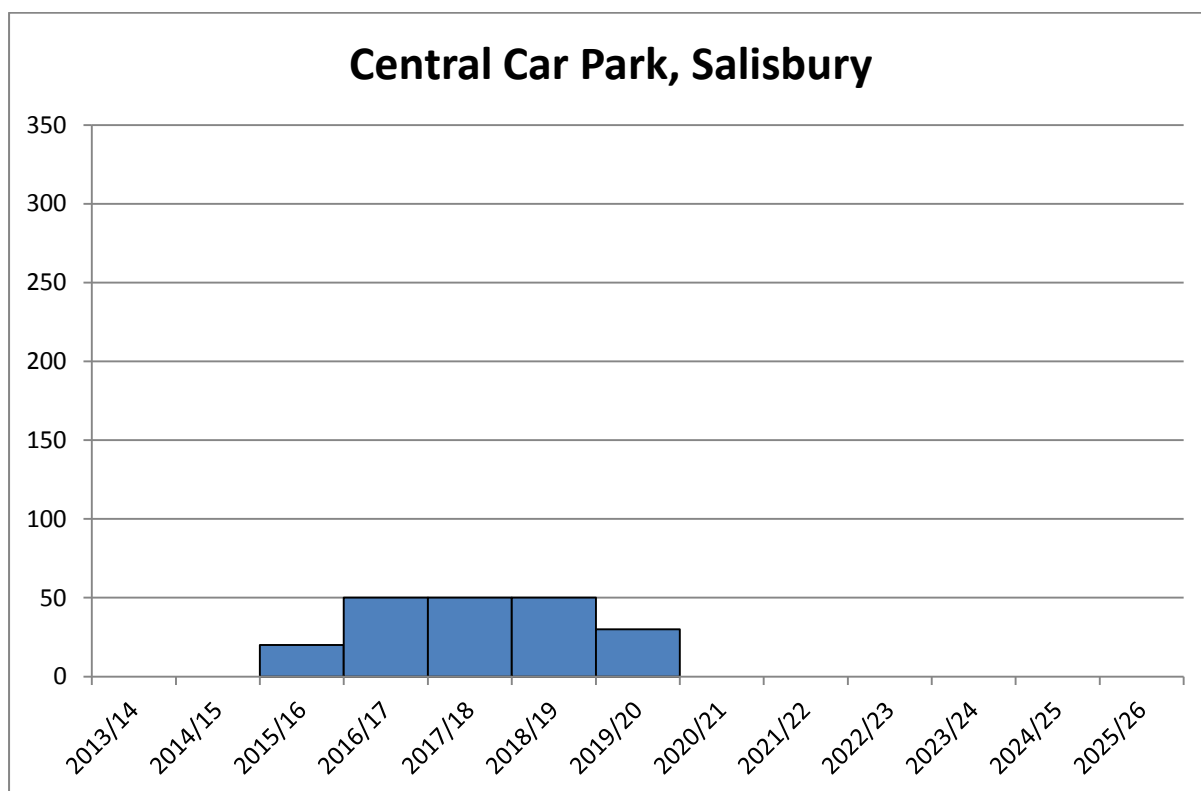
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Maltings and Central Car Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL MAL 001	Transport	2011 - 2016	Site access measures	To provide safe access and facilitate traffic movement.	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL MAL 002	Utility	2011 - 2016	On-site sewers with separate drainage systems, potentially a pumped discharge and other capacity improvements	To provide a foul and surface water drainage system	£500,000	Wessex Water; Developer	£500,000	£0	Developer	Essential
SAL MAL 003	Utility	2011 - 2016	Incorporate SFRA Level 2 requirements into design and resilience measures	To address contaminated land issues	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL MAL 004	Utility	2016 - 2021	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL MAL 005	Green infrastructure	2016 - 2021	Ecology and biodiversity requirements (inc. land for surface water run off and buffer strips next to the river)	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL MAL 006	Green infrastructure	2016 - 2021	Public open space, including a new park, land for surface water run off and buffer strips next to the river	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL MAL 007	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and strategic linkages to the city centre	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL MAL 008	Transport	2016 - 2021	Footpath from SALS58A to SALS50 and cycling links from SALS50 to Summerlock Approach and Malthouse	To provide the infrastructure for sustainable travel	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Churchfields and the Engine Shed Strategic Site

Phasing of essential infrastructure

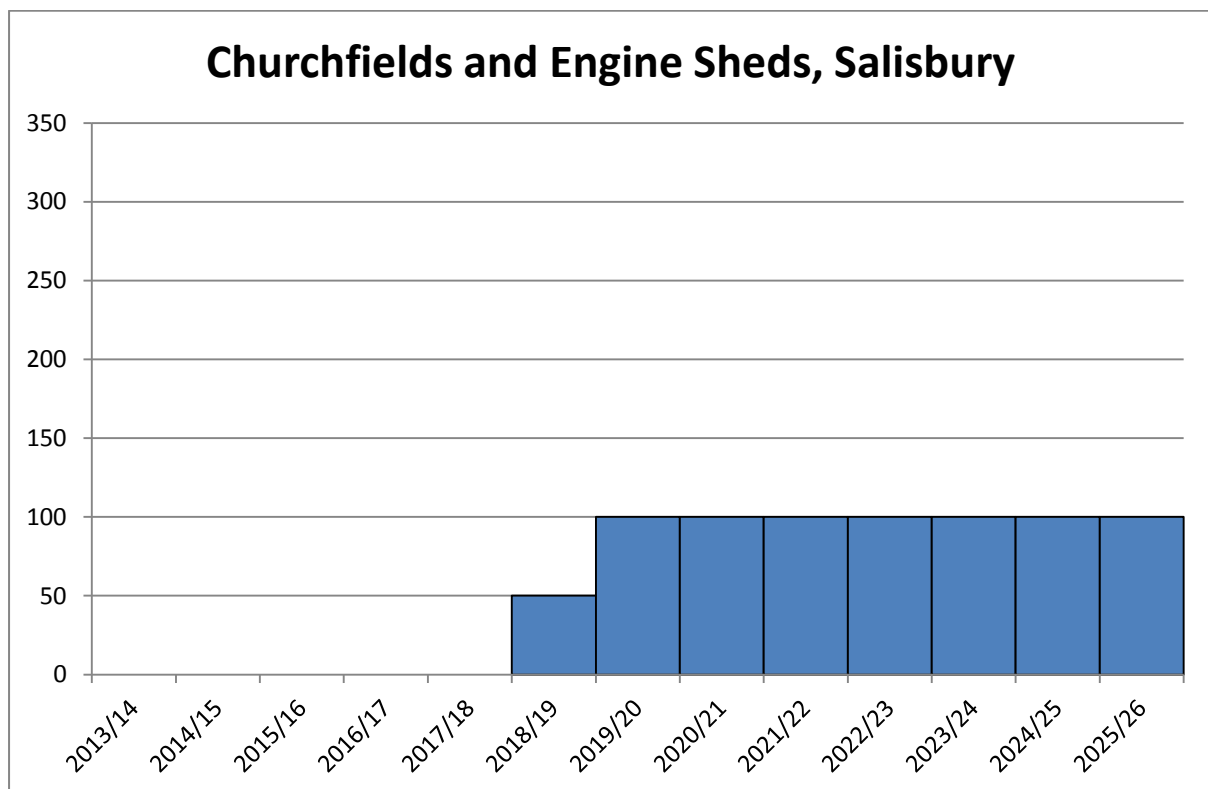
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Churchfields and the Engine Shed Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL CHU 001	Transport	2016 - 2021	Site access measures	To provide safe access and facilitate traffic movement.	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL CHU 002	Utility	2016 - 2021	Existing supply mains will provide capacity for phase 1 but phase 2 may require additional capacity improvements	To ensure sufficient water supply to development	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
SAL CHU 003	Utility	2016 - 2021	On-site sewers with separate drainage systems, sewer diversions and surface water drainage system	To provide a foul and surface water drainage system	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
SAL CHU 004	Utility	2016 - 2021	Incorporate SFRA Level 2 requirements into design and resilience measures	To address contaminated land issues	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL CHU 005	Education	2021 - 2026	1 2FE primary school and site to provide and additional 341 pupil places	To directly serve the strategic site development.	£4,613,048	Wiltshire Council; Developer	£4,613,048	£0	Wiltshire Council; Developer	Essential
SAL CHU 006	Utility	2021 - 2026	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL CHU 007	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL CHU 008	Green infrastructure	2021 - 2026	Public open space, including equipped play areas, casual/ informal play space and youth/ adult facilities	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Churchfields and the Engine Shed Strategic Site

September 2013

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SAL CHU 009	Green infrastructure	2021 - 2026	Ecology and biodiversity requirements (inc. green corridors by the River Nadder and woodland habitat creation)	Create buffer and reduce pressure on river corridor	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL CHU 010	Transport	2021 - 2026	Pedestrian/ cycle bridge to link with rights of way on south side of the River Nadder	To provide access to the south of the city	£350,000	Developer	£350,000	£0	Developer	Place-shaping

UK Land Forces HQ, Wilton Strategic Site

Phasing of essential infrastructure

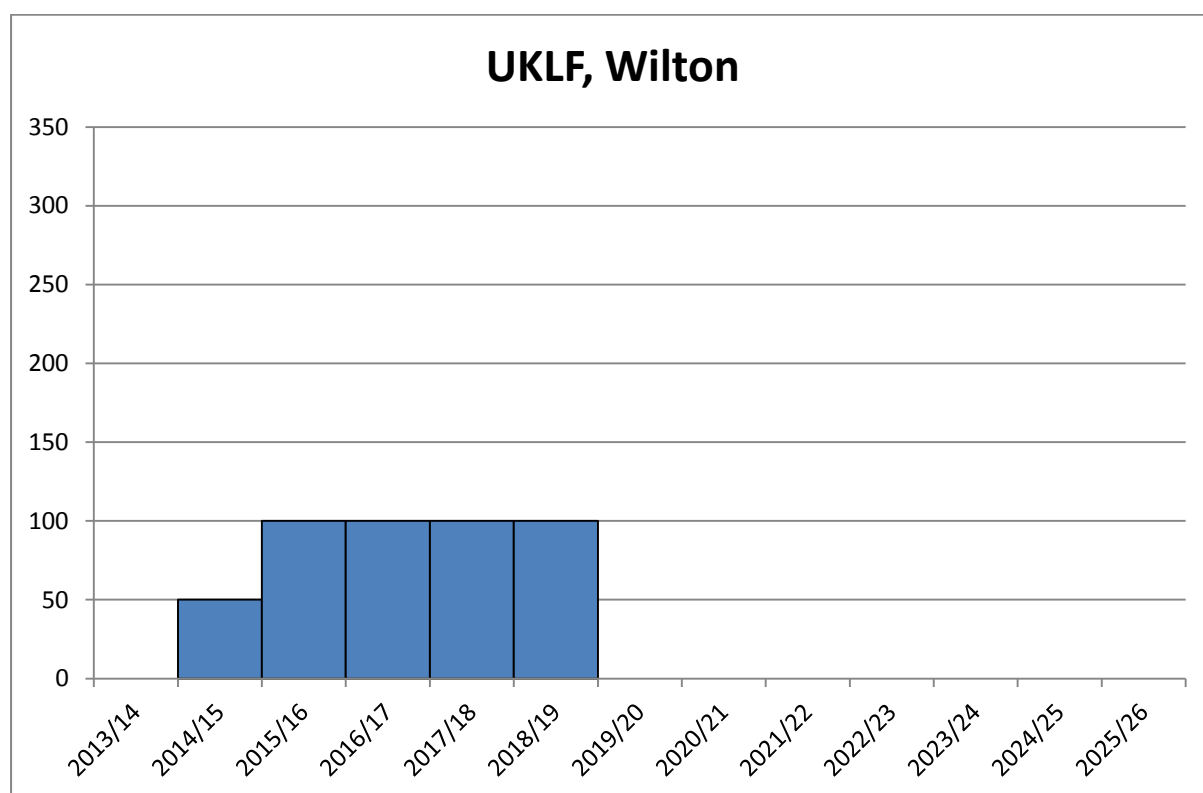
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: UK Land Forces HQ, Wilton Strategic Site

September 2013

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SAL LAN 001	Transport	2011 - 2016	Site access measures, including A36 roundabout improvements	To provide safe access and facilitate traffic movement.	£71,000	Developer	£71,000	£0	Developer	Essential
SAL LAN 002	Utility	2016 - 2021	Capacity improvements, subject to network modelling, to address limited capacity for size of development	To ensure sufficient water supply to development	£250,000	Wessex Water; Developer	£250,000	£0	Wessex Water; Developer	Essential
SAL LAN 003	Utility	2016 - 2021	Downstream capacity improvements to Wilton Trunk sewer link into Salisbury	To provide a foul and surface water drainage system	£500,000	Wessex Water; Developer	£500,000	£0	Wessex Water; Developer	Essential
SAL LAN 004	Utility	2016 - 2021	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL LAN 005	Green infrastructure	2016 - 2021	Ecology and biodiversity (inc.green corridor to River Avon and links to Wilton House and Fugglestone Red)	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL LAN 006	Green infrastructure	2016 - 2021	Public open space, including equipped play areas, casual/ informal play space and youth/ adult facilities	Improved green links to surrounding environment	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL LAN 007	Community	2016 - 2021	Local centre to provide local access to basic services	This areas of Salisbury lacks access to basic services	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL LAN 008	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Longhedge, Old Sarum Strategic Site

Phasing of essential infrastructure

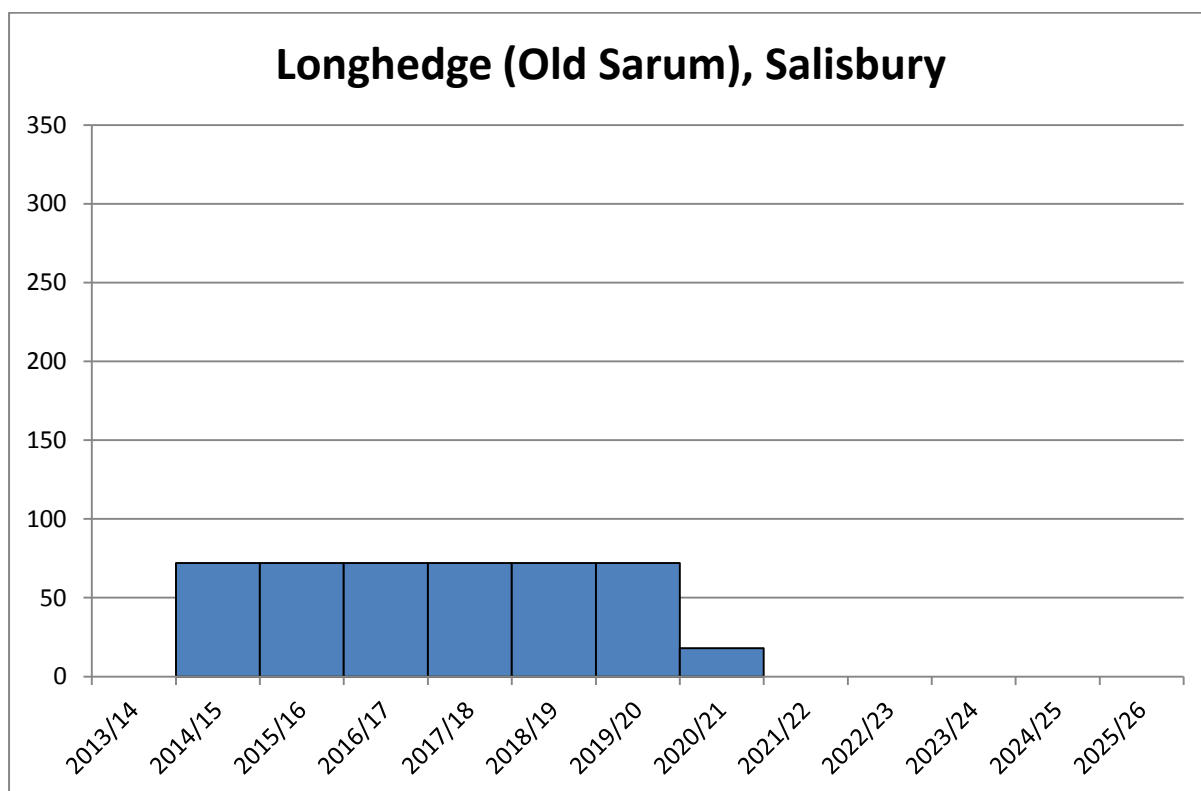
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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Longhedge, Old Sarum Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL LON 001	Education	2011 - 2016	1 2FE primary school and site to deliver an additional 140 pupil places	To directly serve the strategic site development.	£1,893,920	Wiltshire Council; Developer	£1,893,920	£0	Wiltshire Council; Developer	Essential
SAL LON 002	Social services	2011 - 2016	120 bed care housing scheme	Meet need and replace outdated facilities	£12,750,000	Order of St John Care Trust	£12,750,000	£0	Order of St John Care Trust	Essential
SAL LON 003	Transport	2011 - 2016	Site access measures	To provide safe access and facilitate traffic movement.	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL LON 004	Utility	2011 - 2016	Additional water supply capacity required with off-site reinforcement to provide local capacity	To ensure sufficient water supply to development	£500,000	Wessex Water; Developer	£500,000	£0	Developer	Essential
SAL LON 005	Utility	2011 - 2016	Dedicated pumping stations, off-site rising main to gravity sewer and phased upgrades to provide downstream capacity	To provide foul and surface water drainage	£500,000	Wessex Water; Developer	£500,000	£0	Developer	Essential
SAL LON 006	Utility	2016 - 2021	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL LON 007	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL LON 008	Green infrastructure	2016 - 2021	Ecology and biodiversity (inc. strengthening of existing tree belts and protected species surveys)	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Longhedge, Old Sarum Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL LON 009	Green infrastructure	2016 - 2021	Public open space, including equipped play areas, casual/informal play space and youth/adult facilities	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Former Imerys Quarry Strategic Site

Phasing of essential infrastructure

The majority of development on the strategic site is likely to come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory

[No trajectories for employment sites]

Infrastructure Delivery Plan 2 Appendix 1: Former Imerys Quarry Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SAL IME 001	Transport	2016 - 2021	Site access measures	To provide safe access and facilitate traffic movement.	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL IME 002	Utility	2016 - 2021	Off-site connecting supply main from agreed point on the existing network	To ensure sufficient water supply to development	£250,000	Wessex Water; Developer	£250,000	£0	Wessex Water; Developer	Essential
SAL IME 003	Utility	2016 - 2021	On-site sewers with separate drainage systems, network connection and downstream capacity improvements	To provide a foul and surface water drainage system	£250,000	Wessex Water; Developer	£250,000	£0	Wessex Water; Developer	Essential
SAL IME 004	Utility	2016 - 2021	10% renewable energy generated on or near site	To meet need identified in development template	Developer costs	Developer	Developer costs	£0	Developer	Essential
SAL IME 005	Green infrastructure	2016 - 2021	Landscaping sympathetic to surrounding environment and development and strategic linkages to the city centre	Address specific requirements in development template	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
SAL IME 006	Transport	2016 - 2021	Crossing facility where Pennings Road meets Wilton Road	Access across Wilton Road to pavement on the south side	£100,000	Developer	£100,000	£0	Developer	Place-shaping
SAL IME 007	Green infrastructure	2016 - 2021	Minimise impact upon River Avon SAC and create additional habitat	Reduce impact of development and create a buffer	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Salisbury Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Principal settlements	Salisbury

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	6,060 (at least)	Salisbury (including strategic sites)	6,060 (3,950)
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	29 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided.		
	Principal Employment Areas (supported in accordance with Core Policy 35)	Old Sarum Southampton Road	

Strategic sites (Core Policy 20):

Strategic site	Type of development	Amount
Fugglestone Red	Housing	1,250 houses
	Employment	8 ha
Hampton Park	Housing	500 houses
	Employment	0 ha
Longhedge (Old Sarum)	Housing	450 houses
	Employment	8 ha
Churchfields and Engine Shed	Housing	1,100 houses
	Employment	5 ha
UKLF, Wilton	Housing	450 houses
	Employment	3 ha
Central Car Park Retail and Leisure floorspace	Housing	200 houses
	Employment	Up to 40,000sqm
Former Imerys Quarry	Housing	N/A
	Employment	4 ha

Delivery of housing 2006 – 2026 for the Salisbury community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Salisbury	6,060	1,215	1,095	3,200	550*

*Housing numbers for Salisbury include those planned for the town of Wilton – the remainder of the Wilton Community Area is treated separately

For further information, see Core Policy 20 of the Wiltshire Core Strategy, and the Strategic Site Development Templates in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Southern Wiltshire Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

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ولشائر کونسل (Wiltshire Council) کی سروسز کے بارے میں معلومات دوسری طرزوں میں فراہم کی جاسکتی ہیں (جیسے کہ بڑی چھپائی یا آڈیو) اور درخواست کرنے پر دوسری زبانوں میں فراہم کی جاسکتی ہیں۔ براہ کرم کونسل سے 0300 456 0100 پر رابطہ کریں، ٹیکسٹ فون سے (01225) 712500 پر رابطہ کریں یا customerservices@wiltshire.gov.uk پر ای میل بھیجیں۔

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

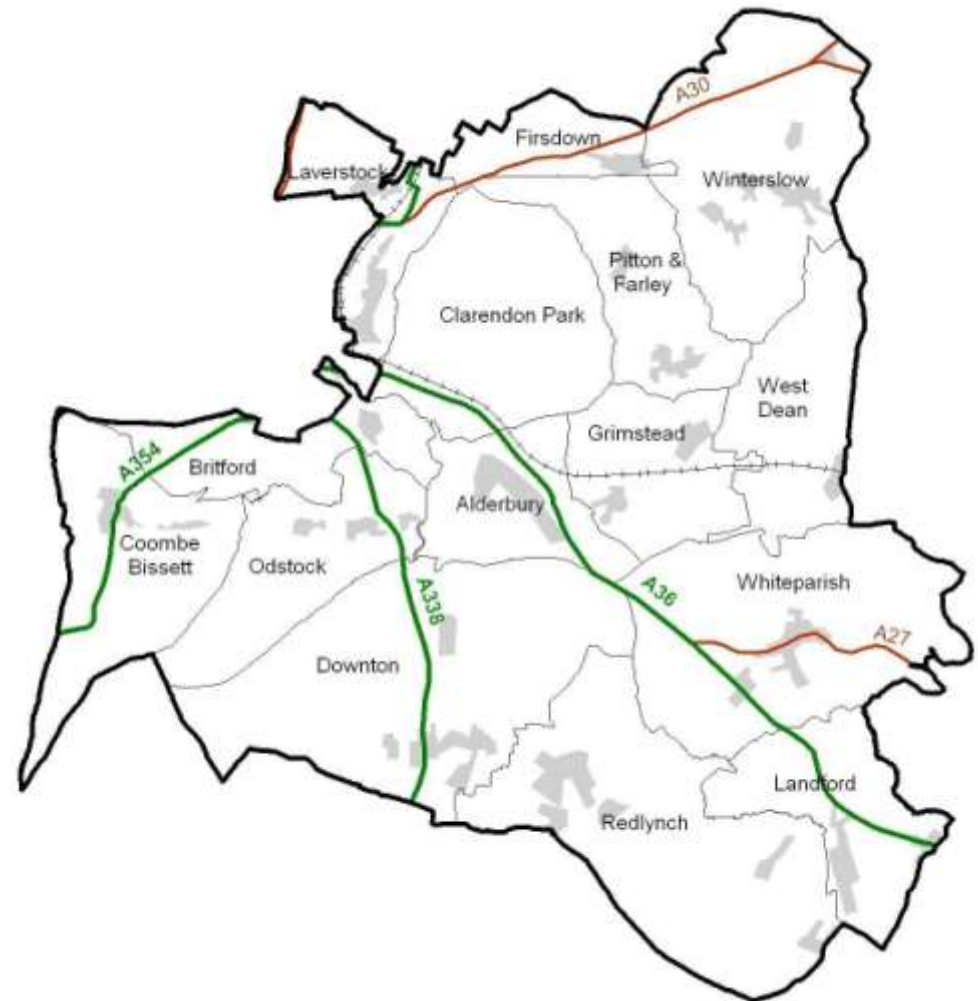
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Southern Wiltshire Community Area

Infrastructure Delivery Schedule



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Wiltshire Council
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Southern Wiltshire Community Area

Phasing of essential infrastructure

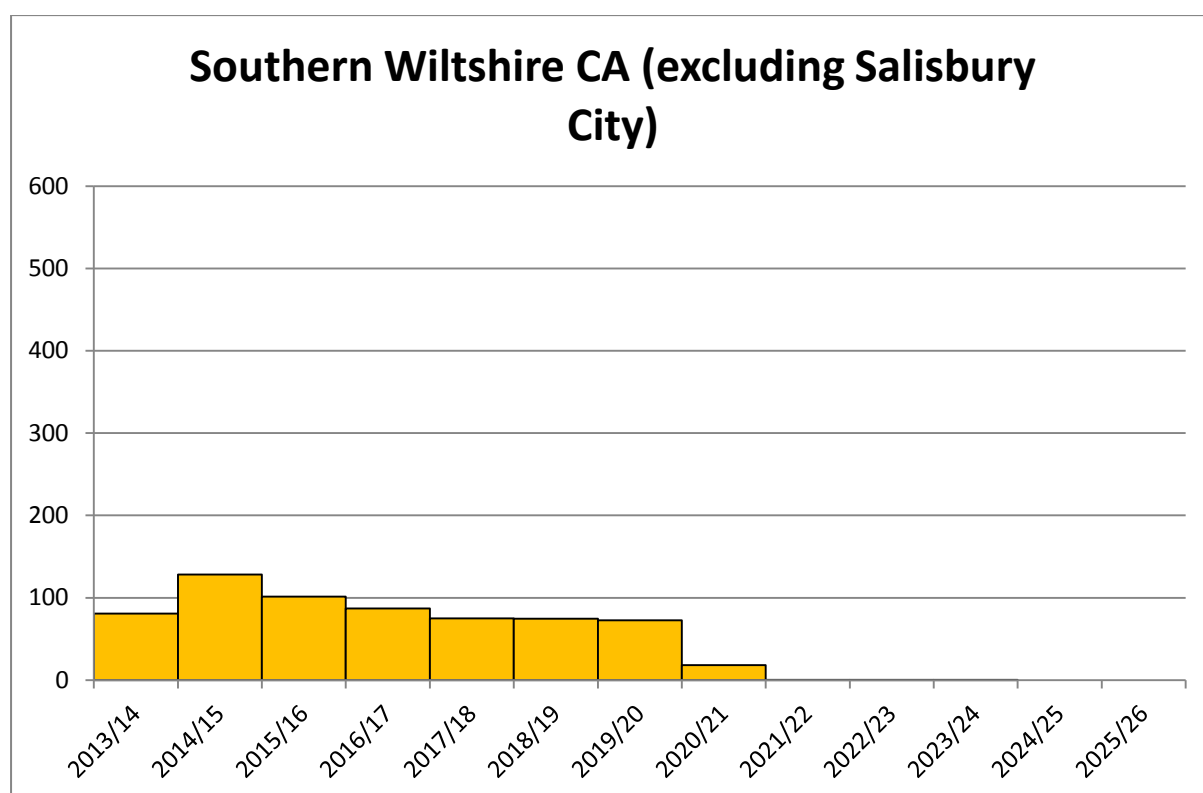
The majority of housing in the community area will come forward during the first 10 years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Southern Wiltshire Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
SOU 001	Education	2011 - 2016	Extension of Downton Primary School to provide an additional 37 pupil places	School near capacity. Some year groups already full	£470,381	Wiltshire Council; Developers	£0	£470,381	Wiltshire Council; Schools and Academies	Essential
SOU 002	Education	2011 - 2016	Extension of existing primary schools in the villages to provide an additional 53 pupil places	Will depend on which villages receive housing	£673,789	Wiltshire Council; Developers	£0	£673,789	Wiltshire Council; Schools and Academies	Essential
SOU 003	Education	2016 - 2021	Extension of Trafalgar Secondary School	School full. Large extension being built for existing demand	£1,222,089	Wiltshire Council; Developers	£0	£1,222,089	Wiltshire Council; Schools and Academies	Essential
SOU 004	Community	2016 - 2021	Expansion of library bookstock and other facilities, e.g. PCs, IT, decoration and furniture	Allow better use of space and improve facilities	£69,122	Wiltshire Council; Developers	£0	£69,122	Wiltshire Council	Place-shaping

Southern Wiltshire Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Local Service Centres	Downton
Large villages	Alderbury, Coombe Bissett, Morgan's Vale / Woodfalls, Pitton, Whiteparish and Winterslow / Middle Winterslow
Small villages	Bodenham, Britford, Charlton All Saints, East Grimstead, Farley, Firsdown / Winterbourne, Laverstock and Ford, Lopcombe Corner, Nunton, Odstock, West Dean and West Grimstead.

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	555 homes (at least)	Downton	190
		Rest of the community area	365
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	Principal Employment Areas (supported in accordance with Core Policy 35)	Downton Business Centre	

Delivery of housing 2006 – 2026 for the Southern Wiltshire community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Downton	190	60	10	0	120
Remainder	365	155	40	0	170
Community area total	555	215	60	0	290

For further information, see Core Policy 24 of the Wiltshire Core Strategy.

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Tidworth Community Area
September 2013

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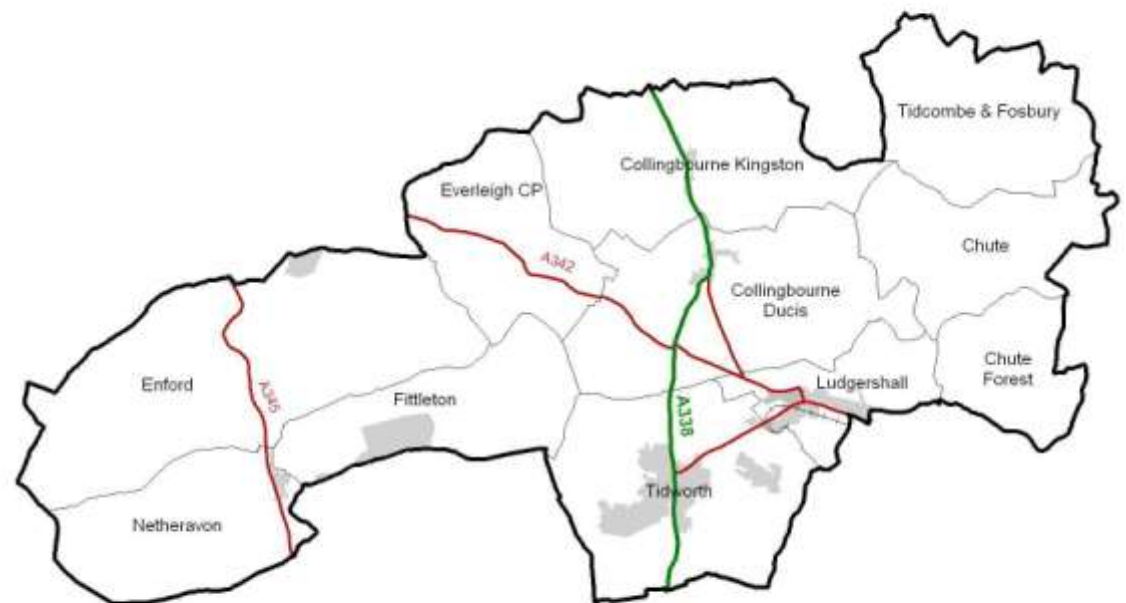
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Prioritisation

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Tidworth Community Area

Infrastructure Delivery Schedule



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Tidworth Community Area

Phasing of essential infrastructure

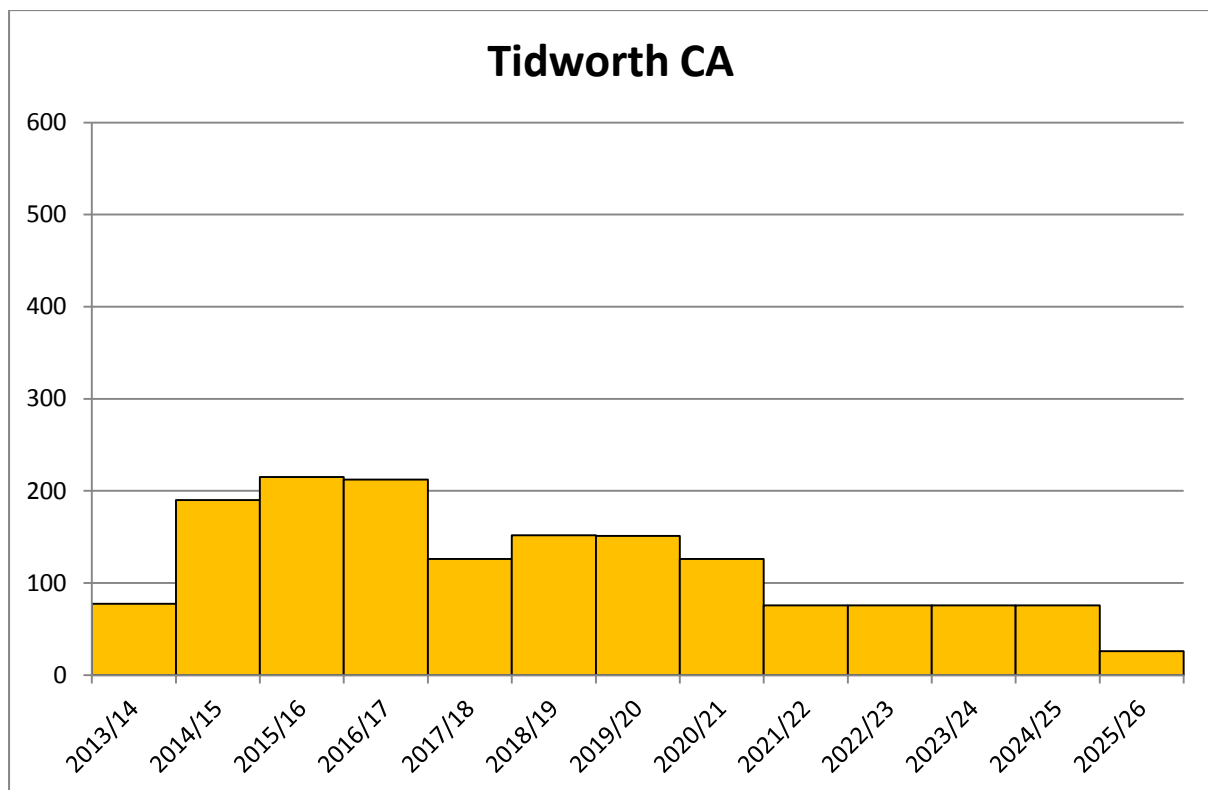
Housing in the community area is spread out the plan period, though the majority will come forward in the first 10 years. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Tidworth Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TID 001	Utility	2011 - 2016	Additional waste water treatment capacity at Ludgershall Wastewater Treatment Works (WWTW)	If development drains to Ludgershall WWTW	£712,500	Southern Water	£712,500	£0	Southern Water	Essential
TID 002	Education	2011 - 2016	Extension of Wellington Academy Secondary School to provide an additional 171 pupil places	School is nearly full.	£3,275,505	Wiltshire Council; Developers	£0	£3,275,505	Wiltshire Council; Schools and Academies	Essential
TID 003	Education	2011 - 2016	Additional childcare places for three to four year olds	Immediate shortage of nursery places	£2,096,154	Wiltshire Council; Early Intervention Grant (DfE); Developers	£0	£2,096,154	Wiltshire Council; Private Providers	Essential
TID 004	Education	2016 - 2021	Extensions to existing primary schools in Tidworth and Ludgershall towns to provide an additional 218 places	To cope with extra housing in town and on strategic site	£2,771,434	Wiltshire Council; Developers	£0	£2,771,434	Wiltshire Council; Schools and Academies	Essential
TID 005	Education	2016 - 2021	Extensions to existing primary schools in the villages to provide an additional 22 pupil places	Collingbourne Primary School is currently full	£279,686	Wiltshire Council; Developers	£0	£279,686	Wiltshire Council; Schools and Academies	Essential
TID 006	Emergency Services	2016 - 2021	Relocation of fire station in Ludgershall, to reflect increase and shifting focus of development	New location provide good coverage for community area	£3,000,000	Wiltshire Fire and Rescue Service; Developers	£0	£3,000,000	Wiltshire Fire and Rescue Service	Essential
TID 007	Health	2021 - 2026	Improvements and extension to smaller GP practices in villages	Most practices full but Tidworth has latent capacity	£200,000	Wiltshire CCG; Developers	£0	£200,000	Wiltshire CCG; GP surgeries	Essential
TID 008	Social services	2021 - 2026	40 bed extra care housing scheme	Meet need and replace outdated facilities	£7,100,000	Wiltshire Council; Government grant; Developers	£0	£7,100,000	Wiltshire Council and partners; Registered housing provider	Essential

Infrastructure Delivery Plan 2 Appendix 1: Tidworth Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TID 009	Community	2016 - 2021	New library (Ludgershall) or library refurbishment (Netheravon), and increased bookstock in Tidworth library	Cannot expand current library in Ludgershall	£622,571	Wiltshire Council; Developers	£0	£622,571	Wiltshire Council	Place-shaping

Land at Drummond Park Strategic Site

Phasing of essential infrastructure

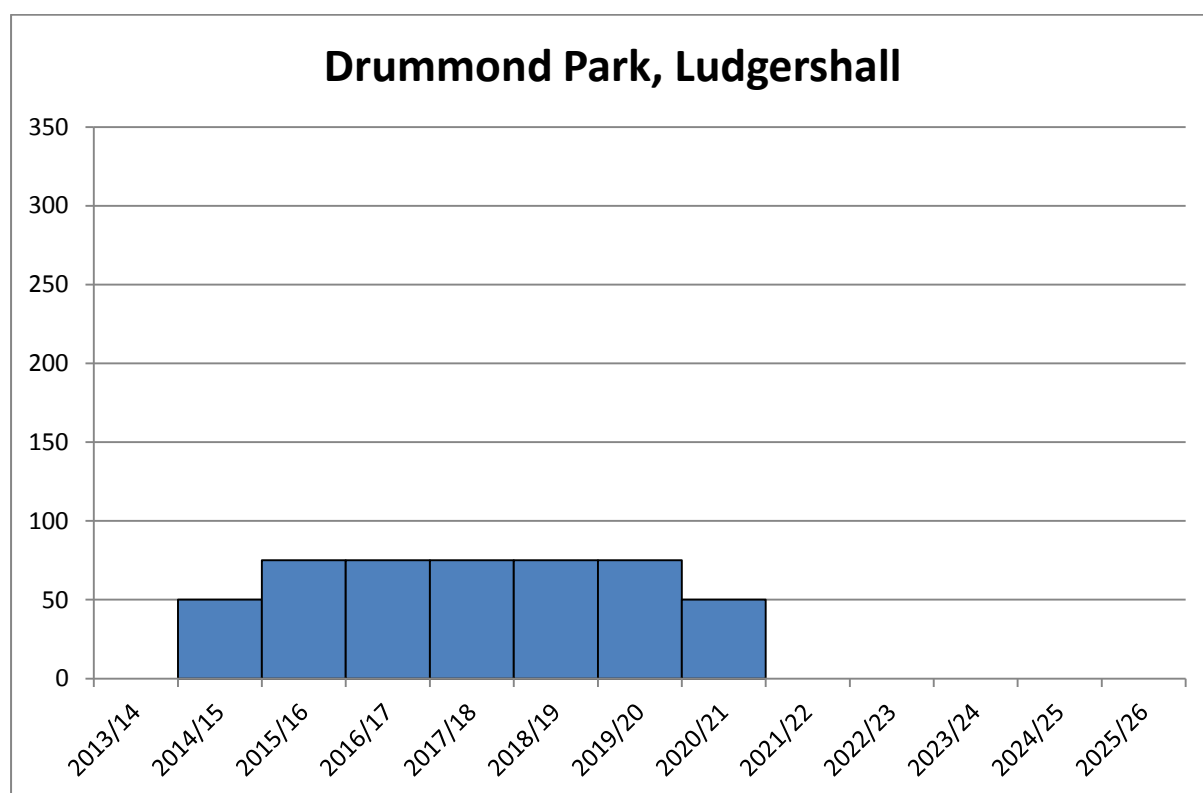
The majority of housing on the strategic site will come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Land at Drummond Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TID SSA 001	Utility	2011 - 2016	Details to be supplied on how foul drainage and water supply will be provided to be agreed by the Environment Agency	To ensure adequate water supply and foul drainage	Developer costs	Wessex Water; Developer	Developer costs	£0	Wessex Water; Developer	Essential
TID SSA 002	Utility	2011 - 2016	Surface water schemes to be agreed prior to development commencing	To ensure adequate surface water drainage	Developer costs	Developer	Developer costs	£0	Developer	Essential
TID SSA 003	Utility	2011 - 2016	A contamination survey must be undertaken and de-contamination carried out as necessary	Site is on previously developed land	Developer costs	Developer	Developer costs	£0	Developer	Essential
TID SSA 004	Utility	2011 - 2016	A Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer	Essential
TID SSA 005	Transport	2011 - 2016	War memorial junction capacity to be improved, or alternative solution found	To address traffic congestion in the town	£250,000	Developer	£0	£250,000	Wiltshire Council	Essential
TID SSA 006	Transport	2011 - 2016	Additional bus stops and shelters	To make bus services more attractive to potential users	£10,000	Developer	£10,000	£0	Wiltshire Council	Essential
TID SSA 007	Transport	2011 - 2016	Diversion of existing Active8 bus service, along road through development from A342 to A306	To provide a bus service to the development	£225,000	Private transport operator(s); Developer	£225,000	£0	Wiltshire Council; Public Transport Operator(s)	Essential
TID SSA 008	Green infrastructure	2011 - 2016	Bat foraging and other ecological surveys to be completed and updated as necessary	To assess impact on protected species	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Land at Drummond Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TID SSA 009	Green infrastructure	2011 - 2016	Assessment of potential archaeological and historic interest areas	As required by the Historic Landscape Assessment	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential
TID SSA 010	Transport	2016 - 2021	Upgrade to rights of way routes NTID10, LUDG13, CDUC21 and LUDG11 circular route	Housing growth will lead to demand for key green routes	£700	Developer	£0	£700	Wiltshire Council	Place-shaping
TID SSA 011	Transport	2016 - 2021	Extending, formalising and surfacing of the Ludgershall to Collingbourne Ducis railway path	Housing growth will lead to demand for key green routes	£716,501	Developer	£0	£716,501	Wiltshire Council; Sustrans	Place-shaping
TID SSA 012	Transport	2016 - 2021	Cycle route segregated from traffic from site to link to A3026 cycle route using NTID10 to be provided from site	Key link from site to school, Tidworth and Ludgershall	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping
TID SSA 013	Green infrastructure	2016 - 2021	Provision of adequate open space and significant margins to the site for landscaping and wildlife corridors	Meet open space requirements	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping
TID SSA 014	Green infrastructure	2016 - 2021	Provision for children's play areas.	Meet open space requirements	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
TID SSA 015	Green infrastructure	2016 - 2021	Woodland belts and edge planning to act as wildlife corridors	To mitigate impact on local ecology	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping
TID SSA 016	Green infrastructure	2016 - 2021	Grassland in the north west to be maintained and enhanced for nature conservation	To mitigate impact on local ecology	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Land at Drummond Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TID SSA 017	Green infrastructure	2016 - 2021	Woodland belts, edge planting and landscaping margins to reduce any views from the North Wessex Downs AONB	To mitigate the impact on the local landscape features	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping

Tidworth Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Tidworth and Ludgershall
Large villages	Collingbourne Ducis and Netheravon
Small villages	Collingbourne Kingston, Enford, Everleigh and The Chutes (Chute Cadley / Chute Standen, Lower Chute and Upper Chute)

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	1,900 homes (at least)	Tidworth & Ludgershall (including Drummond Park strategic site)	1,750 (475)
		Rest of the community area	150
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	12 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Land North of Tidworth Road (saved Kennet District Plan allocation)	12 ha
	Principal Employment Areas (supported in accordance with Core Policy 35)	Castledown Land North of Tidworth Road	

Strategic Site (Core Policy 26):

Strategic site	Type of development	Amount
Drummond Park	Housing	475 dwellings
	Employment	0 ha

Delivery of housing 2006 – 2026 for the Tidworth community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Tidworth & Ludgershall towns	1,750	205	1,315	0	230
Remainder	150	65	15	0	70

Community area total	1,900	270	1,330	0	300
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For further information, see Core Policy 26 of the Wiltshire Core Strategy, and the Strategic Site Development Template for Drummond Park in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Tisbury Community Area
September 2013

Wiltshire Council

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

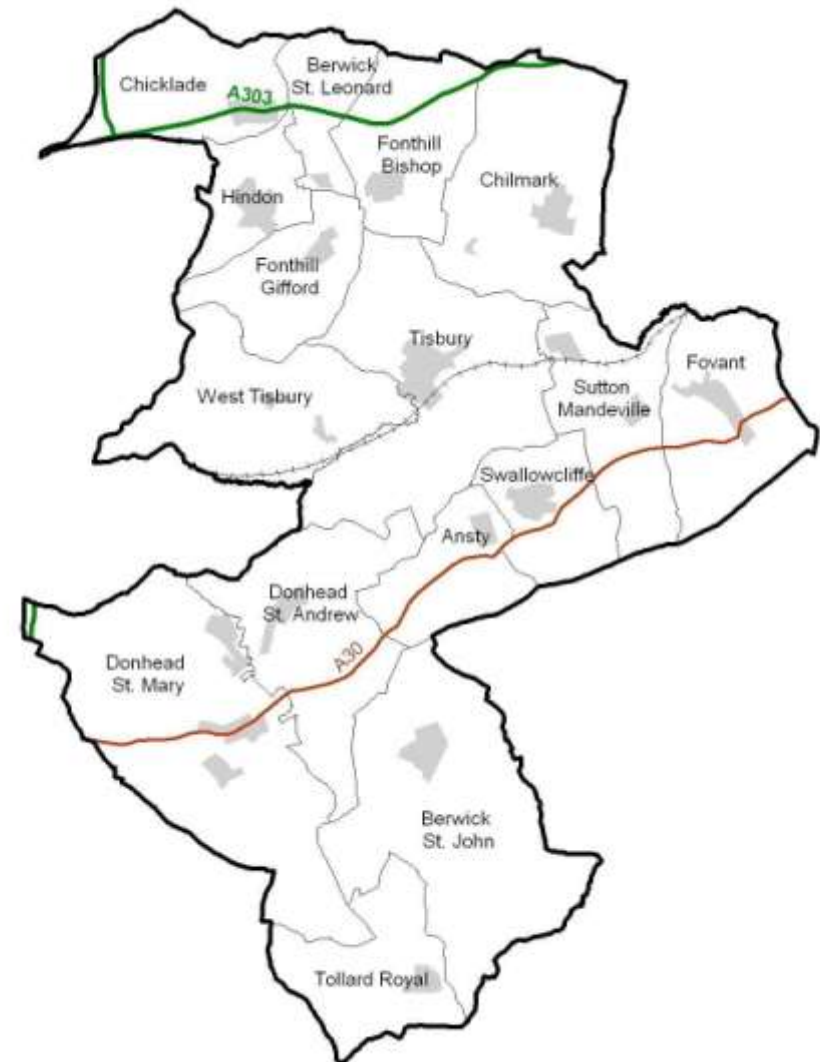
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Tisbury Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
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Tisbury Community Area

Phasing of essential infrastructure

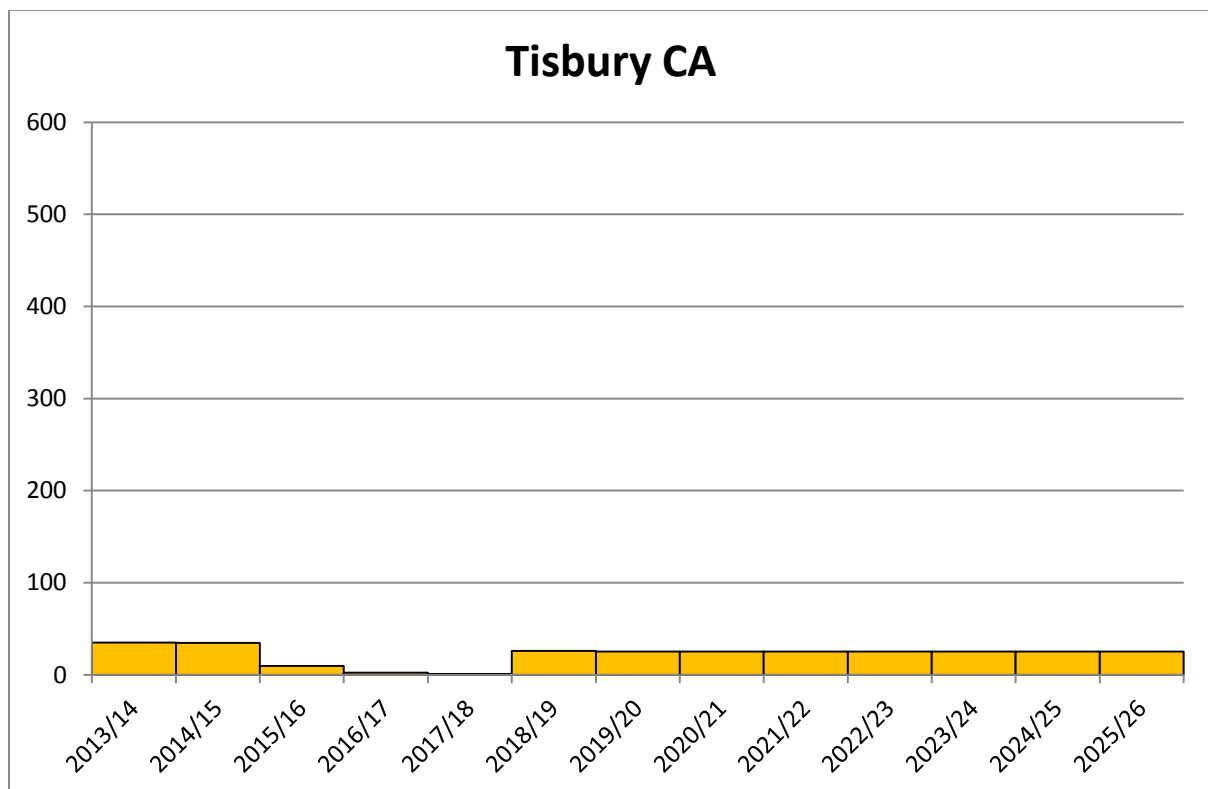
The majority of housing in the community area will come forward during the last five years of the plan period, although a small proportion will come forward during the first five years. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Tisbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TIS 001	Education	2011 - 2016	Extension of Shaftesbury Secondary School, Shaftesbury (will provide for an additional 45 pupil places for Tisbury ¹)	Included in North Dorset District Council's IDP	£4,000,000	Dorset County Council; Developers	£475,000	£861,975	Dorset County Council; Schools and Academies	Essential
TIS 002	Education	2021 - 2026	Extension of existing primary school in the town to provide an additional 14 pupil places	Currently surplus places but school roll forecast to rise	£177,982	Wiltshire Council; Developers	£0	£177,982	Wiltshire Council; Schools and Academies	Essential
TIS 003	Education	2021 - 2026	Extension of existing primary schools in the villages to provide an additional 50 pupil places	Requirement depends upon which villages receive housing	£635,650	Wiltshire Council; Developers	£0	£635,650	Wiltshire Council; Schools and Academies	Essential

¹The overall cost of the project is shown but the funding gap is the estimated cost of the places for Wiltshire pupils

Tisbury Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Local Service Centres	Tisbury
Large villages	Fovant, Hindon and Ludwell
Small villages	Ansty, Berwick St John, Charlton, Chilmark, Donhead St Andrew, Donhead St Mary, Fonthill Bishop, Fonthill Gifford, Sutton Mandeville, Swallowcliffe and Tollard Royal.

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	420 homes (at least)	Tisbury	200
		Rest of the community area	220
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	1.4 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Hindon Lane, Tisbury (<i>saved Salisbury District Plan allocation</i>)	1.4 ha
	There are no Principal Employment Areas in the Tisbury Community Area.		

Delivery of housing 2006 – 2026 for the Tisbury community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 – 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Tisbury	200	60	95	0	45
Remainder	220	40	20	0	160
Community area total	420	100	115	0	205

For further information, see Core Policy 27 of the Wiltshire Core Strategy.

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1: Trowbridge Community Area September 2013

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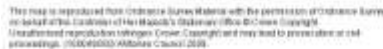
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Infrastructure Delivery Schedule



Trowbridge Community Area

Phasing of essential infrastructure

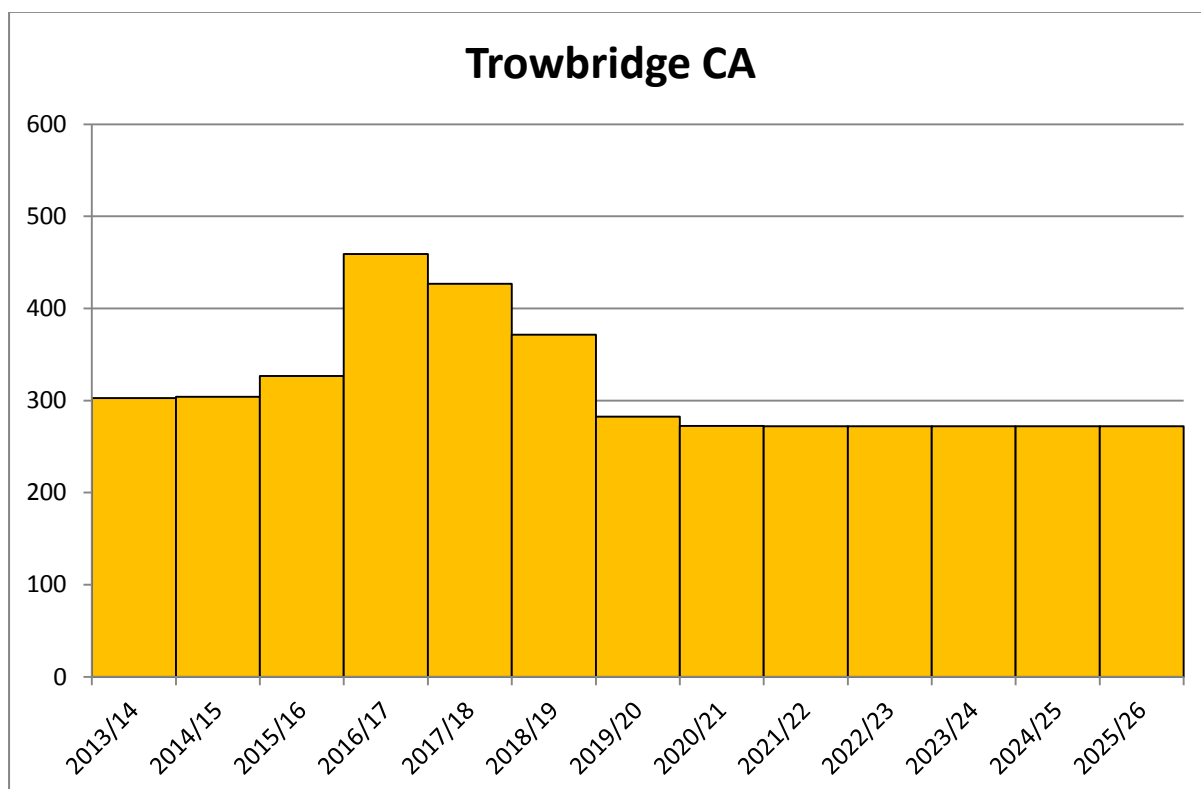
Housing in the community area will come forward spread out over the plan period, although in greater numbers during the middle five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Trowbridge Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO 001	Utility	2011 - 2016	Advanced sludge treatment at Trowbridge sewer treatment works	Major scheme to upgrade sewerage system	£10,000,000	Wessex Water	£10,000,000	£0	Wessex Water	Essential
TRO 002	Social services	2011 - 2016	60 bed care home (The Paddocks)	To meet need and replace outdated facilities	£7,000,000	Orders of St John Care Trust	£7,000,000	£0	Orders of St John Care Trust	Essential
TRO 003	Transport	2011 - 2026	Trowbridge Transport Strategy - A350 West Ashton Relief Road (£6m capital)	Contribute to the Trowbridge Transport Strategy	£6,000,000	Wiltshire Council; Developers	£3,000,000	£3,000,000	Wiltshire Council; Developer	Essential
TRO 004	Transport	2011 - 2026	Trowbridge Transport Strategy - Walking and cycling (£520k capital)	Contribute to the Trowbridge Transport Strategy	£520,000	Wiltshire Council; Developers	£0	£520,000	Wiltshire Council	Essential
TRO 005	Transport	2011 - 2026	Trowbridge Transport Strategy - public transport (£400k capital and £100k revenue pa)	Contribute to the Trowbridge Transport Strategy	£1,900,000	Wiltshire Council; Developers	£0	£1,900,000	Wiltshire Council; Public Transport Operator(s)	Essential
TRO 006	Transport	2011 - 2026	Trowbridge Transport Strategy - highways (£1.9m capital)	Contribute to the Trowbridge Transport Strategy	£1,900,000	Wiltshire Council; Developers	£0	£1,900,000	Wiltshire Council	Essential
TRO 007	Transport	2011 - 2026	Trowbridge Transport Strategy - demand management (£120k capital)	Contribute to the Trowbridge Transport Strategy	£120,000	Wiltshire Council; Developers	£0	£120,000	Wiltshire Council	Essential
TRO 008	Transport	2011 - 2026	Trowbridge Transport Strategy - smarter choices/ promotion (£40k revenue pa)	Contribute to the Trowbridge Transport Strategy	£600,000	Wiltshire Council; Developers	£0	£600,000	Wiltshire Council	Essential

Infrastructure Delivery Plan 2 Appendix 1: Trowbridge Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO 009	Health	2011 - 2026	Additional GP and dental provision	Most practices up to capacity	£3,000,000	Wiltshire CCG; Developers	£0	£3,000,000	Wiltshire CCG; NHS England; GP practices	Essential
TRO 010	Community	2011 - 2026	Trowbridge Low Carbon Network - low carbon energy generation scheme on a site by site basis	Core Policy 30. On LIP Priority Project List.	TBC	Wiltshire Council; Grants; Developers	£0	TBC	Wiltshire Council; HCA	Essential
TRO 010	Education	2016 - 2021	A new secondary school and site to provide an additional 675 pupil places	Surplus places will be filled by existing development	£26,000,000	Wiltshire Council; Developers	£0	£26,000,000	Wiltshire Council; Schools and Academies	Essential
TRO 011	Education	2016 - 2021	Extensions to one or more of the existing primary schools in the town to provide an additional 146 pupil places	To meet the 470 extra houses in addition to Ashton Park	£1,839,308	Wiltshire Council; Developers	£0	£1,839,308	Wiltshire Council; Schools and Academies	Essential
TRO 012	Education	2016 - 2021	Additional childcare places for three to four year olds	To provide childcare access on school sites	£9,150,962	Developers; Wiltshire Council; Early Intervention Grant	£0	£9,150,962	Wiltshire Council; Private Providers	Essential
TRO 013	Community	2011 - 2016	Development of a Multi-Sport Hub Club	Leisure and Recreation DPD and community area plan	£1,000,000	Wiltshire Council; Developers	£0	£1,000,000	Wiltshire Council	Place-shaping
TRO 014	Community	2011 - 2016	Enhance formal outdoor sports pitch provision at Seymour Park and Stallards Street	Leisure and Recreation DPD and community area plan	£100,000	Wiltshire Council; Developers	£0	£100,000	Wiltshire Council	Place-shaping
TRO 015	Community	2011 - 2016	Enhancement of existing skate park	To meet know need and increase in population	£60,000	Wiltshire Council; Developers	£0	£60,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Trowbridge Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO 016	Community	2011 - 2021	Phased refurbishment of town hall to provide new community and cultural facility	To create flexible places for a variety of uses	£6,000,000	Lottery; Business Income; Developers	£0	£6,000,000	Trowbridge Town Hall Group (Trust)	Place-shaping
TRO 017	Green infrastructure	2011 - 2026	River Biss Scheme - regeneration of the public realm	Trowbridge Vision Site. On LIP Priority Project List.	£3,000,000	Wiltshire Council; Developers	£0	£3,000,000	Wiltshire Council; HCA	Place-shaping
TRO 018	Community	2016 - 2021	Increased bookstock and other library facilities	No need for new library, as one was part of campus	£99,468	Wiltshire Council; Developers	£0	£99,468	Wiltshire Council	Place-shaping
TRO 019	Transport	2016 - 2021	Improvements to Innox path link between canal and railway station	Key link between town and canal.	£300,089	Wiltshire Council; Developers	£0	£300,089	Wiltshire Council; Sustrans	Place-shaping
TRO 020	Green infrastructure	2016 - 2021	Enhancements to Southwick Country Park	To cope with increased use due to new housing	£62,000	Wiltshire Council; Developers	£0	£62,000	Wiltshire Council; Friends of Southwick Country Park	Place-shaping
TRO 021	Transport	2016 - 2021	Walking and cycling routes from the town centre to Wiltshire College	Sustainable travel for students and staff	£50,000	Wiltshire College; Wiltshire Council; Developers	£0	£50,000	Wiltshire College; Wiltshire Council	Place-shaping
TRO 022	Emergency Services	2016 - 2021	New community fire station or improvements to existing facilities	To provide a comprehensive and flexible response	£1,200,000	Wiltshire Fire and Rescue Service; Developers	£0	£1,200,000	Wiltshire Fire and Rescue Service	Place-shaping
TRO 023	Community	2021 - 2026	New cemetery	Cemetery will close due to it being full	£896,308	Wiltshire Council; Developers	£0	£896,308	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Trowbridge Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO 024	Education	2021 - 2026	Relocation of Wiltshire College to a town centre location	Improve access and public transport to the college	£50,000,000	Wiltshire College; Wiltshire Council; Developers	£0	£50,000,000	Wiltshire College	Place-shaping

Ashton Park Strategic Site

Phasing of essential infrastructure

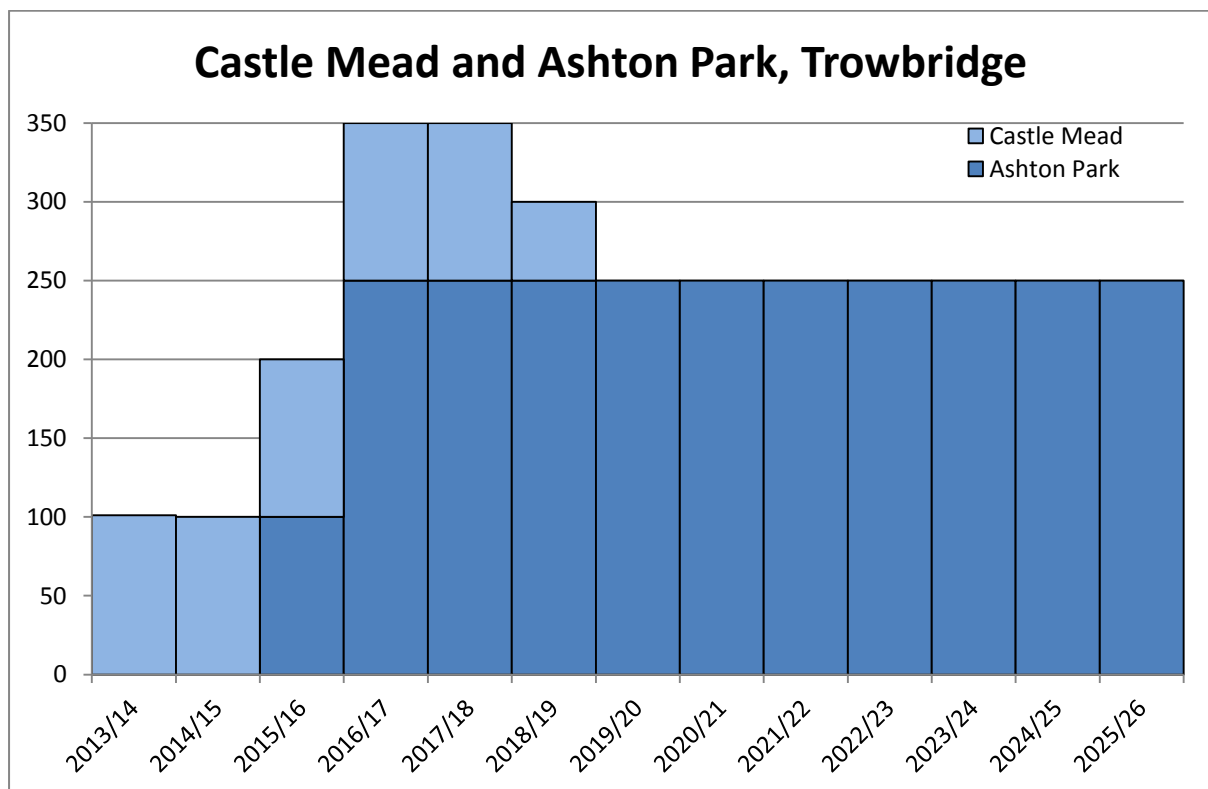
The majority of housing on the strategic site will come forward during the last 10 years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Ashton Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO WES 001	Utility	2011 - 2016	Connections and capacity upgrades to the water supply network	To directly serve and cope with the development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
TRO WES 002	Utility	2011 - 2016	On-site sewers, connections and capacity upgrades to the sewerage network	To directly serve and cope with the development	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
TRO WES 003	Utility	2011 - 2016	Reinforcement of the electricity network and primary sub-station	Existing sub-station close to being fully loaded	Developer costs	Developer; Scottish and Southern Electric	Developer costs	£0	Developer; Scottish and Southern Electric	Essential
TRO WES 004	Utility	2011 - 2016	Connection to existing low or, preferably, medium pressure gas mains, to avoid need for reinforcement	No infrastructure to east of site.	Developer costs	Developer; Wales and West Utilities	Developer costs	£0	Developer; Wales and West Utilities	Essential
TRO WES 005	Utility	2011 - 2016	Flood risk assessment and mitigation measures, including SUDs and off-site flood storage as part of a wetlands system	To mitigate risk of flooding, inc. to town downstream	Developer costs	Developer	Developer costs	£0	Developer	Essential
TRO WES 006	Utility	2011 - 2016	Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer	Essential
TRO WES 007	Green infrastructure	2011 - 2016	Identify, retain and protect bat roost sites, foraging habitats and flight lines.	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential
TRO WES 008	Green infrastructure	2011 - 2016	Assessment of potential impact on the Bath and Bradford on Avon SAC	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential

Infrastructure Delivery Plan 2 Appendix 1: Ashton Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO WES 009	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential
TRO WES 010	Green infrastructure	2011 - 2016	Assessment of the historic landscape	To mitigate any impact on the historic landscape	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential
TRO WES 011	Transport	2016 - 2021	A350 Yarnbrook Relief Road	To provide safe access and facilitate traffic movement	£6,000,000	Developer	£6,000,000	£0	Developer	Essential
TRO WES 012	Education	2016 - 2021	Two new 14 class primary schools on sites of 1.8 hectares to provide an additional 806 pupil places	To directly serve the site	£10,903,568	Developer	£10,903,568	£0	Developer	Essential
TRO WES 013	Transport	2016 - 2021	Enhancement of River Biss corridor, including walking/ cycling links to existing routes	Provide for increased usage and green links to town	£284,000	Developer	£284,000	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 014	Transport	2016 - 2021	Upgrade links, including bridges across stream, to WASH16 and TROW125 and SASH44 to bridleway status	Provide for increased usage and links to green space	£6,100	Developer	£6,100	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 015	Transport	2016 - 2021	Walking/ cycling link to West Ashton Road, crossing the A350	Allow residents to cross busy A350 to Steeple Ashton	£317,821	Developer	£317,821	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 016	Transport	2016 - 2021	New link from WASH8 to A350, east of Ashton Hill Farm and upgrade NBRA44 and WASH 5, 6, 8, 19 and 20.	Paths will be see heavy use from new residents	£7,700	Developer	£7,700	£0	Developer; Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Ashton Park Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
TRO WES 017	Transport	2016 - 2021	Retain and enhance existing rights of way through site	Useful links for the local community	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
TRO WES 018	Community	2016 - 2021	Destination play area	To meet open space standards, using natural features	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
TRO WES 019	Green infrastructure	2016 - 2021	Multifunctional green infrastructure corridor along the River Biss, linking the site with the town	Recreational, biodiversity and landscape benefits	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
TRO WES 020	Green infrastructure	2016 - 2021	Extension of Biss Meadows CWS and Country Park and buffering to the woodland at Biss Wood	New woodland planting and ecological connectivity	£420,000	Developer	£420,000	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 021	Green infrastructure	2016 - 2021	Enhance riparian corridor along the River Biss to create a wetland mosaic and species-rich grassland habitats	To mitigate impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 022	Green infrastructure	2016 - 2021	Screen visually intrusive urban edges of the development using landscape infrastructure of native species	To conserve and enhance the Trowbridge landscape	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 023	Green infrastructure	2016 - 2021	Retain, repair and plant new hedgerow trees of large native species, e.g. Oak	To restore the clay vale landscape character	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
TRO WES 024	Green infrastructure	2016 - 2021	Conserve and manage existing woodland	To maximise ecological, historic and landscape value	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping

Trowbridge Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Principal settlements	Trowbridge
Large villages	Hilperton, North Bradley and Southwick
Small villages	West Ashton and Yarnbrook

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	6,000 homes (at least)	Trowbridge (including West Ashton Urban Extension)	5,860 (2,600)
		Rest of the community area	140
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	25 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	West Ashton Road (Saved West Wiltshire District Plan allocation)	10 ha
		Ashton Park Urban Extension	15 ha
	Principal Employment Areas (supported in accordance with Core Policy 35)	Canal Road Industrial Estate White Horse Business Park West Ashton Road Bryer Ash Business Park Bradford Road	

Strategic Site (Core Policy 29):

Strategic site	Type of development	Amount
Ashton Park Urban Extension	Housing	2,600 dwellings
	Employment	15 ha

Delivery of housing 2006 – 2026 for the Trowbridge community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Trowbridge town	5,860	1,450	1,670	3,070	0
Remainder	140	155	65	0	0
Community area total	6,000	1,605	1,735	3,070	0*

*Trowbridge CA remainder will over provide by 80 dwellings, but this should not detract from the requirement for Trowbridge town to deliver 5,860 dwellings.

For further information, see Core Policy 29 of the Wiltshire Core Strategy, and the Strategic Site Development Template for West Ashton Urban Extension in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Warminster Community Area
September 2013

Wiltshire Council

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as **large print** and audio. Please contact the council on **0300 456 0100**, by textphone on 01225 712500 or by email on customerservices@wiltshire.gov.uk.

如果有需要我們可以使用其他形式（例如：大字體版本或者錄音帶）或其他語言版本向您提供有關威爾特郡政務會各項服務的資訊，敬請與政務會聯繫，電話：0300 456 0100，文本電話：(01225) 712500，或者發電子郵件至：customerservices@wiltshire.gov.uk

يمكن، عند الطلب، الحصول على معلومات حول خدمات مجلس بلدية ويلتشير وذلك بأشكال (معلومات بخط عريض أو سمعية) ولغات مختلفة. الرجاء الاتصال بمجلس البلدية على الرقم ٠٣٠٠٤٥٦٠١٠٠ أو من خلال الاتصال النصي (تيكست فون) على الرقم ٧١٢٥٠٠ (٠١٢٢٥) أو بالبريد الإلكتروني على العنوان التالي: customerservices@wiltshire.gov.uk

ولشائر کونسل (Wiltshire Council) کی سروسز کے بارے میں معلومات دوسری طرزوں میں فراہم کی جاسکتی ہیں (جیسے کہ بڑی چھپائی یا آڈیو) اور درخواست کرنے پر دوسری زبانوں میں فراہم کی جاسکتی ہیں۔ براہ کرم کونسل سے 0300 456 0100 پر رابطہ کریں، ٹیکسٹ فون سے (01225) 712500 پر رابطہ کریں یا customerservices@wiltshire.gov.uk پر ای میل بھیجیں۔

Na życzenie udostępniamy informacje na temat usług oferowanych przez władze samorządowe hrabstwa Wiltshire (Wiltshire Council) w innych formatach (takich jak dużym drukiem lub w wersji audio) i w innych językach. Prosimy skontaktować się z władzami samorządowymi pod numerem telefonu 0300 456 0100 lub telefonu tekstowego (01225) 712500 bądź za pośrednictwem poczty elektronicznej na adres: customerservices@wiltshire.gov.uk

Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

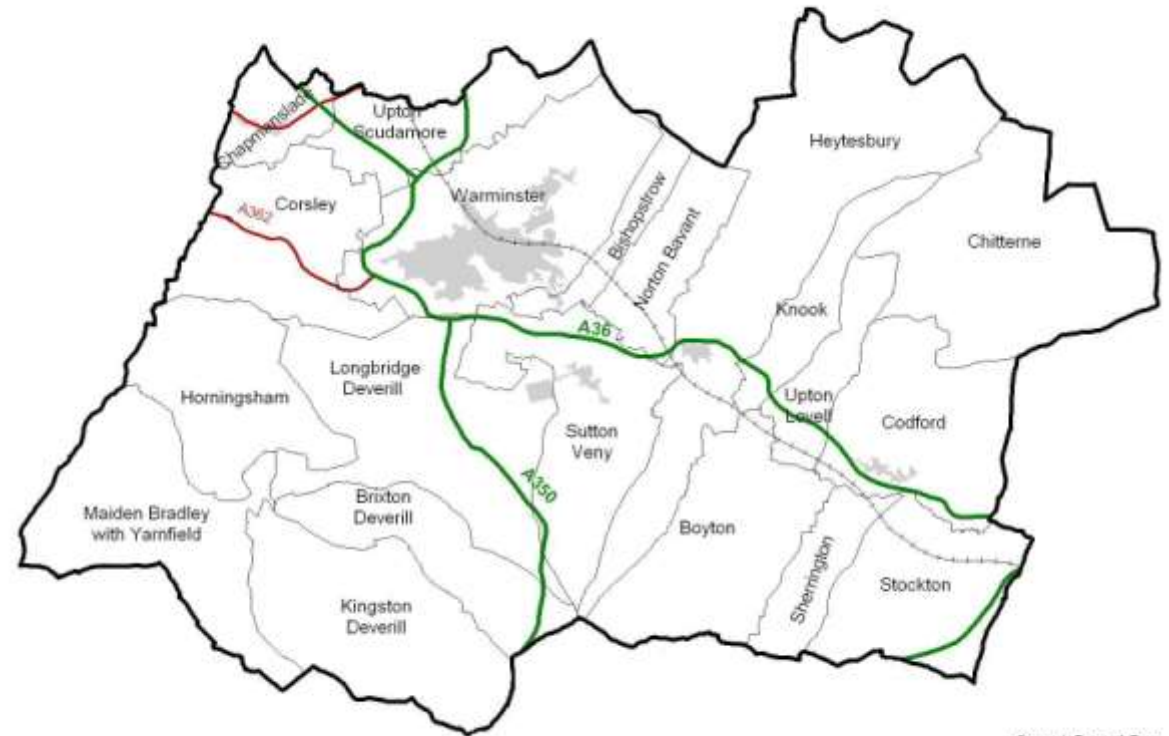
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Warminster Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligenceandnetwork.org.uk

Warminster Community Area

Phasing of essential infrastructure

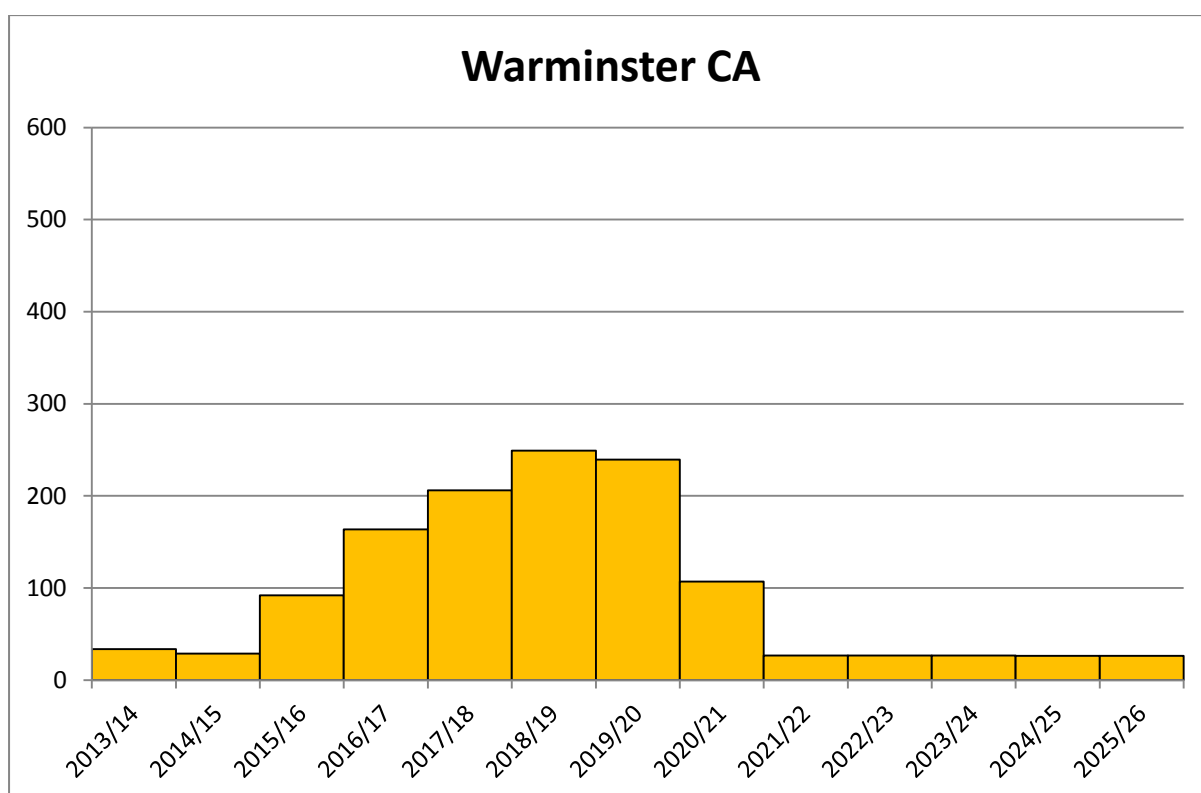
The majority of housing in the community area will come forward during the middle five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Warminster Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WAR 001	Health	2011 - 2016	Potential relocation of existing GP practice and improvements to existing practices in the villages	Most practices are full to capacity	£1,806,000	Wiltshire CCG; Developers	£0	£1,806,000	Wiltshire CCG; GP surgeries	Essential
WAR 002	Social services	2011 - 2016	80 bed care home (Gypsy Lane)	Meet need and replace outdated facilities	£8,850,000	Orders of St John Care Trust; Bedfordshire Pilgrim HA	£8,850,000	£0	Orders of St John Care Trust; Bedfordshire Pilgrim HA	Essential
WAR 003	Education	2016 - 2021	New 2FE primary school and site, preferably to replace Princecroft School, to provide an additional 339 pupil places	Some surplus places but high number extra places required	£4,585,992	Wiltshire Council; Developers	£0	£4,585,992	Wiltshire Council; Schools and Academies	Essential
WAR 004	Education	2011 - 2016	Relocation of Kingdown Secondary School to provide an additional 241 pupil places	Some surplus places but forecast to be full by 2014	£4,896,156	Wiltshire Council; Developers	£0	£4,896,156	Wiltshire Council; Schools and Academies	Essential
WAR 005	Education	2021 - 2026	Extension to existing primary schools in the villages to provide an additional 9 pupil places	Additional places depend on where housing goes	£114,417	Wiltshire Council; Developers	£0	£114,417	Wiltshire Council; Schools and Academies	Essential
WAR 006	Transport	2011 - 2016	Safe cycle and walkways connecting play areas and leisure facilities	Meet council's health and physical activity targets	£200,000	Wiltshire Council; Developers	£0	£200,000	Wiltshire Council	Place-shaping
WAR 007	Transport	2016 - 2021	Improvements to existing rights of way near Clay Hill Farm to provide a cycle link towards Frome	Housing growth will lead to demand for key green routes	£159,192	Wiltshire Council; Developers	£0	£159,192	Wiltshire Council	Place-shaping
WAR 008	Community	2016 - 2021	Library refurbishment, including improved IT facilities, bookstock, decoration and furniture	Allow better use of space and improve facilities	£260,993	Wiltshire Council; Developers	£0	£260,993	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Warminster Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WAR 009	Community	2021 - 2026	New cemetery or extension of existing Warminster Cemetery	Cemetery will close due to it being full	£438,158	Wiltshire Council; Developers	£0	£438,158	Wiltshire Council; Town Council	Place-shaping

West Warminster Strategic Site

Phasing of essential infrastructure

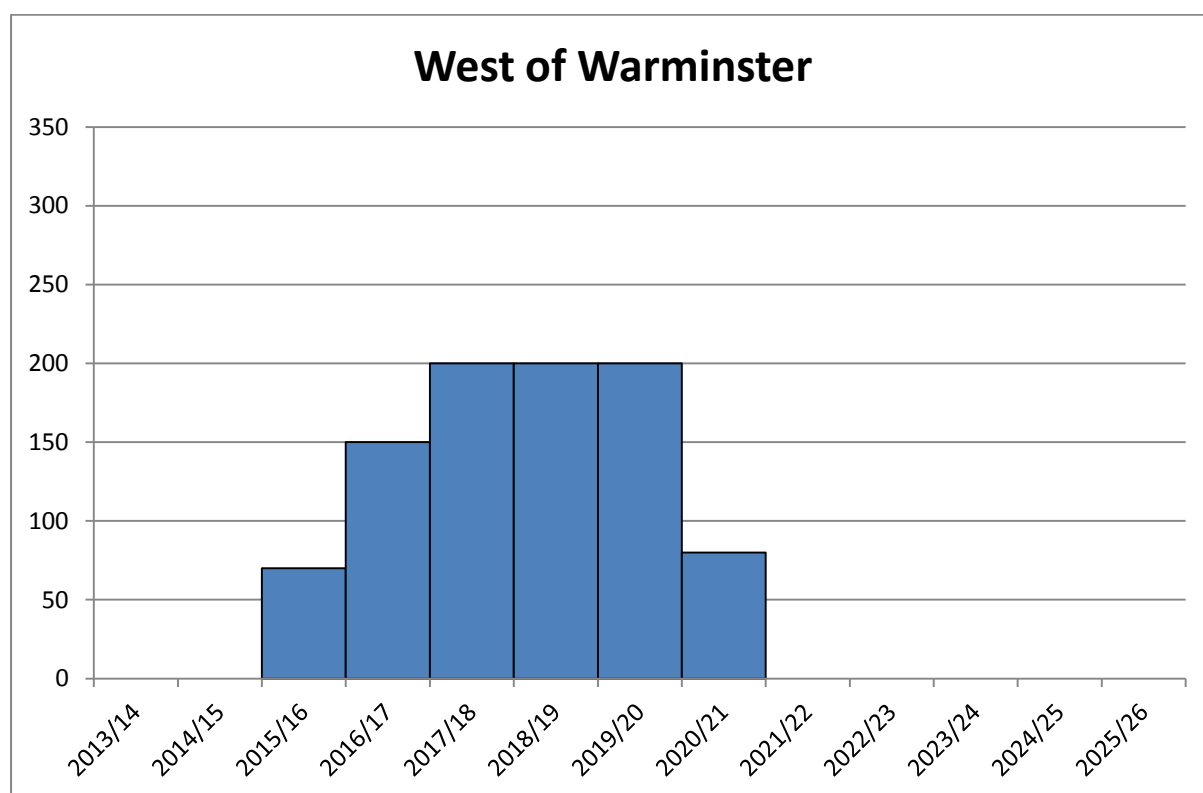
The majority of housing on the strategic site will come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: West Warminster Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WAR WES 001	Utility	2011 - 2016	Drainage network capacity assessment and resulting appropriate mitigation	To ensure risk of flooding is not increased elsewhere	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
WAR WES 002	Utility	2011 - 2016	Essential capacity improvements to the public sewer network	To cope with the extra demand from the site	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
WAR WES 003	Utility	2011 - 2016	Off-site water supply improvements and new sewerage apparatus	To cope with the extra demand from the site	Developer costs	Developer; Wessex Water	Developer costs	£0	Developer; Wessex Water	Essential
WAR WES 004	Utility	2011 - 2016	Reinforcement of the electricity network	To cope with the extra demand from the site	Developer costs	Developer; Scottish and Southern Electric	Developer costs	£0	Developer; Scottish and Southern Electric	Essential
WAR WES 005	Utility	2011 - 2016	Connection to the existing low pressure gas mains network	To directly serve the site	Developer costs	Developer; Wales and West Utilities	Developer costs	£0	Developer; Wales and West Utilities	Essential
WAR WES 006	Utility	2011 - 2016	Sustainable energy strategy	To comply with Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer	Essential
WAR WES 007	Transport	2011 - 2016	Sustainable travel plan for pupils attending Kingdown Secondary School	To mitigate against cross-town travel by pupils	Developer costs	Developer	Developer costs	£0	Developer	Essential
WAR WES 008	Transport	2011 - 2016	Mitigation measures for the impact of development upon West Street	Development must not impact negatively on traffic	Developer costs	Developer	Developer costs	£0	Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: West Warminster Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WAR WES 009	Transport	2011 - 2016	Bus service to the town centre (30 minute frequency on weekday daytimes)	To provide a sustainable transport option for the site	£300,000	Wiltshire Council; Developer	£300,000	£0	Developer	Essential
WAR WES 010	Green infrastructure	2011 - 2016	Historical landscape assessment and resulting appropriate mitigation measures	To mitigate the impact upon archaeological features	Developer costs	Developer	Developer costs	£0	Developer	Essential
WAR WES 011	Transport	2011 - 2016	Access and internal loop road	To facilitate traffic movement (esp. buses)	£2,000,000	Developer	£2,000,000	£0	Developer	Essential
WAR WES 012	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Essential
WAR WES 013	Transport	2011 - 2021	A phased link road connecting Bath Road, Victoria Road and Thornhill/ St Andrews Road	To connect the development with the town	Developer costs	Developer	Developer costs	£0	Developer	Essential
WAR WES 014	Transport	2016 - 2021	Upgrade WARM6 rather than incorporate into development	To reflect increased use from new development	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 015	Transport	2016 - 2021	Upgrade circular route formed by WARM10, WARM 70, WARM 74, WARM4 and CORY20	To reflect increased use from new development	£41,300	Developer	£41,300	£0	Developer	Place-shaping
WAR WES 016	Transport	2016 - 2021	Upgrade circular route formed by Cannimore Road, CORY48, CORY49, WARM66, WARM1 and WARM91	To reflect increased use from new development	£12,500	Developer	£12,500	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: West Warminster Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WAR WES 017	Green infrastructure	2016 - 2021	Formalised access to Coldharbour Meadows	To reduce damage of sensitive habitats	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 018	Green infrastructure	2016 - 2021	Areas of multifunctional accessible natural greenspace should be established along the River Were floodplain	To meet open space standards	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 019	Green infrastructure	2016 - 2021	Provision for children's play, accessible natural green space, sports and allotments	To meet open space standards	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 020	Green infrastructure	2016 - 2021	Buffer and enhance River Were corridor with wetland and grassland habitats, linking with Coldharbour Meadows CWS	To mitigate the impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
WAR WES 021	Green infrastructure	2016 - 2021	Retain habitat corridors, buffer and restore with sensitive lighting by hedgerows, mature trees and riparian corridor	To mitigate the impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer; Wiltshire Council	Place-shaping
WAR WES 022	Green infrastructure	2016 - 2021	Sensitive design of SUDs to deliver additional biodiversity enhancements	To mitigate the impact on local ecology	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 023	Green infrastructure	2016 - 2021	Respect AONB landscape to the south and west, maintain landscape views and minimise visual prominence of site	To mitigate the impact on landscape features	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 024	Green infrastructure	2016 - 2021	Conserve and enhance current field pattern by repairing gaps in hedges and planting new large native species	To mitigate the impact on landscape features	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: West Warminster Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WAR WES 025	Green infrastructure	2016 - 2021	Substantial landscape buffer using landscape infrastructure of native species	To screen visually intrusive urban edges	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WAR WES 026	Green infrastructure	2016 - 2021	Assess and ensure appropriate mitigation of impact on Warminster Conservation Area	To mitigate the impact upon historic environment	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Warminster Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Warminster
Large villages	Chapmanslade, Codford, Corsley, Heytesbury, and Sutton Veny
Small villages	Chitterne, Crockerton, Horningsham, Longbridge Deverill, Maiden Bradley, Stockton and Upton Scudamore

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	1,770 homes (at least)	Warminster <i>(including West Warminster Urban Extension strategic site)</i>	1,650 (900)
		Rest of the community area	120
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	6 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	West Warminster Urban Extension strategic site	6 ha
	Principal Employment Areas <i>(supported in accordance with Core Policy 35)</i>	Crusader Park Warminster Business Park Woodcock Road Industrial Estate Northlands Industrial Estate	

Strategic Site (Core Policy 31):

Strategic site	Type of development	Amount
West Warminster Urban Extension	Housing	900 dwellings
	Employment	6 ha

Delivery of housing 2006 – 2026 for the Warminster community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Warminster town	1,650	380	205	900	165
Remainder	120	65	25	0	30

Community area total	1,770	445	230	900	195
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For further information, see Core Policy 31 of the Wiltshire Core Strategy, and the Strategic Site Development Template for West Warminster Urban Extension in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Westbury Community Area
September 2013

Wiltshire Council

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

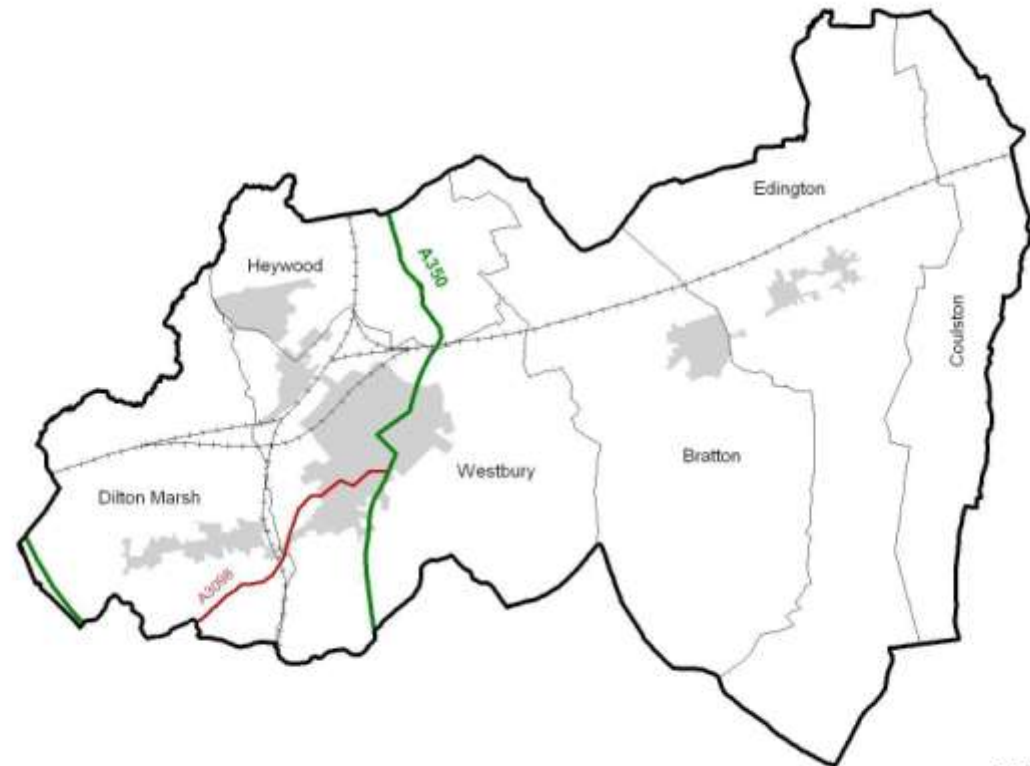
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Westbury Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligentnetwork.org.uk

Westbury Community Area

Phasing of essential infrastructure

The majority of housing in the community area will come forward during the middle five years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

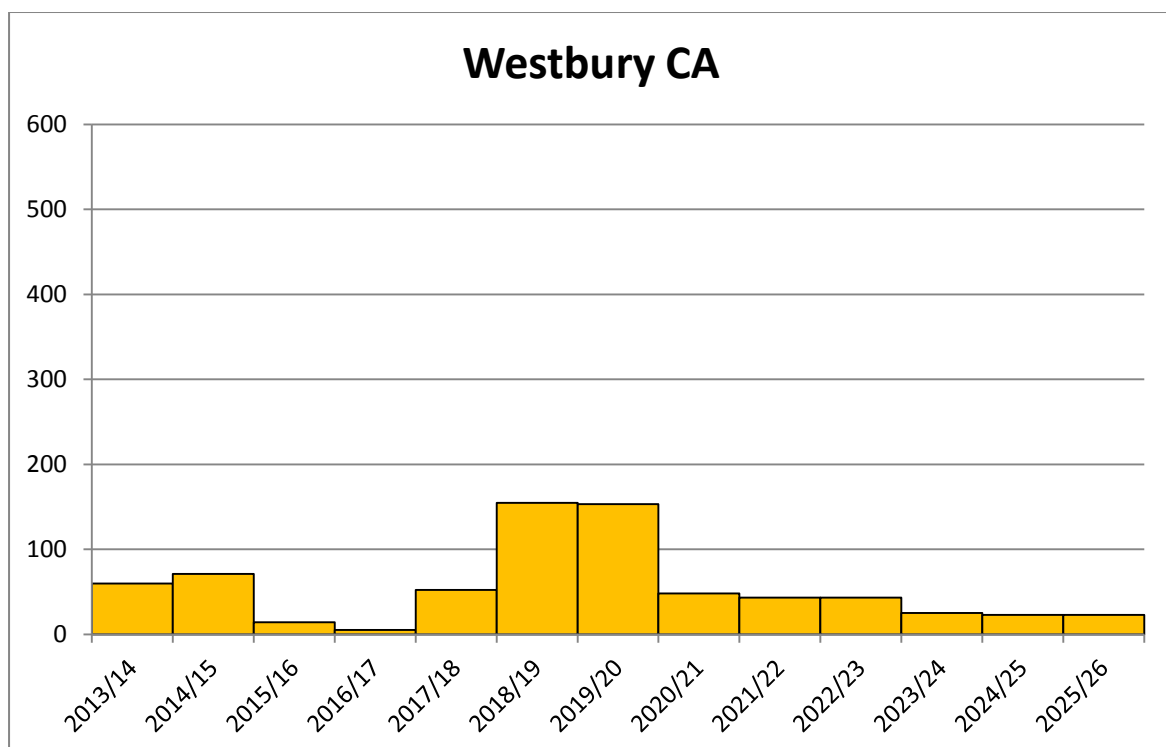
Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

There is a need to relocate Matravers Secondary School to accommodate the additional pupil places as the school is forecast to be full by 2014. However, there has been difficulty in securing an appropriate and affordable location. The contingency plan, while not preferred due to practical difficulties, is to expand on site.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Westbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES 001	Education	2011 - 2016	Relocation of Matravers Secondary School to provide an additional 101 pupil places (but accommodate 1500 pupils)	School nearing capacity and forecast to be full by 2014	£30,000,000	Wiltshire Council; Developers	£0	£30,000,000	Wiltshire Council; Schools and Academies	Essential
WES 002	Social services	2011 - 2016	50 bed extra care housing scheme (White Horse Way)	To meet need and replace outdated facilities	£8,850,000	Wiltshire Council and partners; Government housing grant	£0	£8,850,000	Extra care development framework provider	Essential
WES 003	Education	2016 - 2021	Extension of one of the existing primary schools in the town to provide an additional 127 pupil places	Some surplus places but will be filled from permitted sites	£1,614,551	Wiltshire Council; Developers	£0	£1,614,551	Wiltshire Council; Schools and Academies	Essential
WES 004	Education	2016 - 2021	Extension of existing primary schools in the villages to provide an additional 16 pupil places	Additional places depend on where housing goes	£203,408	Wiltshire Council; Developers	£0	£203,408	Wiltshire Council; Schools and Academies	Essential
WES 005	Education	2016 - 2021	Additional childcare places for three to four year olds	Shortage of places in Leigh Park and Westbury town	£1,375,000	Wiltshire Council; Early Intervention Grant; Developers	£0	£1,375,000	Wiltshire Council; Private Providers	Essential
WES 006	Transport	2016 - 2021	Westbury Railway Station Additional Platform	Increase capacity and reduce delays	£6,000,000	Network Rail; Local Transport Body	£0	£6,000,000	Network Rail	Essential
WES 007	Green infrastructure	2011 - 2016	Air quality - pollution monitoring station	Required monitoring of nitrogen dioxide emissions	£48,000	Wiltshire Council; Developers	£0	£48,000	Wiltshire Council	Place-shaping
WES 008	Green infrastructure	2011 - 2026	Air quality - source apportionment/ air quality modelling	Targeting of actions towards main sources of pollutants	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Westbury Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES 009	Green infrastructure	2011 - 2026	Air quality - community action plan implementation	Development and implementation of action plans	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
WES 010	Green infrastructure	2011 - 2026	Air quality - strategic mitigation measures	Development of wider capital projects outside community area	£10,000	Wiltshire Council; Developers	£0	£10,000	Wiltshire Council	Place-shaping
WES 011	Community	2016 - 2021	New library to replace the existing Victorian building	Existing library has poor disabled access and lacks space	£2,000,000	Wiltshire Council; Developers	£0	£2,000,000	Wiltshire Council	Place-shaping

Station Road Strategic Site

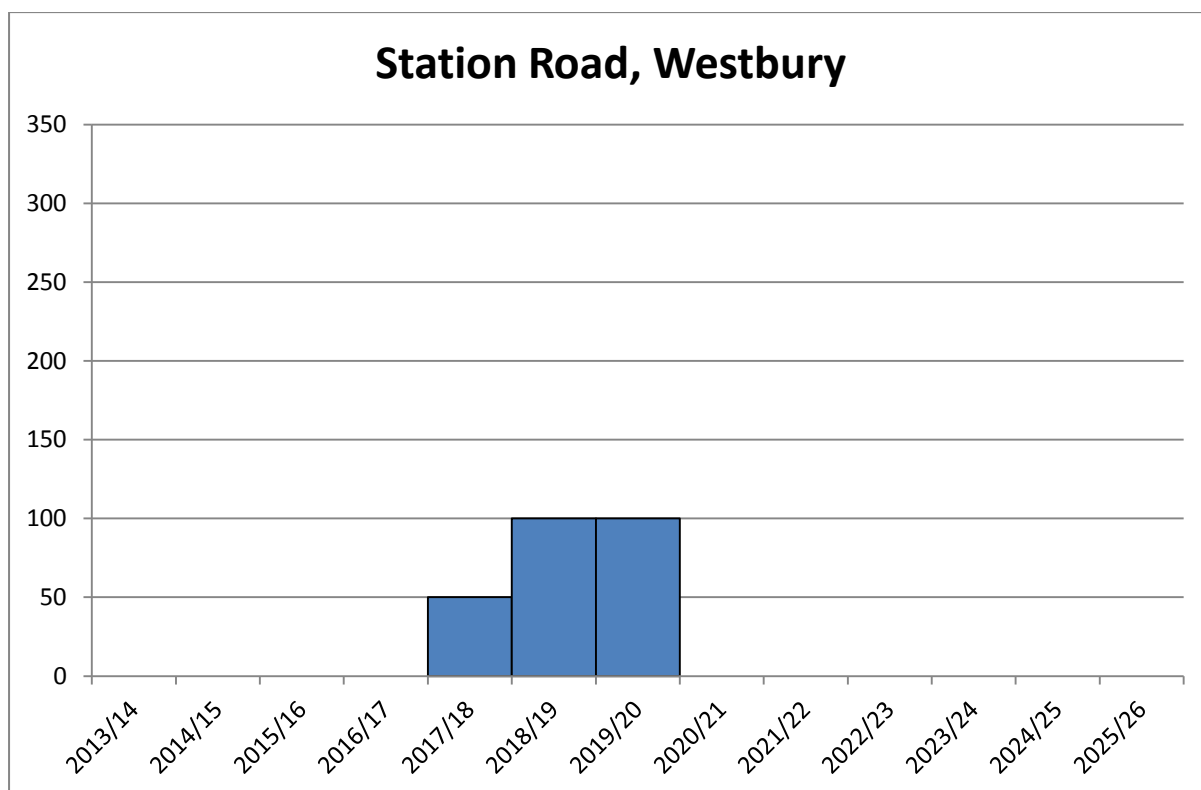
Phasing of essential infrastructure

The majority of housing on the strategic site will come forward during the middle five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

Risk assessment

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the delivery of the strategic site if they do not come forward. For essential infrastructure items classed as low risk, there is a strong likelihood of them coming forward because the requirement has been agreed with the developer and there are no anticipated issues with funding. For those classed as medium risk, the requirement for them may have been agreed with the developer but, while a funding source is identified, there may be some uncertainty over its availability. There may also be a statutory duty to provide or a Core Policy requiring its provision. For those classed as high risk, there may be lack of agreement with the developer that they are required and/ or greater uncertainty over funding.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Land at Station Road Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES STA 001	Utility	2016 - 2021	Downstream foul drainage capacity improvements, subject to network modelling	No public foul sewers close to site. Nearest lack capacity	Developer costs	Wessex Water; Developer	Developer costs	£0	Wessex Water	Essential
WES STA 002	Utility	2016 - 2021	Connection to public water mains, via existing trunk main or through Station Road under railway bridge	No public water mains close to site	Developer costs	Developer	Developer costs	£0	Wessex Water; Developer	Essential
WES STA 003	Utility	2016 - 2021	Improvements to Westbury Sewage Treatment Works, subject to process review	To cope with increased use due to new development	Developer costs	Wessex Water; Developer	Developer costs	£0	Wessex Water	Essential
WES STA 004	Utility	2016 - 2021	Extensions and alterations to the existing electricity network	To supply the new development	Developer costs	Scottish and Southern Electric; Developer	Developer costs	£0	Scottish and Southern Electric; Developer	Essential
WES STA 005	Utility	2016 - 2021	Potential reloaction of overhead power lines crossing the site	To accommodate the new development	Developer costs	Developer	Developer costs	£0	Scottish and Southern Electric; Developer	Essential
WES STA 006	Utility	2016 - 2021	Connection to existing low pressure gas main along Station Road	To supply the new development	Developer costs	Developer	Developer costs	£0	Wales and West Utilities; Developer	Essential
WES STA 007	Utility	2016 - 2021	Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Developer	Developer costs	£0	Developer	Essential
WES STA 008	Utility	2016 - 2021	Flood risk assesment and the provision of appropriate mitigation, including a SUDS	To assess and mitigate flood risk from new development	Developer costs	Developer	Developer costs	£0	Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Land at Station Road Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES STA 009	Transport	2016 - 2021	Improved access to railway station from the town centre; including bus service (£300k), walking and cycling routes	To increase accessibility of the railway station	£300,000	Developer	£300,000	£0	Developer	Essential
WES STA 010	Transport	2016 - 2021	Distributor road between Station Road and Mane Way including bridge crossing of the railway line	To allow traffic movement into and through the site	Developer costs	Developer	£1,000,000	Developer costs	Wiltshire Council; Network Rail; Developer	Essential
WES STA 011	Green infrastructure	2016 - 2021	Ecology surveys of Westbury Lakes CWS, including National Vegetation, Protected Species and hydrological surveys	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Developer	Essential
WES STA 012	Green infrastructure	2016 - 2021	Archaeological evaluation and, if required, appropriate mitigation	To mitigate the impact on archaeological features	Developer costs	Developer	Developer costs	£0	Developer	Essential
WES STA 013	Community	2016 - 2021	Provision or relocation of a sailing Clubhouse	The development would impact on existing facility	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
WES STA 014	Green infrastructure	2016 - 2021	Compensate any loss of amenity (sailing and fishing) and accessible greenspace	To comply with Core Policy 52 and Leisure & Recreation DPD	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES STA 015	Green infrastructure	2016 - 2021	Improve public accessibility to the lake at the north of the site, where this does not conflict with sensitive wildlife	To support the biodiversity features linked to the lake	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES STA 016	Green infrastructure	2016 - 2021	Provision of public open space, sports, children's play areas and allotments (total: 43,584m ²)	To meet open space standards	£1,046,520	Developer	£1,046,520	£0	Developer	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Land at Station Road Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES STA 017	Green infrastructure	2016 - 2021	Buffer zone for the CWS and avoid fragmentation of the lake and loss of sensitive habitats	To mitigate the impact on the local ecology	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES STA 018	Green infrastructure	2016 - 2021	Ecological Management Plan	For long-term management of Westbury Lakes CWS	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES STA 019	Green infrastructure	2016 - 2021	Conserve and enhance existing woodland	To maximise ecological and amenity value	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES STA 020	Transport	2016 - 2021	Retain WEST15 right of way through site and resurface to a high standard to provide an attractive route through site	To protect and enhance existing right of way	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES STA 021	Transport	2016 - 2021	Upgrade rights of way furniture, e.g. replacing stiles with gates, close to the site	To protect and enhance existing rights of way	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping

Mill Lane, Hawkeridge Strategic Site

Phasing of essential infrastructure

The majority of development on the strategic site is likely to come forward during the first five years of the plan period. Essential projects phased to come forward during the initial stages of development are either needed to enable the development to proceed or existing provision is close to or at capacity. For other essential projects, development can proceed without them initially but they will be required during later stages of the development.

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Housing trajectory

[No trajectories for employment sites]

Infrastructure Delivery Plan 2 Appendix 1: Land Mill Lane, Hawkeridge Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES HAW 001	Utility	2011 - 2016	New pumping station connected to existing drainage to the north or to the sewage treatment works to the south	To provide foul drainage for the development	Developer costs	Wessex Water; Developer	Developer costs	£0	Wessex Water; Developer	Essential
WES HAW 002	Utility	2011 - 2016	A SUDS discharging attenuated flows to the Bitham Brook	To control surface water drainage from the development	Developer costs	Developer	Developer costs	£0	Wessex Water; Developer	Essential
WES HAW 003	Utility	2011 - 2016	Reinforcement of the electricity network and primary sub-station, with possible diversion of overhead power lines	Existing sub-station close to being fully loaded	Developer costs	Scottish and Southern Electric; Developer	Developer costs	£0	Scottish and Southern Electric; Developer	Essential
WES HAW 004	Utility	2011 - 2016	Connection to the medium pressure gas mains to the south, within the industrial estate	Very little gas infrastructure exists around the site	Developer costs	Developer	Developer costs	£0	Wales and West Utilities; Developer	Essential
WES HAW 005	Utility	2011 - 2016	Sustainable Energy Strategy	To comply with Core Policy 41	Developer costs	Developer	£0	Developer costs	Developer	Essential
WES HAW 006	Transport	2011 - 2016	Site access measures, including roundabout	To facilitate safe and efficient site access/ egress.	£300,000	Developer	£300,000	£0	Wiltshire Council; Developer	Essential
WES HAW 007	Green infrastructure	2011 - 2016	Protected species surveys and necessary mitigation	To meet HRA requirements	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential
WES HAW 008	Green infrastructure	2011 - 2016	Appropriate mitigation measures to reduce impact upon Grade II listed Hawkeridge Farm	To reduce the impact upon its setting and views	Developer costs	Developer	Developer costs	£0	Wiltshire Council; Developer	Essential

Infrastructure Delivery Plan 2 Appendix 1: Land Mill Lane, Hawkeridge Strategic Site

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WES HAW 009	Green infrastructure	2011 - 2016	Land within flood zones 2 and 3 to be used for a diverted footpath and to enhance biodiversity in the area	Protect rights of way & mitigate ecology impact	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES HAW 010	Green infrastructure	2011 - 2016	Retain existing rights of way on the site and potentially divert and incorporate into landscaping of site	Protect rights of way & mitigate landscape impact	Developer costs	Developer	Developer costs	£0	Developer	Place-shaping
WES HAW 011	Green infrastructure	2011 - 2016	Minimum 10% green/ brown roof coverage	To minimise visual impact from higher ground	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
WES HAW 012	Green infrastructure	2011 - 2016	Sensitive edge treatment of hedgerows (5m buffer) with native planting for landscaping outside formal areas	To mitigate impact on local ecology	Developer costs	Developer	£0	Developer costs	Wiltshire Council; Developer	Place-shaping
WES HAW 013	Green infrastructure	2011 - 2016	Use of soft SUDS features to create a wetland habitat on site boundary	To mitigate impact on local ecology	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping
WES HAW 014	Green infrastructure	2011 - 2016	Allow existing hedgerows to grow taller and wider and plant with hedgerow trees	To reduce visual impact on views from higher ground	Developer costs	Developer	£0	Developer costs	Developer	Place-shaping

Westbury Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Market towns	Westbury
Large villages	Dilton Marsh and Bratton
Small villages	Edington / Tinhead

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)		
Housing	1,390 homes (at least)	Westbury (including Land at Station Road strategic site)	1,290 (250)
		Rest of the community area	100
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.		
Employment	18.5 ha of new employment land (in addition to that already delivered or committed at April 2011) will be provided, including:	Land at Mill Lane, Hawkeridge	14.7 ha
		North Acre Industrial Estate (saved West Wiltshire Local Plan allocation)	3.8 ha
	Principal Employment Areas (supported in accordance with Core Policy 35)	West Wiltshire Trading Estate Brook Lane Trading Estate North Acre Industrial Estate	

Strategic Site (Core Policy 32):

Strategic site	Type of development	Amount
Land at Station Road	Housing	250 dwellings
	Employment	0 ha
Land at Mill Lane, Hawkeridge	Housing	0 dwellings
	Employment	14.7 ha

Delivery of housing 2006 – 2026 for the Westbury community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Westbury town	1,290	590	290	250	160
Remainder	100	40	10	0	50
Community area total	1,390	630	300	250	210

For further information, see Core Policy 32 of the Wiltshire Core Strategy, and the Strategic Site Development Templates for Land at Mill Lane, Hawkeridge and Land at Station Road, Westbury in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:
Wilton Community Area
September 2013

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Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

The plan period (2011 – 2026) is split into three five-year tranches. This indicates when an individual project is likely to be needed or expected to be delivered. The timing of delivery is closely linked to the housing trajectory for specific community areas or strategic sites. More detail is given on a separate page in the infrastructure delivery schedule about the link between the phasing of essential infrastructure and the respective housing trajectory.

Infrastructure needs

A description of each infrastructure project shows what is required.

Rationale

A justification of the need for each infrastructure project explains its inclusion in the delivery schedule.

Estimated cost

An estimated cost for each infrastructure project is given where possible. For strategic sites, some items will be delivered directly by the developer.

Funding source(s)

Likely or potential funding sources are identified for individual infrastructure projects. This may change over the plan period.

Identified funding

For some infrastructure projects, some or all of the funding has been confirmed. In many cases, this has not yet happened because the funding timescales for providers do not extend very far into the future. However, this will change over the plan period as further information becomes available.

Funding gap

The gap between the total cost of the infrastructure project and specific funding confirmed for that project forms the project funding gap. However, there may be anticipated (over the plan period) or unallocated funding, e.g. s106 receipts or grant funding that would decrease the overall funding gap.

Delivery agent(s)

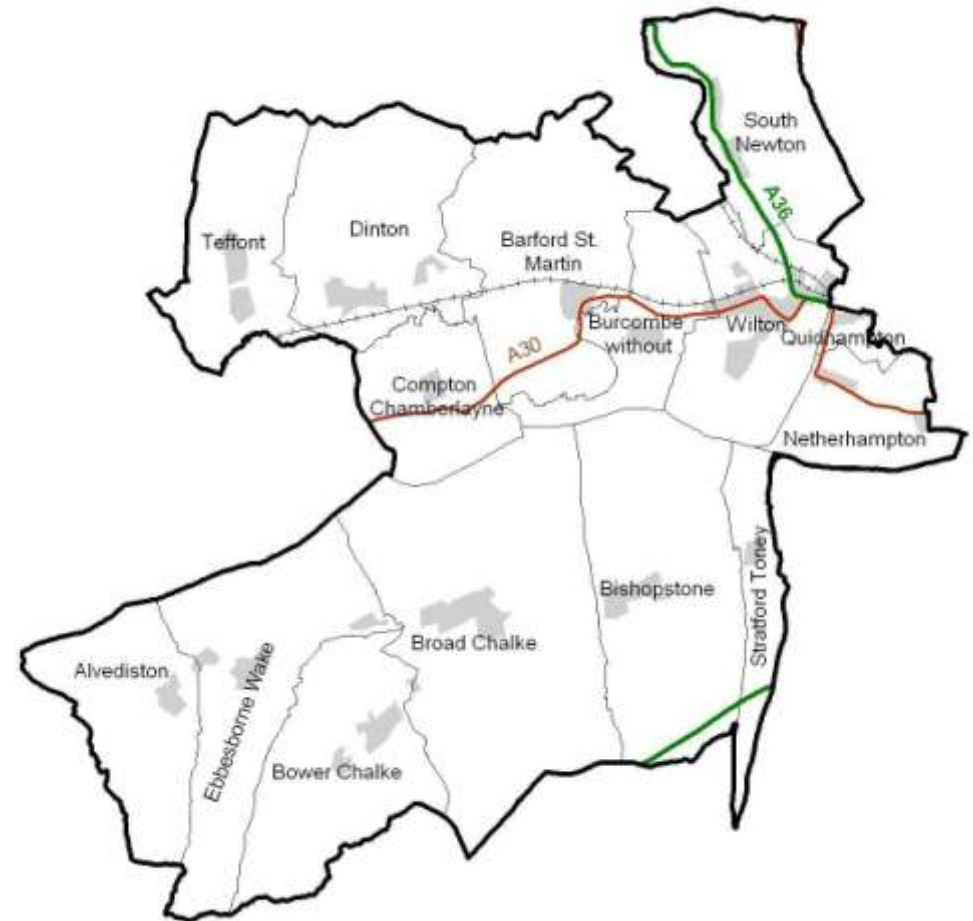
The delivery schedule identifies the likely service provider or other body, e.g. developer, who will deliver the infrastructure project.

Prioritisation

Infrastructure projects are categorised as either 'essential' or 'place-shaping' as set out in Core Policy 3 of the Wiltshire Core Strategy and explained in the supporting text and Chapter 6 of the Infrastructure Delivery Plan.

Wilton Community Area

Infrastructure Delivery Schedule



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Corporate Research Team
Public Health and Wellbeing
Wiltshire Council
www.intelligencenetwork.org.uk

Wilton Community Area

Phasing of essential infrastructure

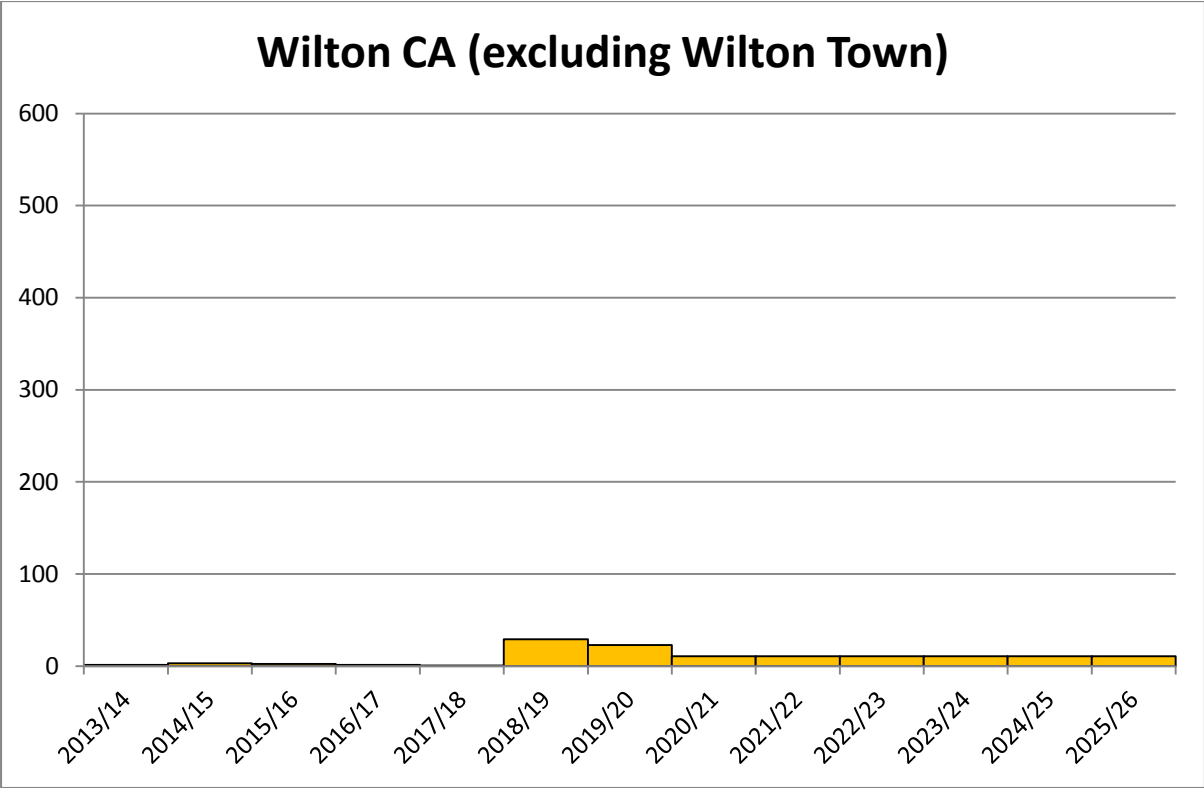
The majority of housing in the community area will come forward during the last 10 years of the plan period. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

Risk assessment

The infrastructure delivery schedules incorporate a traffic light system of colour coding to denote whether essential infrastructure projects have a low (green), medium (amber) or high (red) risk of not being delivered. This can be found in the reference number column.

Essential infrastructure projects are, by definition, likely to have a high or medium impact upon the Core Strategy if they do not come forward. For essential infrastructure projects classed as low risk, there is a strong likelihood of them coming forward because funding has been secured. For those classed as medium risk, while a clear source of funding has been identified it has not been secured, although there may be a statutory duty to provide. For those classed as high risk, a funding source is identified but there may be uncertainty over the availability of capital and location.

Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Wilton Community Area

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WIL 001	Education	2016 - 2021	New secondary school and site in Salisbury (will include provision for 20 pupil places for Wilton)	Pupils go to Salisbury, where a new school is required.	£406,320	Wiltshire Council; Developers	£0	£406,320	Wiltshire Council; Schools and Academies	Essential
WIL 002	Education	2021 - 2026	Extension of existing primary school in the town to provide and additional 28 pupil places	Currently surplus places but school roll forecast to rise	£355,964	Wiltshire Council; Developers	£0	£355,964	Wiltshire Council; Schools and Academies	Essential
WIL 003	Emergency Services	2016 - 2021	New fire station or improvements to existing fire station	Provide a full and flexible response to emergencies	£2,000,000	Wiltshire Fire and Rescue Service; Developers	£0	£2,000,000	Wiltshire Fire and Rescue Service	Place-shaping
WIL 004	Transport	2016 - 2021	New railway station	Sustainable travel, reduce congestion and accessibility	£10,000,000	Local Transport Body; Developers	£0	£10,000,000	Network Rail; Train Operating Company; Wiltshire Council	Place-shaping
WIL 005	Community	2016 - 2021	New library	Library too small for population and difficult to expand	£912,000	Wiltshire Council; Developers	£0	£912,000	Wiltshire Council	Place-shaping

Wilton Community Area Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Local service centre	Wilton
Large villages	Broadchalk and Dinton
Small villages	Barford St Martin, Bishopstone, Bowerchalke (inc. Misselfore), Compton Chamberlayne, Ebbesbourne Wake, Quidhampton, South Newton, Stoford and Teffont Magna / Teffont Evias.

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)
Housing	220 homes (at least)
	Non-strategic development over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.
Employment	There are no Principal Employment Areas in the Wilton Community Area.

Delivery of housing 2006 – 2026 for the Mere community area:

Area	Requirement 2006 - 2026	Housing already provided for		Housing to be identified	
		Completions 2006 - 2012	Specific permitted sites	Strategic sites	Remainder to be identified
Wilton remainder*	220	85	45	0	90

* The housing requirement for the town of Wilton is included within the Salisbury Area Strategy.

For further information, see Core Policy 33 of the Wiltshire Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>



Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 1:

Wiltshire Strategic Regional and General

September 2013

Wiltshire Council

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ولشائر کونسل (Wiltshire Council) کی سروسز کے بارے میں معلومات دوسری طرزوں میں فراہم کی جاسکتی ہیں (جیسے کہ بڑی چھپائی یا آڈیو) اور درخواست کرنے پر دوسری زبانوں میں فراہم کی جاسکتی ہیں۔ براہ کرم کونسل سے 0300 456 0100 پر رابطہ کریں، ٹیکسٹ فون سے (01225) 712500 پر رابطہ کریں یا customerservices@wiltshire.gov.uk پر ای میل بھیجیں۔

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Guide to the Infrastructure Delivery Schedules

Ref

Each infrastructure project has been given a unique reference number. Essential infrastructure projects are colour coded green, amber and red to denote whether there is a low, medium or high risk respectively of them not being delivered. More detail on the approach to risk is given on a separate page in the infrastructure delivery schedule and in Chapter 8 of the Infrastructure Delivery Plan.

Category

Infrastructure projects are assigned to one of eight categories:

- Utility
- Transport
- Education
- Health
- Social services
- Emergency services
- Community
- Green infrastructure

Phasing

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Wiltshire Strategic, Regional and General

*Infrastructure
Delivery Schedule*



Wiltshire Strategic, Regional and General

Phasing of essential infrastructure

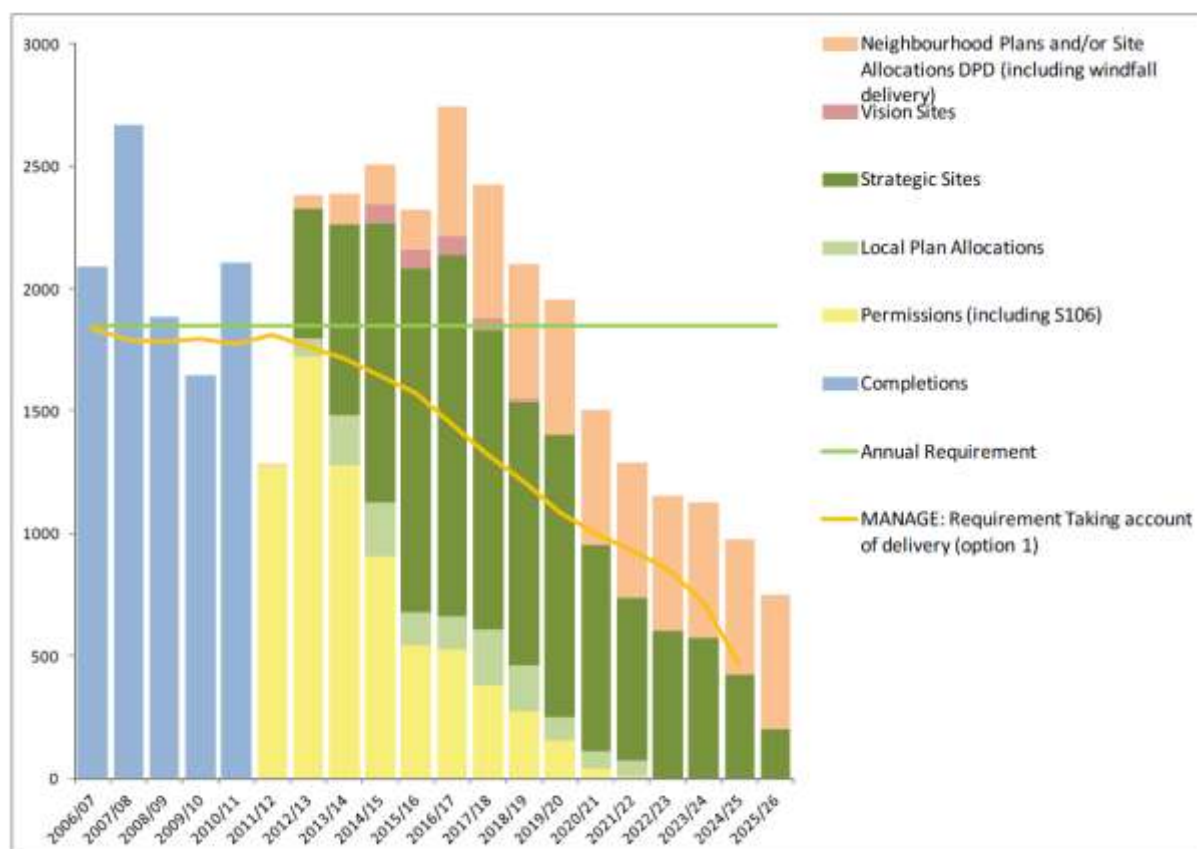
The housing trajectory for Wiltshire over the plan period is an overview of development taking place across the county, including strategic sites. Essential projects phased to come forward in the first five years of the plan period are either well advanced and funding secured or existing provision is close to or at capacity. For projects phased for later in the plan period, there is either some existing capacity or uncertainty over where the extra provision is required.

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Housing trajectory



Infrastructure Delivery Plan 2 Appendix 1: Wiltshire Strategic, Regional and General

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WC 001	Utility	2011 - 2016	Superfast broadband (WBC = ADSL2+) to exchange	To roll out Super Fast Broadband	£2.5bn	BT Openreach	£2.5bn	£0	BT Openreach	Essential
WC 002	Utility	2011 - 2021	Improvements to water grid	Restriction free supply and safeguard future water supply	£15,500,000	Wessex Water	£15,500,000	£0	Wessex Water	Essential
WC 003	Transport	2011 - 2021	Capacity improvements to M4 Junction 17	To mitigate the impact of new development in north Wiltshire	TBC	Highways Agency; Grant Funding; Developers	£0	TBC	Highways Agency	Essential
WC 004	Transport	2011 - 2026	Salisbury Transport Strategy 2011 - 2026 - park and ride (revenue at £300k p/a)	Contribute to the Salisbury Transport Strategy	£4,500,000	Wiltshire Council; Developers	£0	£4,500,000	Wiltshire Council; Public Transport Operator(s)	Essential
WC 005	Transport	2011 - 2026	Salisbury Transport Strategy - highways (capital)	Contribute to the Salisbury Transport Strategy	£4,130,000	Wiltshire Council; Developers	£0	£4,130,000	Wiltshire Council	Essential
WC 006	Transport	2011 - 2026	Salisbury Transport Strategy - buses (revenue at £700k p/a)	Contribute to the Salisbury Transport Strategy	£10,500,000	Wiltshire Council; Developers	£0	£10,500,000	Wiltshire Council; Public Transport Operator(s)	Essential
WC 007	Transport	2011 - 2026	Salisbury Transport Strategy - ITS (capital)	Contribute to the Salisbury Transport Strategy	£500,000	Wiltshire Council; Developers	£0	£500,000	Wiltshire Council	Essential
WC 008	Transport	2011 - 2026	Salisbury Transport Strategy - walking and cycling (capital)	Contribute to the Salisbury Transport Strategy	£1,550,000	Wiltshire Council; Developers	£0	£1,550,000	Wiltshire Council	Essential

Infrastructure Delivery Plan 2 Appendix 1: Wiltshire Strategic, Regional and General

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WC 009	Transport	2011 - 2026	Salisbury Transport Strategy - smarter choices promotion (revenue at £150k p/a)	Contribute to the Salisbury Transport Strategy	£2,250,000	Wiltshire Council; Developers	£0	£2,250,000	Wiltshire Council	Essential
WC 010	Green infrastructure	2011 - 2026	Nutrient Management Plan (NMP) - implementation of identified mitigation and management measures	Address level of phosphate in River Avon SAC.	£1,385,000	Wiltshire Council; Developers	£0	£1,385,000	Wiltshire Council; EA; NE; Developers	Essential
WC 011	Transport	2011 - 2026	Capacity improvements to the A36	To mitigate the impact of new development in south Wiltshire	TBC	Wiltshire Council; Highways Agency; Developers	£0	TBC	Wiltshire Council; Highways Agency	Essential
WC 012	Community	2011 - 2026	Community Campus Programme	Co-location of community facilities run by the community	£121m	Wiltshire Council	£121m	£0	Wiltshire Council; Community Groups	Essential
WC 013	Green infrastructure	2011 - 2031	Stone Curlew and Salisbury Plain Special Protection Area (SPA) mitigation from the impact of new development	Habitat Regulations Assessment requirement	£420,000	Wiltshire Council; Developers; European funding	£0	£420,000	Wiltshire Council; RSPB	Essential
WC 014	Transport	2016 - 2021	Electrification of the Great Western Main Line	Increase capacity and less harmful to environment	£1bn	Government funding	£1bn	£0	Network Rail	Essential
WC 015	Community	2011 - 2016	Wiltshire Heritage Museum - new building to provide additional storage space for archaeological archives	Storage is full. Space needed to meet storage standards	£1,300,000	Wiltshire Council; Developers	£0	£1,300,000	Wiltshire Council	Place-shaping
WC 016	Green infrastructure	2011 - 2026	Air quality - annual website maintenance and text alert scheme	Provision of air quality advice and monitoring	£45,000	Wiltshire Council; Developers	£0	£45,000	Wiltshire Council	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Wiltshire Strategic, Regional and General

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WC 017	Green infrastructure	2011 - 2026	Air quality - annual maintenance of pollution monitoring stations	Ensure operation of stations and quality of data	£728,000	Wiltshire Council; Developers	£0	£728,000	Wiltshire Council	Place-shaping
WC 018	Green infrastructure	2011 - 2026	Air quality - Eco-Star annual running cost	Target HGVs, promote better driving, reduce fuel use	£13,000	Wiltshire Council; Developers	£0	£13,000	Wiltshire Council	Place-shaping
WC 019	Green infrastructure	2011 - 2026	Kennet & Avon Canal - phased towpath improvements and maintenance (approx. 50km)	Cycling and walking route; Economic and leisure benefit	£3,700,000	Wiltshire Council; Developers	£0	£3,700,000	Wiltshire Council; Sustrans; Canal & River Trust	Place-shaping
WC 020	Community	2011 - 2026	Fully equip 22 rowing schools in Wiltshire with good quality boats	To bring rowing to the fore in Wiltshire	£2,000,000	Wiltshire Council; Grants; Developers	£0	£2,000,000	Wiltshire Scullers School	Place-shaping
WC 021	Utility	2011 - 2026	Electric Wiltshire - electric charging points at appropriate locations county-wide. Minimum of 10 charging points.	Eco benefits. Create jobs. On LIP Priority Project List.	£150,000	Wiltshire Council; Grants; Developers	£0	£150,000	Wiltshire Council; HCA	Place-shaping
WC 022	Community	2011 - 2026	Renewable energy schemes - large-scale to domestic schemes getting energy from waste	Generate power, create jobs. On LIP Priority Project List.	TBC	Wiltshire Council; Grants; Developers	£0	TBC	Wiltshire Council; HCA	Place-shaping
WC 023	Green infrastructure	2016 - 2021	Air quality - Eco-Star scheme set-up	Target HGVs, promote better driving, reduce fuel use	£35,000	Wiltshire Council; Area Boards; Developers	£0	£35,000	Wiltshire Council	Place-shaping
WC 024	Transport	2016 - 2021	Upgrade to National Cycle Route 403; Chippenham to Calne railway path	Housing growth will lead to demand for key green routes	£540,000	Heritage Lottery funding; Landfill funding; Developer	£0	£540,000	Wiltshire Council; Sustrans	Place-shaping

Infrastructure Delivery Plan 2 Appendix 1: Wiltshire Strategic, Regional and General

September 2013

Ref	Category	Phasing	Infrastructure needs	Rationale	Estimated cost	Funding source(s)	Identified Funding	Funding Gap	Delivery agent(s)	Prioritisation
WC 025	Green infrastructure	2016 - 2021	Restoration of the historic route of the Melksham to Pewsham branch of the Wilts & Berks Canal	Priority for the waterway network. Wider benefits	£5,000,000	Heritage Lottery funding; Landfill funding; Volunteering	£0	£5,000,000	Wilts & Berks Canal Trust	Place-shaping
WC 026	Green infrastructure	2016 - 2021	Restoration of the historic route of the Pewsham to Royal Wootton Bassett branch of the Wilts & Berks Canal	Priority for the waterway network. Wider benefits	£12,800,000	Heritage Lottery funding; Landfill funding; Volunteering	£0	£12,800,000	Wilts & Berks Canal Trust	Place-shaping
WC 027	Transport	2016 - 2021	Upgrade to National Cycle Route 403; Chippenham to Lacock railway path	Housing growth will lead to demand for key green routes	£360,000	Heritage Lottery funding; Landfill funding; Developer	£0	£360,000	Wiltshire Council; Sustrans	Place-shaping
WC 027	Green infrastructure	2021 - 2026	Air quality - reserve fund for replacement of pollution stations on the basis of a 10 year lifespan	Continued operation of monitoring stations	£150,000	Wiltshire Council; Developers	£0	£150,000	Wiltshire Council	Place-shaping

Wiltshire Spatial Strategy

Settlement strategy (Core Policy 1):

Tier	Settlements
Principal settlements	Chippenham, Trowbridge and Salisbury
Market towns	Amesbury, Bradford-on-Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham and Bowerhill village, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett
Local service centres	Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton
Large villages	<i>See individual community area spatial strategies.</i>
Small villages	<i>See individual community area spatial strategies.</i>

Delivery strategy (Core Policy 2):

Type of development	Amount and distribution over the plan period (2006 to 2026)
Housing	At least 37,000 homes
Employment	At least 178 ha (in addition to that already delivered or committed at April 2011)

Strategic Sites (Core Policy 2):

Strategic site	Houses	Employment Land	Other
Ashton Park, South East Trowbridge	2,600	15 ha	N/A
Central Car Park, Salisbury	200	N/A	Up to 40,000sqm retail and leisure floorspace
Churchfields & Engine Sheds, Salisbury	1,100	5 ha	N/A
Drummond Park, Ludgershall	475	N/A	N/A
Former Imerys Quarry, Salisbury	N/A	4 ha	N/A
Fugglestone Red, Salisbury	1,250	8 ha	N/A

Strategic site	Houses	Employment Land	Other
Hampton Park, Salisbury	500	N/A	N/A
Horton Road, Devizes	N/A	8.4 ha	N/A
Kings Gate, Amesbury	1,300	N/A	N/A
Kingston Farm and Moulton Estate, Bradford on Avon	150	2-3 ha	N/A
Land South West of Abbeyfield School (Landers Field), Chippenham	100 - 150	1 ha	N/A
Longhendge (Old Sarum), Salisbury	450	8 ha	N/A
Mill Lane, Hawkeridge, Westbury	N/A	14.7 ha	N/A
North Chippenham	750	2.5 ha	N/A
Rawlings Green, Chippenham	700	6 ha	N/A
Salisbury Road, Marlborough	220	N/A	N/A
South West Chippenham, including Showell Farm, Chippenham	800	18 ha	N/A
Station Road, Westbury	250	N/A	N/A
UKLF, Wilton	450	3 ha	N/A
West Warminster	900	6 ha	N/A

For further information, see Core Policy 2 of the Wiltshire Core Strategy, and the individual community area strategies and strategic site development templates in Appendix A to the Core Strategy.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

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Wiltshire Community Infrastructure Levy

Wiltshire Infrastructure Delivery Plan 2

2011 – 2016

Appendix 2: Infrastructure Provider Profiles

September 2013

Wiltshire Council

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Table of contents

1.	Transport.....	2
2.	Flooding and drainage	9
3.	Water supply and sewerage	12
4.	Energy generation, supply and distribution	22
5.	Telecommunications: Superfast Broadband	29
6.	Household waste and recycling collection	34
7.	Education	37
8.	Health	41
9.	Sport and leisure	46
10.	Emergency services	52
11.	Community facilities	59
12.	Cultural facilities	66
13.	Rural facilities	72
14.	Green infrastructure and open space	78

1. Transport

Context

- 1.1 Wiltshire Council is responsible for the local road network, while the Highways Agency maintains the strategic road network. Network Rail owns the railway infrastructure (i.e. the tracks, bridges and station buildings) and train operating companies, such as First Great Western and Stagecoach South West Trains, run passenger services. The council funds cycle stands, pedestrian signage and supports some bus services that link to railway stations. Several bus companies provide the majority of daytime services in the larger towns on a commercial basis, whereas the council funds bus services in the smaller towns, rural areas and on evenings and weekends. The council also funds Connect 2 Wiltshire, a 'demand responsive' transport scheme of pre-booked buses and taxis, and school transport. Voluntary groups run community transport schemes on a not-for-profit basis. In June 2008, the responsibility for civil car parking enforcement transferred from the police to the council. Wiltshire Council maintains the public rights of way network. Sustrans, a UK sustainable transport charity, works with the council, other organisations and communities to encourage travel by foot, bike or public transport.
- 1.2 The strategic road network in Wiltshire consists of the M4, A303 and A36. Wiltshire Council manages other A, B and C classified routes. The majority of parking within Wiltshire's market towns and villages is off-street, publicly operated car parks and/ or on-street parking. This is supplemented by large car parks operated by supermarkets and other smaller privately operated car parks.
- 1.3 In terms of public transport, 90% of settlements have at least a daily weekday bus service and 51% have an hourly or better daytime bus service. Free school transport is provided for 9,000 children and 1,600 sixth form and college students use the council's post-16 transport scheme. There are currently around 1,000 licensed taxi and private hire cars in Wiltshire. The council arranges taxi and private hire care, minibus and voluntary drivers for over 1,000 social care clients a year. First Great Western and Stagecoach South West Trains provide a number of regular services through Wiltshire, connecting Cardiff, Bristol, Swindon, London, the West Country and the South Coast.
- 1.4 Wiltshire's network of public rights of way is over 6,100km (3,800 miles) long. There are over 27,000 hectares (67,000 acres) of public access land.
- 1.5 The provision of transport infrastructure will particularly help to deliver the following strategic objectives and policies of the Wiltshire Core Strategy:
 - Strategic Objective 1: deliver a thriving economy
 - Strategic Objective 2: addressing climate change
 - Strategic Objective 4: helping to build resilient communities;
 - Strategic Objective 6: ensuring that infrastructure is in place to support communities;
 - Core Policy 3: Infrastructure requirements;
 - Core Policy 60: Sustainable transport;
 - Core Policy 61: Transport and development;
 - Core Policy 62: Development impacts on the transport network;

- Core Policy 63: Transport strategies;
 - Core Policy 64: Demand management;
 - Core Policy 65: Movement of goods, and
 - Core Policy 66: Strategic transport network.
- 1.6 The key plans and strategies used to inform the transport infrastructure requirements for Wiltshire are:
- Local Transport Plan 3 (2011);
 - Chippenham Transport Strategy (2012);
 - Salisbury Transport Strategy (2010);
 - Trowbridge Transport Strategy (2012);
 - Devizes Transport Strategy (2012);
 - Great Western Route Utilisation Strategy (2010)
- 1.7 The government's 1998 White Paper on Transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP) to steer the development of national transport policies at the local level. The Transport Act 2000 then made it a statutory requirement for local transport studies to produce LTPs.
- 1.8 The Department for Transport's 'Guidance on Local Transport' (July 2009) sets of five overarching national transport goals:
- support economic growth;
 - reduce carbon emissions;
 - promote equality of opportunity;
 - contribute to better safety, security and health; and
 - improve quality of life and a healthy natural environment.
- 1.9 In addition, the most recent transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (January 2011) has two main themes:
- offering people sustainable transport choices, particular for shorter journeys, that will stimulate behavioural change; and
 - demonstrating how localism and the big society can work for transport.
- 1.10 The Wiltshire LTP sets out the council's objectives, implementation plans and targets for transport in Wiltshire. Furthermore, as a document developed through partnership working and extensive consultation, the LTP also provides the framework for all other organisations with a direct or in direct involvement in transport in Wiltshire. The third Wiltshire Local Transport Plan (LTP3) covers the period from March 2011 to March 2026. It is made up of four supporting strategies; car parking, freight, public transport and road safety. LTP3's overall long-term strategy is to address and support national policy objectives by providing a sustainable transport system.
- 1.11 Transport strategies have been developed for the principal settlements in Wiltshire; Chippenham, Salisbury and Trowbridge. Core Policy 1 of the Wiltshire Core Strategy focuses development growth primary on these settlements. To support their enhanced strategic employment and service roles and to promote better self-containment, these transport strategies contain packages of integrated transport measures to be developed and implemented over the Plan period. The focus will be to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving public transport alternatives. Each transport strategy will consider the implementation of the following:

- New and improved networks of routes for pedestrians and cyclists;
- Enhanced public transport services and facilities;
- Traffic management measures;
- Demand management measures;
- Selective road improvements;
- Interchange enhancements that are accessible by all, and
- Smarter choices measures.

- 1.12 Transport strategies may also be developed for other urban and rural areas in the Plan area. For example, a transport strategy has recently been developed for Devizes.
- 1.13 The Great Western Route Utilisation Strategy (RUS), published in 2010 by Network Rail, seeks to balance supply and demand and set out the longer term vision for improvements across the railway network. It considers existing capacity, infrastructure capability, train operations, likely future demands and recommends how this should best be accommodated. These recommendations are used to produce infrastructure investment plans and for allocating existing capacity. New railway stations at Corsham and Royal Wootton Bassett and improved services between Westbury and Swindon through Melksham railway stations are stakeholder aspirations within the RUS.

Identifying infrastructure requirements

- 1.14 The transport strategies for the principal settlements of Chippenham, Salisbury and Trowbridge have identified the following broad package of measures:

Table 1 Transport Strategies for the Principal Settlements

Chippenham	Salisbury	Trowbridge
<ul style="list-style-type: none"> • New road crossing over the railway with connection to the northern distributor road • A350 junction improvements • Town centre improvements • Cycling improvements • Walking improvements • Travel planning • Public transport infrastructure and services (including school services) 	<p>(Radical option)</p> <ul style="list-style-type: none"> • Extend and promote the use of the Park and Ride service • Introduce parking charges and parking controls to reduce the use of cars • Develop a road hierarchy • Traffic restraint measures and route ambience enhancement • Road junction improvements • Intelligent transport systems (ITS) • Public transport improvements (e.g. maximum fares/ concessions, bus priority measures, high frequency bus services to new developments and bus shelters with seating and real time passenger information) • Smarter choices (e.g. marketing and promotional campaigns to encourage non-car use, travel plans, 	<ul style="list-style-type: none"> • A350 Yarnbrook Relief Road • A350 West Ashton Relief Road (to be delivered through Ashton Park development) • Road and traffic capacity and pedestrian enhancements at critical areas/ junctions within the town • Demand management measures (e.g. town centre parking capacity and HGV movements) • Smarter choices (e.g. travel plans) • Public transport improvements (e.g. high frequency bus services to new developments, bus priority measures, bus shelters with seating and real time passenger information and improvements to Trowbridge railway station) • Walking and cycling improvements on key travel routes, e.g. between the

	car sharing and car clubs)	railway station and the town centre, and cycle parking at the main town centre destinations,
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1.15 The Highways Agency have identified that capacity improvements to the strategic road network are likely to be required because of future development at the following locations:

- Amesbury (impact on A303 and its junctions);
- Chippenham (impact on Junction 17 of the M4);
- Malmesbury (impact on Junction 17 of the M4);
- Mere (impact on A303 and its junctions);
- Salisbury (impact on A36 and its junctions);
- Warminster (impact on A36 and its junctions);
- Westbury (impact on A36 and its junctions), and
- Wilton (impact on A36 and its junctions).

1.16 Network Rail, through the Great Western Route Utilisation Strategy, identifies the following railway schemes that will affect Wiltshire:

- Electrification of the Great Western Main Line;
- Intercity Express Programme and electrification of the network;
- Improvements to Chippenham Railway Station;
- New railway station in Corsham, and
- New railway station in Royal Wootton Bassett.

Calculating the cost

1.17 The transport strategies have also identified broad costs for their package of measures:

- Chippenham Transport Strategy = £27.585;
- Salisbury Transport Strategy = £25.6 million;
- Trowbridge Transport Strategy = £16.34 million, and
- Devizes Transport Strategy = £4.805 million

Funding and delivery

1.18 LTP 3 includes a one year Implementation Plan that is based on realistic funding levels made up of:

- integrated transport block;
- capital maintenance funding;
- revenue funding;
- developer contributions; and
- parking charges

1.19 Transport strategies will be supported and implemented through developer contributions, LTP funding and joint working with partners and others.

1.20 In June 2012, the Department of Transport (DfT) awarded £4.25 million towards the council's Local Sustainable Transport Fund (LSTF) project 'Improving Wiltshire's Rail Offer'. The LSTF project has three main elements and a projected total cost of £5.750

million (funded through the DfT grant, £300,000 of LTP funding, around £100,000 of 'in-kind' officer time and up to £1.1 million from developer contributions):

- Support for improved rail services on the Westbury to Swindon line;
- Interchange improvements at a number of Wiltshire's railway stations, and
- Supporting smarter choices measures.

1.21 In February 2013, the council bid for funding from the Government's Local Pinch Point Fund, which is a national fund worth £170 million to remove bottlenecks on the local highway network that are impeding growth. The scheme that the council considered best fit the bidding criteria is the dualling of the A350 north of Chippenham, between the Malmesbury Road roundabout and Jackson's Lane. Core Policy 66 of the Wiltshire Core Strategy prioritises improvement along the A350 corridor. The full cost of the scheme is estimated to be £2.722 million. A minimum of 30% of the total scheme cost must be funded from local contributions, which could come from developer contributions or other sources such as the Growing Places Fund. On 31st May 2013, the council was awarded £1.905 million from the DfT towards the scheme.

1.22 In September 2012, the (DfT) confirmed a new system for prioritising and funding local major transport schemes. Further details were confirmed towards the end of 2012/ beginning of 2013. The main decision-making body locally will be the Swindon & Wiltshire Local Transport Body (SWLTB), which is based on the geography of the Swindon & Wiltshire Local Enterprise Partnership (SWLEP). The indicative funding level for the SWLTB for 2015/16 to 2018/19 is £16.9 million. The following 10 potential major transport schemes have been shortlisted from a longer list of 70 schemes identified and subjected to a sifting process:

- A350 Chippenham Bypass Dualling;
- A350 North of Chippenham Dualling;
- A350 West Ashton Relief Road;
- A350 Yarnbrook Relief Road;
- A36 Southampton Road Improvement;
- Corsham Station;
- M4 Junction 16 Improvements;
- Royal Wootton Bassett Station;
- Westbury Additional Platform, and
- Wilton Station.

1.23 In May 2013, the council approved the above shortlist of potential major transport schemes to be considered by the SWLTB for prioritisation. In July 2013, the SWLTB prioritised the following schemes (including contribution sought) in Wiltshire:

- A350 Chippenham Bypass Improvements (£2 million);
- M4 J16 Improvements (£7.2 million);
- Westbury Additional Platform (£5.4 million), and
- A350 Yarnbrook Relief Road (£3.6 million).

1.24 Due to uncertainty over the level of DfT funding that the SWLTB will be allocated between 2015 and 2019, the shortlisted schemes were placed into one of three categories. In addition to the priority list above, the remaining schemes were placed into either a contingency or a development list. On the contingency scheme list is the A350 West Ashton Relief Road scheme, towards which Wiltshire Council is seeking a £6.3 million contribution from the SWLTB. For schemes on the development list, the

council and its partners need to undertake further work to develop robust strategic business cases. Schemes on the development list for Wiltshire comprise A36 Southampton Road Improvements, Wilton Station, Royal Wootton Bassett Station, and Corsham Station.

- 1.25 Core Policy 3 prioritises transport infrastructure under essential infrastructure. Transport infrastructure is necessary to support new development. Some transport schemes are critical, without which development cannot commence. For other transport schemes, the precise timing and phasing is less critical and development can commence ahead of its provision.
- 1.26 The most likely risk to the delivery of transport schemes is lack of funding from capital spending and developer contributions. The contingency plan is to prioritise critical transport schemes and search for alternative sources of funding. Further risk to transport planning arises because of the inherent uncertainty of the bidding process for many external transport funds and the lack of information on anticipated funding levels too far into the future. The impact on the Core Strategy of critical transport schemes not being delivered would be high because there is a greater likelihood of housing and employment growth not being delivered, as well as exacerbate existing transport issues. However, the various transport strategies look at a range of options for managing the transport impacts of growth in the principal settlements and a less expensive option may be achievable. In addition, the council would look at prioritising transport schemes, phasing development and seeking alternative funding sources to ensure that the necessary transport infrastructure was in place at the appropriate time to enable development.
- 1.27 The delivery of transport infrastructure and related policies of the Wiltshire Core Strategy will be delivered by Wiltshire Council and its partners and monitored through the Wiltshire Monitoring Framework. A range of monitoring targets will include:
- an increase in sustainable transport modes;
 - all developments complying with policy;
 - the implementation of transport strategy schemes in Chippenham, Salisbury and Trowbridge during the Plan period;
 - an increased percentage of completed non-residential development complying with car parking standards;
 - an increase in the proportion of HGVs using the advisory freight network compared with A and B roads in general, and
 - completion of strategic transport projects.

Risk and contingency

- 1.28 The most likely risks to the delivery of transport facilities are:
- a lack of available funding
 - a lack of developer contributions
 - Development is too small to make schemes viable long term (e.g. provision of bus services)
- 1.29 As transport is classed as 'essential infrastructure' in Core Policy 3 of the Core Strategy developer contributions will be required towards the implementation of transport infrastructure. In many cases without adequate transport infrastructure development cannot come forward.

- 1.30 The strategic sites are key to delivering the policies of the Core Strategy, and without the implementation of these sites the housing and employment delivery numbers set out within the Core strategy could be at risk.
- 1.31 An example of the essential nature of the transport infrastructure for the Marlborough strategic site 'Land west of Salisbury Road' is set out below:

Table 2 Risk associated with transport infrastructure

Transport Infrastructure Project	Risk to the project coming forward	Risk to the Core Strategy
Delivery of an access road for cars and buses into and through the site to be implemented prior to development.	Without the implementation of this scheme, access to the site is not provided and the site cannot be delivered.	Without the delivery of the strategic site the housing delivery numbers within the Core Strategy are put at risk.
Signalised crossing to be provided from the development site to the business park over the A346.	The project can still come forward before the provision of this infrastructure. However without the implementation of the crossing, residents are unable to safely reach the Tesco stores and the business park, encouraging residents to make the journey by car.	Without the implementation of this scheme the site reduces the extent to which it delivers the policies of the Core Strategy, including for example, Core Policy 60 'SustainableTransport' and fails to provide infrastructure to support development in line with Core Policy 3.

- 1.32 Where funding is not able to provide for transport provision in Wiltshire, other sources will need to be identified and successful bids made to enable the implementation of schemes that work to deliver the policies of the Core Strategy and the Local Transport Plan.

2. Flooding and drainage

Context

- 2.1 The responsibility for the flood implications of development lies with the council, the Environment Agency (EA) and developers. The developer has the main responsibility for flood defence, with the flood risk management requirements of individual sites borne privately by the developer. The developer must ensure that the new development is:
- Properly defended from external flood risks to an adequate standard;
 - Properly drained, so ensuring that ground water and rainfall does not cause an unacceptable risk of on-site flood problems, and
 - Does not generate an unacceptable risk of flooding on adjacent land as a result of changes to the drainage of their land, beyond what might be considered to be reasonable from a natural (undeveloped) area.
- 2.2 The council, the EA, internal drainage boards and sewerage companies are involved in approving arrangements for surface disposal. There is a general requirement to dispose of surface water run-off as close to the source as possible by means of a sustainable urban drainage system (SUDs). This is because of concerns over increasing the risk of downstream flooding of watercourses.
- 2.3 It is important, particularly with small developments and infill sites where increased densities may conflict with achieving SUDs, that developers engage with the relevant stakeholders at an early stage to ensure that adequate land is identified to install SUDs.
- 2.4 The EA has the authority to veto any development on flood matters and is a statutory consultee for planning purposes. It can act as a 'showstopper' if there's a major risk of flooding from, or to, any proposed new development.
- 2.5 Within Wiltshire, the responsibilities for watercourses are split between the council and the EA, such that:
- Ordinary watercourses are the responsibility of Wiltshire Council, and
 - Main watercourses are the responsibility of the EA.

Identifying infrastructure requirements

- 2.6 The council has worked with the EA to understand the infrastructure requirements for new development. In principle, there are no 'showstoppers' to the proposed development in Wiltshire. However there are some locations where mitigation will be required.
- 2.7 Any Strategic Flood Risk Assessment (SFRA) or Surface Water Management Plan work should inform the Infrastructure Delivery Plan process by identifying any potential for strategic flood risk mitigation infrastructure.
- 2.8 Water bodies across Wiltshire are currently not achieving Water Framework Directive (WFD) objectives. New development has the potential to put additional pressure on

these water bodies. The EA therefore consider that developers should contribute funding to help achieve WFD objectives. The EA is already working in partnership with other organisations and individuals, and have some specific projects where developer funding could make a difference. This is also particularly relevant for the

Infrastructure Delivery Plan because Core Policy 68 of the Wiltshire Core Strategy states 'Development must not prejudice the delivery of the actions and targets of the relevant River Basin Management Plan, and should contribute towards their delivery where possible.

- 2.9 Sustainable Drainage Systems (SuDS) Schemes will reduce the impact of drainage on flooding, pollution and disruption of water courses. Surface water outside of SPZ1 area should be attenuated through the use of SuDS. The SuDs systems will need to cater for the full site and manage the outflow down to existing green field run off rates. This is in line with Core Policy 67.
- 2.10 Just over half of the strategic site in Marlborough overlies a Source Protection Zone 1 (SPZ) with the site boundary skirting the pumping station for this portable water source. Whilst clean roof water could be discharged to ground, roads and car parking will require positive drainage out of the SPZ1 area.
- 2.11 Surface water drainage systems and watercourses within Warminster are already under significant pressure. Any new development has the potential to increase this pressure. Strategic flood risk mitigation work may be required, which would be informed by any Surface Water Management Plan produced or Strategic Flood Risk Assessment work. This is particularly important for Warminster due to the significance of the issue for this settlement.

Calculating the cost

- 2.12 The cost of flood risk assessments and measures will vary on a site-by-site basis and will be borne by the developer concerned.

Funding and delivery

- 2.13 The Environment Agency will seek funding and deliver flood mitigation to protect existing development from 'main river' flooding. However, work to protect new development will be at the cost to the developers concerned. In general, the analysis of flood mitigation required suggests that there are no clear flood issues that would stop the proposed development. Although, in some cases, the delivery of particular sites will depend on specific mitigation and the use of SUDs.
- 2.14 Funding and delivery of flood risk measures will be through the developers and will be taken into account as part of the development viability assessments. Where costs are high, it is likely that development will not proceed until values have risen.

Risk and contingency

- 2.15 Flood and drainage infrastructure is classed as 'essential infrastructure' by Core Policy 3 of the Core Strategy. The main risk to the delivery of appropriate infrastructure is finance to fund the required infrastructure which must be in place to support new development. The specific requirements will be dependent on the outcome of detailed surveys and assessments which will be individual to each site location.

- 2.16 The outcomes of assessments and the associated costs may impact on the phasing and delivery of some sites. This could impact on the delivery of the housing numbers set out in the Core Strategy and will have particular impact where delivery of a strategic site is affected.
- 2.17 Changing the phasing and the development delivered on the site may help the development to pay for necessary flood and drainage infrastructure, where the cost affects the viability of a development and enable to the development to come forward.

3. Water supply and sewerage

Context

- 3.1 Wiltshire is served by six privately-owned water supply and/or waste water (sewerage) companies, as identified in the table below. Water companies provide a service on a sub-regional basis and their boundaries do not align with that of the local authority.

Table 3 Water companies operating in Wiltshire

Water Provider	Licence	Supply area and responsibilities
Cholderton & District Water	Water only	A small water only supplier, currently serving around 2,000 people in an area of approximately 21 square kilometres including the villages of Cholderton (in Wiltshire) and Shipton Bellinger (Hampshire - Test Valley Borough Council). Sewerage services in this area are provided by Southern Water from facilities in Shipton Bellinger.
Sembcorp Bournemouth Water	Water only	Formerly known as Bournemouth & West Hampshire Water, Sembcorp Bournemouth Water supplies drinking water to around 430,000 people in a 1,041 square kilometre area of supply. The company's supply area stretches from Poole in the west to Beaulieu in the east, and from Bournemouth in the south, northwards towards Salisbury. As such, the company supplies drinking water to a small area of south Wiltshire, mainly the population residing within Downton and Redlynch.
Southern Water	Water and sewerage	Supplies drinking water to almost one million households and treats recycled wastewater from nearly two million households across Sussex, Kent, Hampshire and the Isle of Wight. The company also provides wastewater services to a small part of Wiltshire (east and south Wiltshire) and owns and operates four wastewater treatment works within the authority boundary.
Thames Water	Water and sewerage	The UK's largest water and sewerage company, Thames Water serves 14 million customers across London and the Thames Valley. Thames Water covers the north east of Wiltshire area – providing for Crickalde, Marlborough, Royal Wootton Bassett and Tidworth. Thames Water is the water and sewerage provider for these areas except Royal Wootton Bassett where the company only supplies water.
Veolia Water Projects	Water and sewerage	Affinity Water (formerly Veolia Water) provides water and wastewater management services throughout the UK, serving over 3.5 million customers. Veolia Water Projects, a subsidiary of Veolia Water, provides water and sewerage services to domestic and commercial customers in Tidworth and parts of Ludgershall. As these areas fall within another supply area, Ofwat has granted Veolia a special license to provide these services (this is known as an inset appointment, under the Water Industry Act 1991).
Wessex Water	Water and	Wessex Water are the regional water and sewage treatment business serving an area of the south west of England which

	sewerage	covers around 10,000 square kilometres, including most of Wiltshire, known as the Hampshire Avon catchment. Wessex Water supplies 1.3 million people with approximately 284 million litres of water a day. The company also treats approximately 475 million litres of sewage from 2.7 million customers a day.
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- 3.2 Since the water and sewerage and sewerage industry was privatised in 1989 a regulatory framework has been in place to ensure that consumers receive high standards of service at a fair price. This framework has allowed water companies to invest more than £108 billion in maintaining and improving assets and services¹.
- 3.3 The industry must also comply with national and European legislation². The Water Resources Act 1991 (as amended) places on water companies a duty to provide water supplies to persons and a system for the collection and treatment of sewage. As such, water companies have a legal obligation to ensure that they meet the needs of new developments.
- 3.4 Water and sewerage companies plan on the basis of providing across their specific areas taking account of projected population growth and proposed new development. The water and sewerage companies work in five year planning cycles. Proposals are submitted to 'Ofwat' (The Water Services Regulation Authority), the economic regulator³ of the water and sewerage sectors in England and Wales. The role of Ofwat is to ensure that water companies provide household and business consumers with a good quality service and value for money. Ofwat determines future process limits and, therefore, funding available for new infrastructure investment within the next five year period. As such, there cannot be certainty over infrastructure provision over the medium and long terms until future funding is secured.
- 3.5 Every five years water companies are required to submit to the water regulator, Ofwat, business plans that reflect the funding necessary to operate the business and to undertake new investment. These business plans must explain what services and improvements the company is planning to make and how much these will cost. Ofwat sets price limits for the next five years based around the water companies' intentions as set out in the relevant business plan. Each five year business plan is part of a longer term 25 year strategic plan.
- 3.6 This investment programme cycle is known as the Asset Management Plan (AMP) process. The AMP5 period runs from 1 April 2010 to 31 March 2015 and does not therefore cover the whole Core Strategy plan period. The water companies are currently preparing their business plans for AMP6, which will cover the period from 1 April 2015 to 31 March 2020. The process for drafting these plans will conclude at the end of 2014 when Ofwat determines water company investments for 2015-2020 and the associated impact on customers' bills.
- 3.7 Under the Water Act 2003, water companies are also required to publish a water resources management plan (WRMP) which forecasts the demands for water, calculates the balance between supply and demand and suggests how any supply deficits will be overcome – informing the proposals set out in the relevant business plan. Water companies are required to review the WRMP every five years and review performance against the plan on an annual basis.

¹ Ofwat – Industry overview. Available online: <https://www.ofwat.gov.uk/regulating/overview/>

² Environment Agency – Water legislation. Available online: <http://www.environment-agency.gov.uk/business/142645.aspx>

³ Ofwat – Regulators <http://www.ofwat.gov.uk/industryoverview/today/regulators>

3.8 A summary of the current and proposed plans for the water and sewerage companies in Wiltshire is set out in the table below.

Table 4 Current and proposed plans for water and sewerage companies in Wiltshire

Water Provider	Plans and strategies
Cholderton & District Water	<p>Published in January 2008, Cholderton & District's Strategic Direction Statement sets out the significant challenges the company will face over the next 25 years. The company recognises that it will have to 'manage the anticipated growth in demand for water over the next 25 years as the number of households increases and household consumption rises in response to the higher temperatures associated with climate change'.</p> <p>The company's Final Business Plan for the period 2010-2015 was submitted to Ofwat in April 2009. This plan looks in more detail at the first five years of the Strategic Direction Statement plan period and demonstrates how the company will be investing to ensure that consumers receive an adequate, reliable and wholesome supply of water and how that investment will affect water bills.</p> <p>In April 2013, the Cholderton & District Water Company published for public consultation its Draft Water Resources Management Plan⁴ covering the period to 2040. The plan considers the balance between water resources and the demand for water over the next 25 years and states that based on assumptions for future development in the area, the forecast increase in demand should not be beyond the capacity available from the company's boreholes.</p>
Sembcorp Bournemouth Water	<p>Sembcorp Bournemouth Water published its current 25 year long term Strategic Direction Statement⁵ in December 2007. Much of the content within this plan is aspirational.</p> <p>Sembcorp Bournemouth Water published its Final Business Plan 2010-2015⁶ in November 2009. The five year plan has involved about £43 million of capital expenditure on maintain and improving the water supply system in terms of its reliability, resilience and quality. It is anticipated that the Draft Business Plan for the 2015-2020 period will be published in January 2014.</p> <p>In May 2013, Sembcorp Bournemouth Water published for consultation its Draft Water Resources Management Plan⁷ for the period to 2040. The Plan confirms the company's assertion that demand management, rather than developing new sources of water, continues to be the best option. Key to the strategy of reducing demand for water is a proposal that between 2015 and 2020, Sembcorp systematically meter remaining unmetered properties.</p>
Southern Water	<p>Published in December 2007, Southern Water's Strategic Direction Statement⁸ outlines how the company plans to deliver value-for-money service for its four million customers through to 2035. Southern Water are currently updating this long-term strategy for the period 2015-2040.</p> <p>The Southern Water Final Business Plan 2010-2015⁹ sets out the investment programme for maintaining and improving services during the five year period, as agreed by regulator Ofwat in November 2009. The plan identifies that part of Southern Water's objectives for the period is to 'provide new infrastructure as required to match economic growth in the South and South East'. An element of achieving this outcome will be to increase the capacity of wastewater treatment works and install new sewers to meet the economic growth integrated with the</p>

⁴ Cholderton & District's publications are available online at:

<http://www.choldertonwater.co.uk/catalogue.php?cat=256>

⁵ Bournemouth and West Hampshire Water Strategic Direction Statement, December 2007. Available online:

http://www.sembcorp.co.uk/Uploads/Docs/strategic_direction_statement.pdf

⁶ Bournemouth and West Hampshire Water Final Business Plan 2010-2015. Available online:

<http://www.sembcorp.co.uk/company-information/economic-regulation/periodic-review-2009.aspx>

⁷ Water Resources Management Plan, Draft for consultation May 2013, Sembcorp Bournemouth Water.

Available online: <http://www.sembcorp.co.uk/company-information/economic-regulation/water-resources-plan.aspx>

⁸ Southern Water Strategic Direction Statement. Available online: <http://www.southernwater.co.uk/about-us/about-southern-water/our-publications/our-reports/strategic-direction-statement.asp>

⁹ Southern Water Final Business Plan 2010-2015. Available online: <http://www.southernwater.co.uk/about-us/about-southern-water/our-publications/our-reports/business-plan-2010-2015.asp>

	<p>renewal or renovation of sewers.</p> <p>Southern Water are currently preparing their five year Business Plan for 2015-2020, which will set out how much the company needs to spend to supply healthy drinking water and safely recycle wastewater. It will also show how much the company will need to invest to improve its services, meet new tougher legislation and tackle the effects of climate change.</p> <p>In May 2013, Southern Water published its Draft Water Resources Management Plan for 2015-2040¹⁰ for consultation. This plan sets out how Southern Water want to secure a more resilient water supply network in the South East, and sets out the company's targets for leakage and water efficiency. The plan identifies a number of water resource options over the period, though these are outside of Wiltshire.</p>
Thames Water	<p>'Taking care of water'¹¹ is Thames Water's first 25-year Strategic Direction Statement, which outlines how the company will respond to future challenges, such as climate change, leakage, water efficiency and the delivery of high quality customer service for the 2010 to 2035 period. Thames Water are currently reviewing their long-term strategy and have produced a draft¹² for the 2015-2040 period. The water resources strategy element of this draft plan is based around reducing leakage, metering, water efficiency and, beyond 2020, new water resources.</p> <p>Published in April 2009, Thames Water's current Business Plan¹³ covering the period 2010 to 2015 set out the company's plans to invest nearly £4.9 billion across its region. Thames Water have reviewed this plan and produced a draft five year plan for 2015-2020¹⁴, which was subject to public consultation during May-June 2013. The draft plan monitors performance against the current five year plan, and identifies a number of key targets for the next five years including reducing leakage, removing homes from the risk of flooding and installing 500,000 water meters (increasing the proportion of homes with a meter from 30 per cent to 56 per cent).</p> <p>In addition to the revised five year plan, Thames Water published its draft Water Resources Management Plan¹⁵ for consultation in May 2013. Thames Water divide their region into 6 water resource zones – Swindon and Oxfordshire (SWOX) is the second largest zone and is predicted to have a deficit starting in 2028 and increasing to 14 mega litres per day at times of highest demand by 2040. Thames Water's recommended plan is to rollout a programme of full household metering across SWOX starting from 2020, supported by a water efficiency programme and introduction of innovative tariffs. This will ensure that the water resource zone stays in balance in peak times during the planning period – creating a surplus of approximately 25 mega litres per day by 2040. It is considered that resource development is not required in addition to demand management activity to restore the security of supply.</p> <p>In the Kennet Valley water resource zone (also covering Wiltshire) there is no forecast supply-demand deficit over the plan period for either dry year annual average or dry year critical period. Thames Water also recommends a plan to rollout a programme of household metering across the Kennet Valley zone.</p>
Veolia Water Projects	<p>Veolia Water Projects has not produced a business plan for the area covered by this water company, although plans are available for the Affinity Water¹⁶ area serving parts of North West London and the Home Counties.</p>

¹⁰ Southern Water Draft Water Resources Plan 2015-2040. Available online: <http://swhaveyoursay.co.uk/wrmp/>

¹¹ Taking care of water: the next 25 years, Thames Water. Available online: <http://www.thameswater.co.uk/about-us/5372.htm>

¹² Our draft long-term strategy 2015-2040, Thames Water. Available online: <http://www.thameswater.co.uk/haveyoursay/17007.htm>

¹³ Our plans for water 2010-2015, Thames Water, April 2009. Available online: <http://www.thameswater.co.uk/about-us/6776.htm>

¹⁴ Our draft five-year plan 2015-2020, Thames Water. Available online: <http://www.thameswater.co.uk/haveyoursay/16866.htm>

¹⁵ Our draft Water Resources Management Plan 2015-2040, Thames Water. Available online: <http://www.thameswater.co.uk/about-us/5392.htm>

¹⁶ Affinity Water's Water Resource Management Plan, Strategic Direction Statement and Business Plans are available online: <https://stakeholder.affinitywater.co.uk/our-future-plans.aspx>

Wessex Water	<p>“Water – the Way ahead 2015-2040¹⁷” is Wessex Water’s long-term strategy, which identifies the major challenges and priority outcomes to be addressed from 2015-2020 and beyond. The document does not identify specific infrastructure projects.</p> <p>The current Wessex Water business plan¹⁸ for the period 2010-2015 was published in April 2009. The business plan proposed to deliver around £1billion worth of investment for the period 2010 to 2015 to improve and develop the water and sewerage infrastructure in the Hampshire Avon region, and help meet stringent environmental requirements.</p> <p>Wessex Water is currently preparing their business plan for the 2015-2020 period, which will be submitted to Ofwat at the beginning of 2014.</p> <p>Wessex Water is also reviewing its water resources management plan which sets out the company will maintain a balance between the demand for water and available supplies while ensuring the environment is protected over the next 25 years. A draft water resources management plan¹⁹ was submitted to Defra and the Environment Agency in March 2013 and will form part of the business plan submission to Ofwat in 2014. The key objectives of the plan are to reduce the demand for water, leakage, and abstraction where it is required to improve river flows. The plan also aims to identify whether there is scope to transfer water to neighbouring companies. In developing this water resources management plan, Wessex Water have undertaken a review of demand projections to take account of population growth, housing developments, changing patterns of household water use and changing demand from commercial customers. Wessex Water’s calculations forecast that there will be a surplus of supplies over demands for the next 25 years. The Wiltshire Core Strategy growth predictions are included in Wessex Water’s WRMP.</p>
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3.9 In determining what infrastructure is required to meet new development, it is important to assess the current state of infrastructure provision. The table below identifies the existing provision in Wiltshire of each of the six relevant water companies.

Table 5 Existing provision of water companies in Wiltshire

Water Provider	Existing provision
Cholderton & District Water	Cholderton & District have confirmed that the improvements to the mains distribution network at Cholderton over the last seven years should deliver sufficient volume to meet the limited housing that is likely to occur over the plan period.
Sembcorp Bournemouth Water	A storage reservoir in Standlynch is the company’s only site in Wiltshire.
Southern Water	Tidworth & Ludgershall Wastewater Treatment Works is a Southern Water facility
Thames Water	<p>A number of projects have recently been completed in the Swindon and Oxfordshire water resource zone and Kennet Valley water resource zone. A significant pipeline between Blunsdon in Swindon and Farmoor in Oxford was completed in 2003/04.</p> <p>Marlborough Waste Water Treatment Works and Water Treatment Works</p>
Veolia Water Projects	

¹⁷ Water the way ahead 2015-2040, Wessex Water’s long-term strategy. Wessex Water’s publications are available online at <http://www.wessexwater.co.uk/publications/default.aspx>

¹⁸ Water – planning for the future, Final business plan, 2010-2015 (Wessex Water, 2009). Wessex Water’s publications are available online at <http://www.wessexwater.co.uk/publications/default.aspx>

¹⁹ Water resources management plan, latest update (Wessex Water). Available online: <http://www.wessexwater.co.uk/water-and-sewerage/threecol.aspx?id=578>

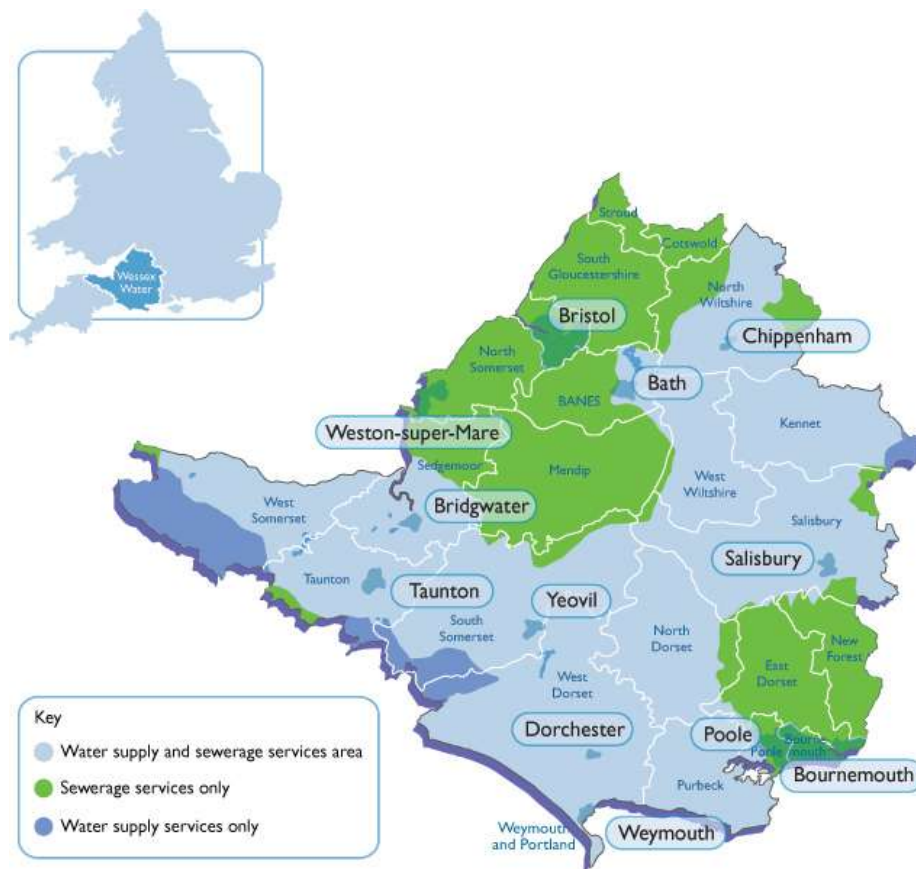
Wessex Water

Wessex Water is the water supply and sewerage service company for the majority of Wiltshire, as illustrated on the map below.

In terms of water supply, in 2012 Wessex Water completed essential maintenance works at Calne in 2012.

Over the last ten years, Wessex Water have extended sewage works at Chippenham, Salisbury/Wilton/South Wiltshire, Amesbury, Calne, Corsham, Devizes, Malmesbury, Pewsey, Royal Wootton Bassett, Tisbury, and Warminster. Other extensive sewage treatment maintenance works have been completed / are in progress at Trowbridge, Bradford on Avon, Melksham, Mere and Westbury.

Figure 1 Wessex Water Service Area



Identifying infrastructure requirements

- 3.9 The five year water investment plan cycle does not match the plan period of the Wiltshire Core Strategy, and so it is important that the IDP is reviewed to take into account further information from the relevant water companies as it comes to light. However, the table below identifies committed infrastructure projects that the water industry intends to bring forward in the short and medium term to meet development proposed by the Wiltshire Core Strategy.

Table 6 Planned water provision in Wiltshire – committed projects

Water Provider	Planned provision
Cholderton & District Water	Cholderton is identified as a small village in the Wiltshire Core Strategy and as such development is likely to be limited to small levels of infill, with few infrastructure requirements needed to support this level of growth. The improvements made to the mains distribution network over the last seven years should deliver sufficient volume to meet the limited housing development that is likely to occur.
Sembcorp Bournemouth Water	Sembcorp Bournemouth Water has confirmed that it has no plans in the medium term for any constructions in Wiltshire.
Southern Water	<p>Southern Water has identified that additional capacity may be required at Tidworth & Ludgershall Wastewater Treatment Works if it is needed to serve the proposed development at Drummond Park. This could be funded through Ofwat's periodic review of charges process for the next investment period.</p> <p>The company has also confirmed that there may be a need for additional wastewater treatment at other wastewater treatment works in the planning period to 2026, but as Southern Water plans investment in five year periods, no specific investment schemes have been identified.</p> <p>With regards to sewerage, Southern Water states that on site and off site requirements will be determined on a site-by-site basis.</p>
Thames Water	<p>Thames Water is currently undertaking a review of infrastructure needs as part of the Ofwat Price Review 2014 process (AMP6 period 2015-2020).</p> <p>It is likely that upgrades to the Marlborough Waste Water Treatment Works and Water Treatment Works (adjacent to the proposed Wiltshire Core Strategy strategic allocation in Marlborough) will be required. The detail of upgrade requirements at the site will be informed by further investigations in the form of an impact study and liaison with the developer through the masterplanning process.</p> <p>A number of other local Thames Water schemes are in place (e.g. water pumping schemes) or being progressed. Thames Water did have plans for a major reservoir in Abingdon, Oxfordshire. However this scheme is not currently part of the company's plans.</p>
Veolia Water Projects	Veolia Water Projects have not identified a need for additional infrastructure development.
Wessex Water	<p>Wessex Water recognises the difficulties in providing detailed information on network upgrades given the five year planning periods.</p> <p>However, Wessex Water has identified the following planned water supply works:</p> <ul style="list-style-type: none"> • Chippenham – enhance reservoir storage planned 2013/14 • Salisbury & South Wiltshire – programmed enhancements to the water supply system; integrated water grid 2012-2018 - with funding for Wessex Water secured to 2015 and later phases planned post 2015 subject to regulatory approval • Amesbury – minor improvements for resilience measures (water grid). <p>Wessex Water considers that the provision of water to new housing developments within the Hampshire Avon can be accommodated within existing abstraction licences. The Wiltshire Core Strategy growth predictions are included in Wessex Water's Water Resource Management Plan, which shows a continued declining trend in water demand across the region. Wessex Water support the Wiltshire Core Strategy's policy for all developments to implement water efficiency measures to reduce demand on water resources. In addition Wessex Water will fit all new properties with water meters, which reduce water consumption by approximately 15%.</p> <p>Wessex Water have also identified the following planned sewage treatment works:</p> <ul style="list-style-type: none"> • Chippenham – capacity improvements forecast during 2020-2025

(subject to the rate of development)

- Salisbury, South Wiltshire & Wilton – capacity improvements planned during 2015-2020 (subject to the rate of development), with funding being subject to regulatory approval
- Trowbridge – advanced process improvements have been completed, with capacity works to be advanced between 2015-2020 (subject to the rate of development)
- Amesbury – capacity improvements have been designed with scheme due for completion in 2015
- Bradford on Avon – extensive maintenance works are in progress (2013) with no further works planned before 2020
- Calne – no further works planned before 2020
- Corsham – capacity improvements subject to water quality requirements (2015-2020)
- Devizes – future works between 2015-2020, subject to water quality requirements
- Malmesbury – no further works planned before 2020
- Melksham – extensive maintenance works are in progress (2013), and capacity improvements are advanced with this maintenance work
- Mere – improvements in progress (2013)
- Pewsey – no further capacity works planned before 2020
- Royal Wootton Bassett – capital maintenance works to inlet are in progress, with future works subject to water quality requirements
- Tisbury – no further works planned before 2020
- Warminster – no further works planned before 2020
- Westbury – extensive maintenance works in progress (2013), with capacity scheme scheduled (2015-2016/17).

Calculating the cost

- 3.10 Every five years water companies are required to submit to the water regulator, Ofwat, business plans that reflect the funding necessary to operate the business and to undertake new investment. These business plans must explain what services and improvements the company is planning to make and how much these will cost. Ofwat sets price limits for the next five years based around the water companies' intentions as set out in the relevant business plan. Each five year business plan is part of a longer term 25 year strategic plan.

Funding and delivery

- 3.11 Critical/strategic infrastructure will be provided and funded by the water companies through a capital investment programme. Funding for each 5 year capital programme will be agreed by Ofwat through its periodic review of charges process (the next periodic review being 2014 for the investment period 2015-2020), which sets limits on water company charges.
- 3.12 Local network improvements required as a result of development proposals may be provided through developer led schemes for offsite connecting sewers or attenuation schemes. Ofwat takes the view that local sewerage infrastructure required to service new development should be funded by the development. The principle is that new development needs to connect to the sewerage system at the nearest point of adequate capacity. This may require off-site infrastructure if the nearest point is not located within the immediate vicinity of the site.
- 3.13 Essential infrastructure and network improvements may be funded jointly between the relevant water company and developer contributions. Wessex Water, the major water company within Wiltshire, has confirmed that the company is not promoting

any schemes for CIL funding across its region unless they are shared outcomes with flood risk or other relevant objectives.

Risk and contingency

3.14 There are a number of risks to water supply/sewerage infrastructure projects which may influence delivery timescales, scope and costs, including: increased rates of development; improved environmental standards; land ownership/planning matters; and speculative development.

3.15 However, the legal duty on water companies to provide water supplies to persons and a system for the collection and treatment of sewage – in combination with the requirement for water regulators to be presented with regular five year business plans that are based upon an up to date water resources management plan - reduces the threat of these risks.

3.16 Wessex Water, the major water company within Wiltshire, has confirmed that the company has factored in the Core Strategy proposals in its Water Resource Management Plan, which forecasts that there will be a surplus of supply over demand for the next 25 years. The company has identified a number of planned schemes, the delivery of which will be reviewed and monitored over the plan period.

3.17 Water and drainage are identified as 'essential infrastructure' in Core Policy 3. The phasing and timing of the implementation of the infrastructure is dependent on the developments type and location.

3.18 The key risks to water and drainage are:

- The outcome of detailed engineering appraisals that will need to be completed for each site once detailed design is available, which will provide details of the specific requirements needed for each site.
- Lack of sufficient funds to undertake the required works

3.19 Examples of water and drainage infrastructure and how it can impact on the delivery of strategic sites and the core strategy are set out in the table below:

Table 7 Example of risk – water and drainage infrastructure

Water and Drainage Infrastructure project	Risk to the Project	Risk to the Core Strategy
<p>Drummond Park, Tidowrth</p> <p>There is a potential need for additional waste water treatment capacity at Ludgershall Wastewater Works (WWTW)</p> <p>If new development is proposed to drain to Ludgershall WWTW additional capacity would be required.</p> <p>Funding is unlikely to be available until 2013</p>	<p>The timing of available funding for connections may affect the phasing and timing of the development.</p>	<p>The delivery of strategic sites is key to the delivery of the core strategy housing numbers. Delay in the provision of essential infrastructure to support the site could impact on the delivery of the site.</p>

- 3.20 Interim mitigation strategies can be developed where infrastructure projects do not proceed as planned. Water company plans have contingency options if rates of development increase/capacity not manageable. Potential work related to strategic sites (e.g. Marlborough) will come through master planning work / liaison between developer and the water company.

4. Energy generation, supply and distribution

Context

- 4.1 The table below sets the context for key organisations, companies and stakeholders involved in the provision of gas and electricity in Wiltshire.

Table 8 Context of gas and electricity companies operating in Wiltshire

Organisation	Responsibilities
Ofgem	The gas and electricity networks are monitored by the industry regulator Ofgem (Office of Gas and Electricity Markets) whose key priority is the protection of consumers. Ofgem sets policy priorities on a range of issues, setting financial allowances for a set period (usually five years). Ofgem also promotes competition in the gas and electricity markets wherever appropriate and acts as the voice of energy consumers across the UK.
Energy Networks Association (ENA)	<p>The Energy Networks Association (ENA) represents the ‘wires and pipes’ transmission and distribution network operators for gas and electricity in the UK and Ireland.</p> <p>The ENA has produced a series of maps illustrating the geographical network areas of gas and electricity distribution / transmission companies working in the UK. These are available online at: http://www.energynetworks.org/info/faqs/electricity-distribution-map.html.</p>
National Grid	<p>National Grid is a leading international energy infrastructure business. In the UK, National Grid’s business includes electricity and gas distribution networks:</p> <p>Electricity transmission</p> <p>National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, coordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity. National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. The company does not distribute electricity to individual premises themselves – its role is in the wholesale market is key to ensuring a reliable and quality supply to all. Separate regional companies own and operate the electricity distribution networks.</p> <p>To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.</p>

National Grid's high voltage electricity overhead transmission lines / underground cables within Wiltshire Council's administrative area that form an essential part of the electricity transmission network in England and Wales include the following²⁰:

- ZF line – 400kV route from Hams Hall substation in North Warwickshire to Melksham substation in Wiltshire via Minety substation
- XL line – 275kV route from Iron Acton substation in South Gloucestershire to Melksham substation in Wiltshire
- 4YX line – 400kV route from Aust substation in South Gloucestershire to Melksham substation in Wiltshire
- YYM line – 400kV route from Melksham substation in Wiltshire to Bramley substation in Basingstoke and Deane
- ZG line – 400kV route from Hinkley Point substation in West Somerset to Melksham substation in Wiltshire
- 4YB line – 400kV route from Mannington substation in East Dorset to Nursling substation in Test Valley

The following substations are also located within the administrative area of Wiltshire Council:

- Melksham substation – 400kV, 275kV & 132kV
- Minety substation – 400kV & 132kV.

Gas Transmission

National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to our network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the National Grid network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

National Grid has the following gas transmission assets located within the administrative area of Wiltshire Council:

- Pipeline FM07 Barton Stacey to Mapowder
- Pipeline FM14 Wormington to Pucklechurch.

Gas Distribution

National Grid also owns and operates lower-pressure distribution gas mains in the north west of England, the west Midlands, east of England and north London - almost half of Britain's

²⁰ National Grid information in relation to electricity transmission assets is available online at: <http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasElectricNW>

	<p>gas distribution network, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of the National Grid local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.</p> <p>Wales and West Utilities (WWU) owns and operates the local gas distribution network in Wiltshire Council's administrative area.</p> <p>National Grid published an Electricity Ten Year Statement in November 2012²¹ which provides a wide range of information relating to the possible development of electricity transmission systems. National Grid also published a Gas Ten Year Statement in December 2012²² which provides a ten-year forecast of the gas transportation system usage and sets out likely system developments.</p>
<p>Scottish and Southern Energy (SSE) / Southern Electric Power Distribution</p>	<p>Scottish and Southern Energy (SSE) is the electricity distribution company in Wiltshire Council's administrative area.</p> <p>SSE is the largest energy distribution network in the UK, with over 10 million customer accounts. SSE aim to provide energy and increase sustainability. The company designs, builds, owns, operates and maintains electricity, gas, water, telecoms networks and data centres / facilities.</p> <ul style="list-style-type: none"> • Electricity – SSE work with builders and developers to provide electricity connections for commercial and residential developments. • Gas – SSE install and operate gas mains and services on new residential commercial developments throughout the UK. • Water – SSE is the largest water company outside of the network, taking care of water and sewerage supply services for development. • Renewable energy – SSE provides expertise for the design of renewable energy facilities, investing in more than 20 small and medium sized businesses to provide renewable sustainable energy. SSE's policy on renewable energy promotion is in line with national policy such as the Renewable Energy Directive 2009 which sets the target for the UK to achieve 15 per cent of its energy consumption from renewable sources by 2020. • Telecoms – SSE is a provider of telecoms infrastructure and data services, operating an extensive national telecoms network. <p>SSE is an important stakeholder in the planning of infrastructure for residential and employment development which is proposed through the Wiltshire Core Strategy. Consultation is required with SSE to ensure that levels of development can be met in terms of the infrastructure needed to support these new developments. It is also useful for SSE to be aware of emerging levels of development so that it can make planned provision for supplying development.</p>

²¹ National Grid – UK Electricity Ten Year Statement. Available online:

<http://www.nationalgrid.com/uk/Electricity/SYS/>

²² National Grid – UK Gas Ten Year Statement. Available online: <http://www.nationalgrid.com/uk/Gas/TYS/>

	<p>SSE prepares long term development statements in accordance with standard licence condition 25 of the Distribution Licence. The purpose is to provide information for anyone connecting to the SSE distribution system at extra high voltage level. It is designed to help to identify and evaluate opportunities for entering into arrangements with SSE relating to use of system or connection. The latest Long Term Development Statement for Southern Electric Power Distribution plc's Electricity Distribution System was published in May 2013²³.</p>
Wales & West Utilities (WWU)	<p>Wales and West Utilities (WWU) owns and operates the local gas distribution network in Wiltshire Council's administrative area.</p> <p>WWU was launched as an independent gas distribution business in June 2005, following the sale by National Grid Transco of the gas network for Wales and the West of England.</p> <p>WWU has a network of more than 35,000km of mains, which transports gas to the homes and businesses of 2.5million consumers across a large geographical area covering a sixth of the UK. Approximately 20,000 new domestic and industrial customers are added to the company's gas network every year.</p> <p>The core WWU business is running and maintaining its gas distribution network across its region, which involves connecting new consumers, maintaining and replacing pipework and associated assets, and dealing with gas emergencies. WWU is not a gas supply company that sells gas directly to domestic and business customers.</p> <p>WWU is required to publish a long term development statement on an annual basis. These plans are subject to change as and when the need arises (such as any change in local authority plans), and especially with regard to the safety of the network which takes precedence. The WWU Long Term Development Statement 2012²⁴ provides an indication of the system usage of the WWU pipeline system and likely developments. The statement helps companies contemplating connecting to the WWU system to identify and evaluate opportunities, and explains the latest WWU volume forecasts, system reinforcements and investment plans. WWU forecasts that after 2012 there will be a 5.9% decrease in total annual gas demand for the whole network by 2021. The statement also discusses development in the industry in the context of the UK Government's commitment to legally binding environmental targets to deliver a sustainable future.</p>
Southern Gas Networks	<p>Scotia Gas Networks covers the whole of Scotland, whilst Southern Gas Networks covers the south and south east of England. They provide a safe and secure supply of natural gas to 5.8 million customers through 74,000km of gas mains and services.</p>
Western Power	<p>Western Power Distribution are the electricity distribution network operator for the Midlands, South West and Wales.</p>

²³ Southern Electric Power Distribution long term development statement, May 2013. Available online: <http://www.ssepd.co.uk/LTDS/>

²⁴ Wales and West Utilities Long Term Development Statement 2012. Available online: <http://www.wwuutilities.co.uk/long-term-development-statement.aspx>

GPSS Pipelines	<p>The Government Pipeline and Storage System (GPSS) is managed by the Oil and Pipelines (OPA) on behalf of the Secretary of State for Defence.</p> <p>The network, built before World War II, consists of 2,500km of pipeline and 46 other facilities. GPSS pipelines supply aviation fuel and petrol to MOD sites, mainly serving military airfields. GPSS has confirmed that there are no future major pipeline projects proposed, and the oil pipeline network would not be used to supply any future development in Wiltshire.</p> <p>GPSS will not need to provide any infrastructure to support new development, however it is important to establish that other infrastructure required to support new development in Wiltshire does not affect the pipeline system. GPSS wayleaves are generally 6 metres wide (3 metres each side of the pipeline).</p>
Regen SW	<p>Regen SW is a leading centre of sustainable energy expertise and pioneering project delivery. They enable business, local authorities, community groups and other organisations to deliver renewable energy and energy efficiency and build a prosperous low-carbon economy in the south west of England..</p> <p>The Regen SW Strategy 2010²⁵ identifies the organisation's key priorities. Regen SW have decided to prioritise four main areas of work: marine renewable; the built environment; onshore electricity generation; and biomass heating.</p> <p>Wiltshire Council is a member of Regen SW.</p>

Identifying infrastructure requirements

- 4.2 The following table identifies the planned provision of gas and electricity infrastructure in Wiltshire, as identified through liaison between Wiltshire Council and infrastructure providers as part of the process of preparing the IDP. Comments by energy suppliers through this process are typically general in nature as until such time as a developer is able to set out their proposals on a specific site and requests further information, detailed requirements are difficult to determine.

Table 9 Planned provision of electricity and gas companies in Wiltshire

Organisation	Planned provision
National Grid	<p>The Energy White Paper makes clear that UK energy systems will undergo a significant change over the next 20 years. National Grid suggests that to meet the goals of the white paper it will be necessary to revise and update much of the UK's energy infrastructure during this period. There will be a requirement for:</p> <ul style="list-style-type: none"> • an expansion of national infrastructure (e.g. overhead power lines, underground cables, extending substations, new gas pipelines and associated installations); and • new forms of infrastructure (e.g. smaller scale distributed generation, gas storage sites).

²⁵ The Regen SW Strategy 2010 is available online at <http://www.regensw.co.uk/about/>

National Grid gas and electricity infrastructure is sited across the country and many stakeholders and communities have an interest in the company's activities. National Grid believe that their long-term success is based on having a constructive and sustainable relationship with their stakeholders. The company's transmission pipelines and overhead lines were originally routed in consultation with local planning authorities and designed to avoid major development areas but since installation much development may have taken place near National Grid routes.

National Grid therefore wish to be involved in the preparation, alteration and review of Development Plan Documents (DPDs) which may affect company assets.

Local growth and development would not have a significant effect upon the strategic electricity or gas transmission network and additional growth would be unlikely to result in any capacity issues for the transmission networks. The existing transmission networks are likely to have the capacity to cope with additional demand. Further discussion is needed to assess the effect of future growth on local distribution networks to identify what constraints exist in the distribution network and what additional infrastructure will be needed to serve growth. It will also be necessary to liaise with local distribution suppliers to determine through what mechanism any necessary infrastructure will be delivered.

National Grid state that the electricity distribution company in the Wiltshire area is Scottish and Southern Energy, and the gas distribution company is Wales and West Utilities – and as such it will be these suppliers who should be contacted for further information regarding constraints and opportunities that the distribution networks may have on specific sites and growth in the area, and not the transmission network which operates at a much more strategic level.

Scottish and Southern Energy (SSE) / Southern Electric Power Distribution

SSE state that in general terms, connections for new development from existing infrastructure can be provided subject to cost and timescale. However, with competition in connections other providers are able to quote for new connections.

Where existing infrastructure is inadequate to support the increased demands from new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (Ofgem). Maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.

With regard to power lines – where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Southern Electric Power Distribution. In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Many overhead lines generally afford supplies to other locations beyond the development, even whole towns or parts of cities in some instances and are carried on either steel towers or wood poles. These structures and the overhead conductors they support have been placed in accordance with planning permission in the form of a Section 37 (Electricity Act 1989) consent granted by the Secretary

	of State. This consent can only be granted following initial consultation with the Local Planning Authority. Where this is not practicable to retain such infrastructure “in situ”, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals. Therefore, any conditions imposed, should permission be granted, must be on the developer and not the Distribution Network Operator as is the case for other existing infrastructure.
Wales & West Utilities (WWU)	<p>WWU plan to expand or grow large areas of the network to ensure minimum capacity in anticipation of developments which are normally phased over a number of years and have already been approved and committed to by the relevant local authority.</p> <p>To assist new development WWU needs to be informed of the size of the site, number of dwellings / units and the timescales of when the development is proposed to be built.</p>
GPSS Pipelines	<p>GPSS will not need to provide any infrastructure to support new development, however it is important to establish that other infrastructure required to support new development in Wiltshire does not affect the pipeline system. GPSS wayleaves are generally 6 metres wide (3 metres each side of the pipeline).</p> <p>Chippenham is the only strategic allocation in the Wiltshire Core Strategy that is affected by the GPSS pipeline system – and in this case the pipeline only runs through areas shown as Country park and the river corridor, rather than any proposed areas of development.</p>

Calculating the cost

- 4.3 Costing of utilities infrastructure is dependent on the site location size and type. There will be a competitive programme for energy companies to provide for new developments, and this has limited the information provided to us by the utilities companies in consultation for the Infrastructure Development Plan.

Funding and delivery

- 4.4 The energy generation supply and distribution to provide for new development is the responsibility of the development, and will be paid for jointly by the developer and the utilities company. Without the ability to provide this infrastructure to support the development the development cannot come forward.

Risk and contingency

- 4.5 The delivery of utilities to support development is classed as essential infrastructure and must be in place in order to provide for the development. Without the provision of adequate utilities the development cannot come forward, which will impact on the ability of the Core Strategy to deliver the housing and employment sites it sets out within its policies.
- 4.6 The timing, phasing and the development that the site delivers could be altered to allow for the successful delivery of the site, to accommodate the costs, or timings for the completion of the infrastructure to support the site.

5. Telecommunications: Superfast Broadband

Context

- 5.1 BT is the main provider of internet access in Wiltshire with Virgin Media also serving the larger towns such as Salisbury and Chippenham.
- 5.2 The Digital Britain report²⁶, 2010 made key recommendations to ensure that all parts of the UK have access to high speed broadband, in particular a Universal Service Commitment (USC) of 2Mbps to all premises by 2015. This has been taken up by the UK Government with an aspiration “to deliver the best superfast broadband network in Europe by 2015 (Department for Business, Innovation and Skills (BIS).
- 5.3 The Government has stated that it aims to:
- Create the best broadband network in Europe by 2015
 - Provide everyone in the UK with access to broadband speeds of at least 2Mbps and superfast broadband should be available across 90% of the premises in country
 - Have the fastest broadband in Europe by 2016 (announced by government in August 2012).

Identifying infrastructure requirements

- 5.4 Wiltshire Council is investing £16m of gap funding to extend the provision of faster broadband into areas where there is no commercial deployment by the wholesale broadband market. The Wiltshire Business Plan 2011-15²⁷ allocates £16m of investment to support the capital infrastructure costs of providing a faster broadband network and greater availability of superfast broadband.
- 5.5 The council has used the national framework for superfast broadband, developed by the Government to contract with British Telecom to install and maintain the required infrastructure commenced in 2013 and will finish in 2015.
- 5.6 Access to superfast broadband should be regarded as an essential utility for all new homes and businesses. Developers will need to take this into account within their plans. This will involve liaising with a telecom provider and the council to determine the appropriate solution for the development and the availability of the nearest connection point to high speed broadband.
- 5.7 To help support this priority the council has put into place its Wiltshire Online programme²⁸ to improve access to superfast broadband. The main objectives of the project are:
- For all premises to be able to access a standard (2Mbps) service by 2015.
 - For at least 85% possibly up to 95% of all premises being able to access superfast broadband (24Mbps) by 2015.

²⁶ The Digital Britain Report 2010 is available to view online at: www.official-documents.gov.uk/document/cm76/7650/7650.pdf

²⁷ The council's business plan is available to view online at: <http://www.wiltshire.gov.uk/council/howthecouncilworks/plansstrategiespolicies.htm>

²⁸ Wiltshire Online website <http://www.wiltshireonline.org/>

- 5.8 The Programme has been set up to ensure as many premises, both business and residential are able to access a minimum standard broadband service and for the majority to have access to superfast broadband. New developments are therefore likely to be close to infrastructure that will have been supported through the council's Wiltshire Online programme. In January 2013 the council awarded the contract for SFBB to BT with a coverage of 24Mbps or greater for 91% of all premises across the County.
- 5.9 The Local Development Framework highlights the importance of superfast broadband as an 'essential infrastructure' and the need to ensure that; 'telecommunications facilities including fibre optic super-fast broadband connectivity services to serve local communities and the business community'. The superfast broadband guidance contained within this part of the Infrastructure Development Plan provides developers with information to ensure work is completed to the required standard.
- 5.10 The improvement and availability of standard and superfast broadband across Wiltshire will ensure that businesses and residents are able to access services from their chosen location. This will help to reduce pressure upon transportation, business relocation, public service access, isolation and support economic development.
- 5.11 Superfast broadband services i.e. greater than 24Mbps are only available through a limited number of providers across Wiltshire, i.e. BT and Virgin Media. Both companies have plans to expand, with BT being the most ambitious. BT's commercial expansion is planned to cover approximately 66% of the country by 2014 and 60% for Wiltshire. BT is investing £2.5 billion nationally to improve its network by 2014. The network will be based around predominantly Fibre to the Cabinet (FTTC) with some Fibre to the Premise (FTTP) technologies.
- 5.12 The Ofcom broadband research in 2011²⁹ looked at active broadband connections and presented high level data on a county basis for the whole of the UK. In this study, Wiltshire is below average in terms of speed and coverage with an average download speed of 6.8Mbps, 14.4% unable to access a standard broadband connection with approximately 43% of premises unable to access superfast broadband, (calculations between Ofcom, Broadband Delivery UK and Wiltshire vary by approximately 3%). Approximately 1% of premises receive a service below 512Kbps. The larger towns, including Trowbridge, Chippenham, Salisbury, Warminster, Calne, Melksham and Devizes either have access to superfast broadband or are listed in the plans by BT to be upgraded under their Infinity, superfast broadband service by the end of 2012. There are approximately 90,000 premises that without intervention will not have access to superfast broadband. A very high number of these are in rural locations with low population densities which contribute to the high costs for upgrading and a very weak business case for investment for the telecoms industry as compared to urban development.

Planned provision

- 5.13 The council's 2011-15 business plan is to improve the availability of standard broadband to all premises and superfast to at least 85% of all premises will commence in 2013 and be completed in 2015.

²⁹ Ofcom Communications Infrastructure Report, July 2011. Available online: http://stakeholders.ofcom.org.uk/binaries/research/broadband-research/Fixed_Broadband_June_2011.pdf

- 5.14 There are approximately 226,000 business and residential premises within Wiltshire. Of this number 136,000 will be able to access superfast broadband by 2015 as part of the ongoing commercial deployment by BT and Virgin Media. Approximately 90,000 will continue to be unable to access standard or superfast broadband by this time and are in-scope for the council's intervention. At least 91% of all premises by 2015 will be able to access superfast broadband as a result of the council's work to improve availability. The map at the end of this section shows the area that is being covered through this work by the council and BT. More detailed information will be available from the Wiltshire Online website as work progresses³⁰.

Next Generation Access broadband definition:

- 5.15 Superfast broadband, or more accurately Next Generation Access (NGA) broadband networks consist wholly or in part of optical elements and are capable of delivering broadband access services with enhanced characteristics (such as higher throughput) as compared to those provided over existing copper networks.

Specification:

- 5.16 It is Wiltshire Council's view that new developments are built with the right infrastructure installed to allow premises to access superfast broadband and therefore allowing access to the same superfast broadband services as the rest of Wiltshire's premises.
- 5.17 It is generally accepted that although a number of technologies are able to deliver NGA speeds the use of fibre optic technology will play a fundamental role. Alternatives such as wireless will be important in delivering superfast broadband to some rural locations however. To assist developers, the Government and the British Standards Institution have produced a Publicly Available Specification (PAS 2016) which aims to inform builders and developers about the need to install digital infrastructure into all new build domestic dwellings. The Government have also produced a guidance document for developers on the laying of ducting on development sites, and within dwellings, for the delivery of data services, 'Data Ducting Infrastructure for New Homes', Guidance Note, Department for Communities and Local Government, March 2008. Wiltshire Council will also expect developers to ensure commercial developments have the same access to NGA technology.
- 5.18 Wiltshire Council recommends all developers refer to these guidance documents, and have a telecommunication partner or sub-contractors on board early, to ensure planning for NGA broadband is a fundamental part of the design of the development.
- 5.19 As a minimum, Wiltshire Council expects all developments to have ducting space to enable the provision of fibre optic cabling to each individual premise and to liaise with a suitable telecom provider to provide fibre optic connectivity to the new development site.
- 5.20 The following sources of information will provide developers with information relating to building and groundwork specification:
- PAS 2016:2010 Next Generation Access for New Build Homes³¹

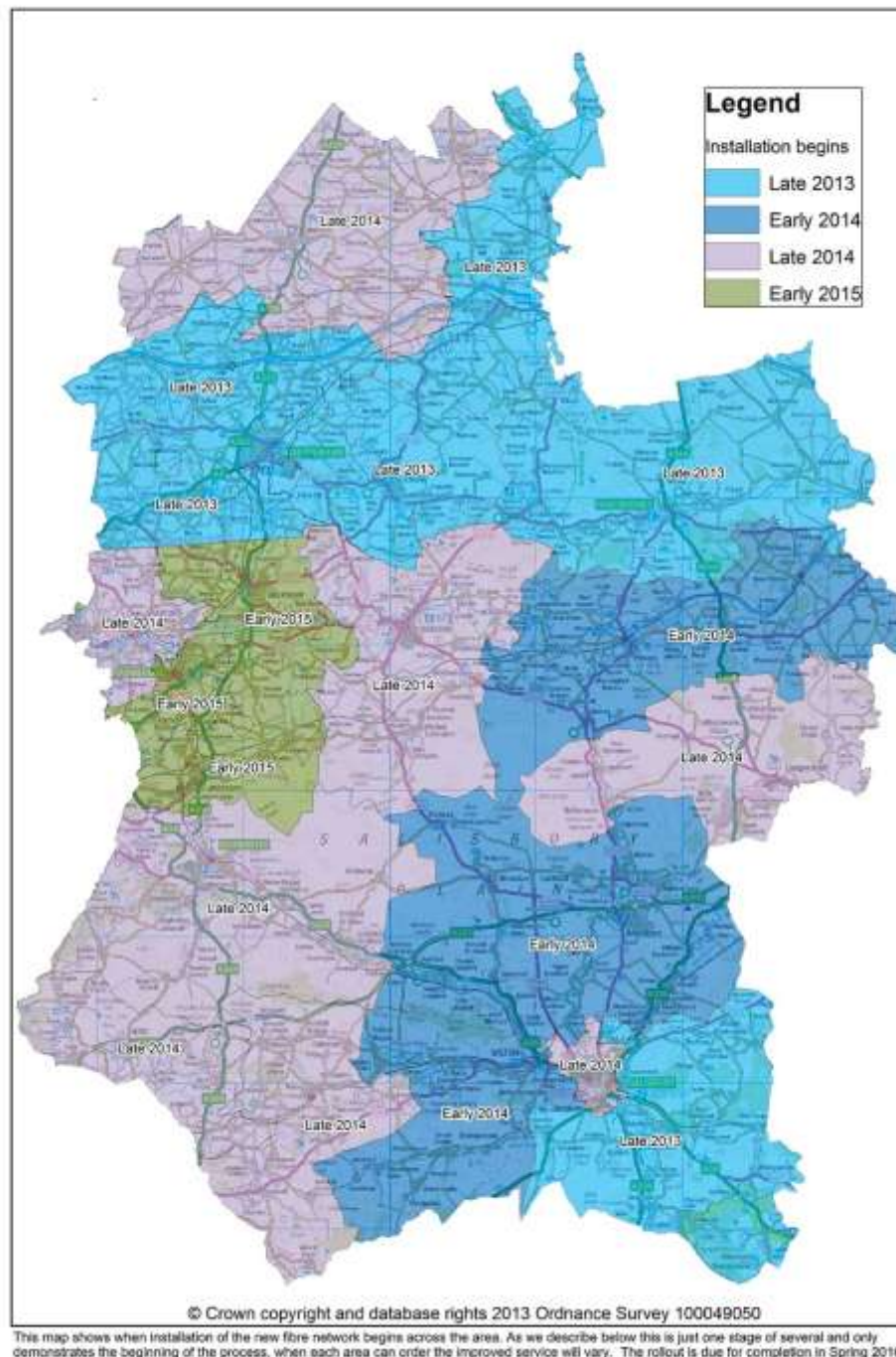
³⁰ Wiltshire Online, broadband update: <http://www.wiltshireonline.org/broadband-update/>

³¹ PAS 2016: 2010: next generation access for new build homes guide. Available online: <http://www.culture.gov.uk/publications/7830.aspx>

- Data Ducting Infrastructure for New Homes³²
- Openreach³³
- Virgin Media

5.21 The map below³⁴ shows the area and timetable for investment of superfast broadband.

Figure 2 Timetable for investment of superfast broadband in Wiltshire



³² Data Ducting Infrastructure for New Homes, DCLG. Available online: <http://www.culture.gov.uk/publications/7830.aspx>

³³ Openreach network information. Available online:

<http://www.openreach.co.uk/orgp/home/network/networkinfo.do>

³⁴ Also available online at: <http://www.wiltshireonline.org/installation-map/>

Calculating the cost

- 5.22 The rollout of superfast broadband is part of a programme of delivery and the cost of each development is unavailable.

Funding and delivery

- 5.23 In June 2013 the government announced an additional investment of £250 million to ensure that superfast broadband reaches up to 95% of homes and businesses in the UK by 2017. The fund is expected to be match funded locally. It is yet to be determined how local authorities bid for this money. It is hoped that this money will help ensure those homes and businesses in the hardest-to-reach areas get access to superfast broadband, building economic prosperity and encouraging more social inclusion up and down the country.

Risks and contingency

- 5.24 The key risks to the delivery of telecommunication are:
- Not commercially viable for the providers.
 - Developers not incentivised to incorporate fibre into their plans
- 5.25 The risk to not providing adequate telecommunication infrastructure are:
- Building a business park in area with low speeds.
 - Reputational risk to Wiltshire Council by not meeting the business objectives from a breakdown in the process i.e. approving planning permission but not influencing the developer to provide fibre.
- 5.26 The likelihood of each risk is low as faster broadband speeds help sell houses/developments and services. Wiltshire Council will be influential in joining up developer, fibre provider and planners.
- 5.27 Where funding is not in place to deliver the required telecommunication, alternative bids for funding will be sought, and this is supported by the contents of the Wiltshire Business Plan and the Wiltshire Core Strategy which identified telecommunications as essential infrastructure which if not provided will fail to provide essential infrastructure to support development and will not accord with Core Policy 3 and Strategic Objective 6.

6. Household waste and recycling collection

Context

- 6.1 Wiltshire Council, as a whole, is responsible for collecting and disposing of all household waste and recycling.
- 6.2 Currently, Hills Waste Solutions Ltd are contracted to dispose of all municipal waste collected in Wiltshire and to collect recyclates at kerbside and recycling sites. Other collections of residual waste, dry recyclates and garden waste are carried out by in house staff, except in West Wiltshire where they are carried out by FCC Ltd.
- 6.3 Responsibility for strategic waste management and the collection of household waste rests with Wiltshire Council.
- 6.4 Policies within the extant district local plans require new housing developments above a certain threshold to make provision for mini recycling sites (bring sites). Since the adoption of these plans (c. 2003/ 2004), the waste management and recycling service has become much more focused upon providing kerbside recycling collections. Changes to the waste service made by the council between October 2011 and March 2012 significantly increased opportunities for residents to recycle in this way. During 2012-13 the network of mini recycling sites was substantially reduced, as residents made use of the new kerbside collections.
- 6.5 For this reason, in recent years the waste service has not looked to increase the number of mini recycling sites and, instead, have sought section 106 contributions towards bin stores and supplies of bins for household (kerbside) collections. Policy WCS6 Waste Reduction and Auditing of the Waste Core Strategy provides a more up-to-date and flexible basis for securing section 106 contributions.
- 6.6 Since March 2012, all waste and recycling collections are fortnightly. This followed completion of a project to harmonise collections across Wiltshire, which differed under the former district councils. The changes to waste and recycling collections aimed to help the council meet its objectives of reducing the amount of waste sent to landfill to below 25% and encourage a significant improvement in recycling to 50% by 2014, as originally set out in Wiltshire's Joint Municipal Waste Management Strategy (2006) and continued in the updated strategy, the WCWMS 2012. These are also targets of the Wiltshire Council Business Plan 2011-2015³⁵. Wiltshire currently sends about 32% of the waste it collects to landfill and recycles about 48% of household waste.
- 6.7 The WCWMS 2012 seeks continuous improvement in services and performance with the emphasis on waste prevention, recycling and composting.
- 6.8 The council is currently undertaking a project to define the way its services will be delivered after the expiry of contracts for waste collection and for waste management which were let by the former district councils and county council respectively. This project will be a key component in delivering the objectives of the WCWMS. A continued focus on kerbside collection is expected.

³⁵ The Wiltshire Council Business Plan 2011-2015 is available online at:
<http://www.wiltshire.gov.uk/council/howthecouncilworks/plansstrategiespolicies.htm>

Plans and strategies

6.9 The following plans and strategies are relevant to waste and recycling in Wiltshire:

- Waste Storage and Collection Guidance for New Developments (2011)
- Wiltshire and Swindon Waste Core Strategy DPD (adopted July 2009)
- Wiltshire and Swindon Waste Development Control Policies DPD (adopted September 2009)
- Wiltshire and Swindon Waste Site Allocations Local Plan (adopted February 2013)³⁶
- Wiltshire Council Updated Waste Management Strategy (WCWMS) (2012)³⁷.

Existing provision

- 6.10 There are currently 11 household recycling centres (HRCs) across Wiltshire, recycling a wide range of materials. The most recent of these, at Marlborough, opened in March 2012.
- 6.11 Wiltshire Council operates around 135 mini recycling sites across Wiltshire, in partnership with Hills Waste Solutions. These mini recycling sites are conveniently located in shopping market, school and village hall car parks. Materials that can be dropped off are normally paper, glass and cans, with some variation by location. Numerous sites also have textile recycling bins operated by charities.
- 6.12 The waste and recycling collection service changed in March 2012. Since that point, all kerbside waste and recycling collections have been fortnightly.

Identifying infrastructure requirements

- 6.13 Since June 2009 the council has been sending 50,000 tonnes of Wiltshire's non-recycled waste to the Lakeside energy from waste plant, near Slough.
- 6.14 In April 2011 the council signed a contract for a Mechanical Biological Treatment plant (MBT) at Westbury. The MBT is in the commissioning phase in early 2013 and is expected to reach full operation in September 2013. This plant will treat a further 60,000 tonnes of Wiltshire's non recycled waste each year. Forecasts suggest that the MBT will divert more than 37,000 tonnes from landfill. The council will promote local use of the solid recovered fuel to be manufactured at the MBT.

Calculating the cost

- 6.15 Increases in dwellings and households will cause general pressure upon collection rounds, leading to periodic creation of additional rounds to cope with demand. There will be a cost to the service of supplying wheeled bins (for garden waste, plastic bottles and card and non-recycled waste) and black boxes (for glass, paper, cans, foil and textiles) to each new dwelling as well as the cost of procuring additional vehicles where current rounds cannot absorb the increase in dwellings.
- 6.16 The layout of new housing developments will also need to take into account appropriate access requirements for the 26 tonne refuse collection vehicles (RCVs). These requirements include sufficient road width and construction, suitable

³⁶ The adopted minerals and waste plans for Wiltshire are available online at:
<http://www.wiltshire.gov.uk/planninganddevelopment/planningpolicy/mineralsandwastepolicy.htm>

³⁷ Wiltshire Council Waste Management Strategy 2012 is available online at:
<http://www.wiltshire.gov.uk/rubbishrecycling.htm>

facilities for the storage of waste containers and suitable pathways/ surfaces between each storage point and the presentation/ collection points. There is concern within the waste service about housing developments in Wiltshire where access for RCVs is difficult and has led to friction with residents. The use of smaller vehicles is one solution but this adds to service costs. The expectation for the waste service to collect on bank holidays and some Saturdays following the Christmas and New Year holidays, when there are more residents' cars parked outside houses, means that the issue is increasing in significance.

- 6.17 Considerable progress has been made on delivery of the Wiltshire Municipal Waste Management Strategy. A harmonised service of waste and recycling collection which will enable the council to achieve 50% recycling by 2014 is operating county-wide. Contracts awarded for the treatment of non-recycled waste at the Lakeside energy from waste plant and the mechanical biological treatment plant in Westbury, currently being commissioned, will enable the Council to reduce the waste sent to landfill to less than 25%. (Wiltshire Council Cabinet July 2013)
- 6.18 The contract for collection of non-recycled waste, plastic bottles and cardboard and garden waste for the west Wiltshire area could terminate in 2014 or be extended by up to seven years. The contract for the collection of glass, paper, cans and textiles, the provision of landfill capacity, the provision of material recovery facilities and markets for dry recyclable materials, waste transfer stations, composting facilities, treatment of wood waste and management of the household recycling centres and mini recycling centres will terminate in 2016 with no option to extend.
- 6.19 Wiltshire Council has resolved³⁸ that it will invite tenders for the delivery of waste and recycling collection services and waste management services. The reason for this decision is to enable the council to maintain service delivery for residents and chargeable waste customers, to comply with its statutory duties to collect and dispose of waste and to continue to progress towards achieving statutory targets once existing contracts expire.

Risk and contingency

- 6.20 The main risk to the provision of waste and recycling provision is a lack of finance to fund the service, or the lack of access within the development to allow collections to be made. Provision of the waste and recycling collection to support development is classed as essential infrastructure. Without this provision the Core Strategy fails to fulfil one its strategic objectives to provide essential infrastructure to support development. The risk to waste and recycling is reduced by the statutory duty placed upon the council to collect and dispose of waste and council tax payments that help to fund household collections.
- 6.21 Waste and recycling provision does not have to be in place for the development to commence, and interim/temporary collection arrangement can be put in place short term to service the development until established service is implemented.

³⁸ Minutes of the Wiltshire Council Cabinet Meeting on 23 July 2013 – item 63: Future Service Delivery Model for Waste Management. Available online: <http://cms.wiltshire.gov.uk/mgAi.aspx?ID=34489>

7. Education

Context

- 7.1 Wiltshire Council has statutory responsibility for the provision of children's services. It has a duty to ensure that there are sufficient school places in terms of quantity and quality to meet the needs of the population. It coordinates school place planning with its key partners, which include the Dioceses of Salisbury, Bristol and Clifton, the Education Funding Agency (EFA) and the governing bodies of schools and academies.
- 7.2 Future housing developments will lead to an increase in educational age population, which will result in a demand for additional school places for early years 0-5, primary and secondary schools, special schools and post-16 education. Key issues faced by Wiltshire Council in managing school places include:
- Significant housing developing largely concentrated in urban areas;
 - A rise in the number of primary aged children over the next few years, and
 - A decline in the number of secondary aged children over the next few years followed by a rise in three to four years time.
- 7.3 The provision of education facilities will help to deliver the following strategic objectives and policies of the Wiltshire Core Strategy:
- Strategic Objective 4: helping to build resilient communities;
 - Strategic Objective 6: ensuring that infrastructure is in place to support communities, and
 - Core Policy 3: Infrastructure requirements.
- 7.4 The council's School Organisation Plan provides comprehensive information on school place planning in the county and outlines how the council, in securing the provision of primary, secondary and special education, will also support the promotion of:
- The raising of standards;
 - Improved outcomes for all pupils;
 - Diversity of provision;
 - Increased collaboration between schools, and
 - Greater community cohesion.
- 7.5 Other plans and strategies that guide education provision in Wiltshire include:
- Policy for Requesting Section 106 Contributions (September 2006);
 - Wiltshire Children and Young People's Plan 2012-2015;
 - Wiltshire Childcare Sufficiency Assessment Update Report 2012, and
 - Community Area Childcare Plans 2010.
- 7.6 There are over 650 childminders, more than 290 pre-school and nursery groups, 30 Sure Start children's centres and more than 100 out of school clubs and activities supported by Wiltshire Council. In Wiltshire, there are 234 primary and secondary schools and over 69,000 pupils. There are four further education colleges within Wiltshire (New Swindon, Wiltshire, Sarum and Swindon Colleges).

- 7.7 A number of individual extension schemes to ensure schools can provide enough places for pupils are underway with work on site whilst others are in the planning and early development stage. Work is expected to be completed at a number of schools across the county with major projects at Paxcroft Mead, Trowbridge and Tidworth completing in 2012/ 2013. The latter, an extension to Clarendon Junior School, is due to open in September 2013. A new 1FE primary school at East Trowbridge and a 2FE primary school are scheduled to open in September 2014. Other schemes include £0.250 million for works at Neston Primary School and £0.200 for works at Fitzmaurice Primary School in Bradford on Avon. A large extension and refurbishment of Exeter House Special School is now complete. Other major special education needs schemes include work at Devizes School and Wiltshire College, which will take now place in 2013/14.

Calculating infrastructure requirements

- 7.8 The infrastructure impact upon Education and Children's Services is generally applicable for all residential developments that result in a net increase in dwellings. The impact from specific types of housing such as one bed flats, sheltered and student accommodation is considered to be negligible. The following is a list of the different types of education infrastructure:
- Pre-school/ nursery;
 - Primary schools;
 - Secondary schools;
 - Further education, and
 - Special schools
- 7.9 The council has identified the following pupil product ratios for each new residential unit containing two or more bedrooms for primary and secondary schools:
- 0.31 per dwelling for primary aged pupils (31 per 100 dwellings)
 - 0.22 per dwelling for secondary aged pupils (22 per 100 dwellings)
- 7.10 These pupil product ratios are used to calculate the primary and secondary school place requirement from new development. They are not applied to any one bedroom dwellings in a development. It is considered that special school requirements will be addressed district wide within existing special schools, therefore new facilities have not been identified but a financial contribution from new development may still be required.
- 7.11 Nationally, the size of primary and secondary schools varies by form entry (FE). A form entry is the number of classes in each year group. This varies between one to three forms for primary schools and four to 12 forms for secondary schools. The desirable size for a new primary school ranges from a minimum of 210 pupils (1FE) to a maximum of 420 pupils (2FE). For a new secondary school, this ranges from 600 pupils (4FE) to 1,200 pupils (8FE).
- 7.12 Land if required for a new school, or an extension to an existing one, should be provided free of charge by the developer to the council.

Identifying the cost

- 7.13 Cost multipliers provided by the Department of Further Education Skills (DfES) identify the indicative cost per pupil for the capital cost of additional pupil places. For

building additional places by extending existing schools, the cost multipliers for 2012/13 are £12,713 per place for primary schools and £19,155 for secondary schools. The capital cost of building new schools is £13,528 per place for primary schools and £20,316 for secondary schools.

- 7.14 Based upon these cost multipliers and the preferred size for new schools, it will cost around £2,840,880 for a 1FE primary school and £5,681,760 for a 2FE primary school. For secondary schools, it will cost around £12,189,600 for a 4FE secondary school and £24,379,200 for an 8FE secondary school.
- 7.15 It is likely that costs will vary dependent on location, size and facilities.

Funding and delivery

- 7.16 Funding for new schools comes from a combination of government funding, the council's capital programme, and Section 106 agreements.
- 7.17 Although the formula for government funding to schools was revised in 2012, Wiltshire's funding allocation remains below the national average in terms of spend per pupil. On 1 March 2013, the Secretary of State announced details of the capital funding of around £4 billion that will be made available to create new school places and to carry out maintenance and repair work to existing school buildings. For capital funding and maintenance (Devolved Formula Capital or DFC), Wiltshire Council received £8,146,032 for 2013-14. The amount is lower than for the current year because these allocations are in respect of maintained schools only. As the number of academies in Wiltshire increases, the capital allocation is reduced. The maintenance allocation is reduced; however this also has to cover maintenance for all maintained property including children's centres.
- 7.18 In 2013/14, the council will be investing £38 million of capital funding into schools, with a further £12m in 2014/15 and 2015/16. The withdrawal of central government schemes such as Building Schools for the Future has meant that the council has had to pick up projects and channel funding to issues that were to be addressed through that funding stream.
- 7.19 In 2012, the council received £755,802.81 in developer contributions through Section 106 agreements towards education provision (compared with £1,708,371.84 in 2011). The significant cuts in resources compared to 2008/9 capital allocations will mean that the council will be increasingly reliant on developer contributions via S106 or CIL in the short term.
- 7.20 Primary and secondary schools may be delivered by a range of providers, including church trusts, foundations, parent groups and the local authority itself. The statutory process for establishing a new school requires the council to run a competition for providers to run the school. This requires local consultation and may take up to eighteen months. It is then that the design and build of the new school can take place. The council is responsible for managing the process and the subsequent delivery of the school.

Risk and contingency

- 7.21 Core Policy 3 prioritises education as essential infrastructure. Education provision is necessary to support new development but the precise timing and phasing is less critical and development can commence ahead of its provision.
- 7.22 The statutory duty to ensure sufficient school places effectively means that the council must have a school place available as the first child moves into a house on a development. However, it is not economically viable to build and staff a new school before any children move onto the new development. The school needs to be near its capacity to be economically viable. The point where approximately half of the houses were occupied is the critical phasing point, preferably with the new school opening at the start of the academic year in September. Until the new school opens, the council would need to have temporary arrangements for children to attend other schools. It would then be up to parental choice to determine whether or not the children then went to the new school. The lead-in time to establish, design and build a new school is approximately three years.
- 7.23 Without the provision of adequate educational facilities to support new levels of development the delivery of the policies of the Core Strategy that relate to the provision of essential infrastructure may be at risk.

8. Health

Context

- 8.1 Health infrastructure includes a variety of primary and secondary care facilities, ranging from general and community hospitals to health centres with general practitioners.
- 8.2 The provision of health care facilities will help to deliver the following strategic objectives and policies of the Wiltshire Core Strategy:
- Strategic Objective 4: helping to build resilient communities;
 - Strategic Objective 6: ensuring that infrastructure is in place to support communities;
 - Core Policy 3: Infrastructure requirements;
 - Core Policy 48: Supporting rural life, and
 - Core Policy 49 Protection of services and community facilities.
- 8.3 Core Policy 3 prioritises health infrastructure under essential infrastructure. Health infrastructure is necessary to support new development but the precise timing and phasing is less critical and development can commence ahead of its provision.
- 8.4 The Government Department of Health oversees the National Health Service (NHS). Key national plans and strategies include:
- [*Equity and excellence: Liberating the NHS \(July 2010\)*](#) - white paper setting out the Government's long-term plans for the NHS;
 - [*The Operating Framework for the NHS in England 2012/13 \(November 2011\)*](#) - sets out the planning, performance and financial requirements for NHS organisations and includes key themes and priorities;
 - [*Health and Social Care Act \(2012\)*](#) - clinical commissioning groups replaced primary care trusts. Strategic health authorities also abolished;
 - [*The NHS Outcomes Framework 2013/14 \(November 2012\)*](#) - sets out the health outcomes required from NHS organisations. These are reflected in the CCG and Joint Strategic Assessment (JSA) priorities for the plan period and various initiatives have been developed to help achieve these outcomes;
 - [*The Mandate: A Mandate from the Government to the NHS Commissioning Board: April 2013 - March 2015 \(November 2012\)*](#) - sets out the Government's objectives for the Board, its ambitions for improving outcomes over five and 10 years, provides continuity for the NHS commissioning system and will be used by individual CCGs as a performance and quality measures, and
 - [*The NHS Constitution \(March 2013\)*](#) - sets out the rights of patients and the obligations of health care providers.
 - The [*Wiltshire Clinical Commissioning Group \(CCG\)*](#), which replaced the Primary Care Trust (PCT) from 1 April 2013, and [*NHS England*](#) provide the strategic view about the health provision required for Wiltshire. [*Wiltshire Council*](#) is responsible for public health provision in the county. Wiltshire CCG and Wiltshire Council have established a Joint Commissioning Board, which reports to the [*Health and Wellbeing Board*](#).

8.5 Key local plans and strategies include:

- Headquarters in Devizes;
- Major hospitals with accident and emergency departments in Swindon, Bath and Salisbury;
- Community hospitals in Chippenham, Devizes, Marlborough, Malmesbury, Melksham, Trowbridge, Warminster and Westbury;
- Minor Injury Units (MIUs) in Chippenham Salisbury, Swindon and Trowbridge;
- NHS Treatment Centre in Devizes;
- 57 GP practices;
- 47 Dental practices.

Identifying infrastructure requirements

- 8.6 Typical standards for health care provision suggest that there should be approximately 1 GP/ dentist for about every 1,750 patients. However, single practices are rare and new single handed practices would not be considered viable. Therefore, the critical mass for provision of a new doctor's surgery is about 4,000 – 6,000 people. As a result, there is very often no requirement to provide a new GP surgery for each new development [based upon an average occupancy rate of 2.38 persons per household]. Where there is a small growth in population this may mean extending an existing practice premises or increasing capacity within a practice with an additional (perhaps part-time) GP, rather than building a new practice premises.
- 8.7 Where new build provision is required, branch surgeries can be opened to treat a smaller, more local population. However, whilst branch provision may be a flexible way of addressing growth in an area in the short term, it is important to note that it may not be the best approach in the long term or best suited to address the needs of large housing developments.
- 8.8 The preferred approach would be new primary care centres in the main growth areas. These would have the advantage of being able to:
- Reduce accident and emergency attendance by integrating GP, out of hours GP and accident and emergency into one acute service that could be provided at primary care premises;
 - Be more economically efficient, with shared ancillary and support facilities, and
 - Offer a wider range of co-located primary services which provide wider choice and accessibility for patients.
- 8.9 Since 2007, there have been four new primary care centres in Wiltshire; in Malmesbury, Westbury, Salisbury and Trowbridge. There are ambitions for a new primary care centre in Devizes. The main obstacle is finding a site that all parties can agree on and which is affordable. Wiltshire CCG has been working with Wiltshire Council and other partners to find a suitable solution for primary care services in Devizes. However, plans are at a very early stage and will take time to develop. Since 2007, there has also been £3.1m investment in dentistry services, leading to access to an NHS dentist going up by a third.
- 8.10 There is less concern about the impact of future development and population growth on secondary care, such as the Royal United Hospital (RUH) in Bath. This is

because the long term strategy is a shift from hospital to community care. Wiltshire CCG is making significant investment in community services to support people being treated at home, reduce the need for people to go into hospital and enable people to be discharged from hospital sooner and receive continuing care in the community Wiltshire CCG, [*Draft Commissioning Intentions 2013/14*](#), November 2012, page 5.. The RUH anticipates that they are likely to need fewer beds in the future because of services moving to community settings, demand management initiatives reducing the number of patients accessing acute services and far greater competition for less complex services from both private and community providers RUH, [*Forward Plan Strategy Document for 2012/13*](#), page 3.

- 8.11 However, Wiltshire CCG has agreed to contribute £940,000 towards improvements to accident and emergency services at the RUH in recognition of increased pressure on hospital services, which resulted in breaches in the four hour waiting target and increased bed blocking last winter. The total cost of improvements, which include increasing the number of consultants and improving the initial assessment of new patients and the discharge/ rehabilitation of patients leaving hospital, comes to £1.6 million for 2013/14. Other CCGs who commission services from RUH are being asked to pay towards the cost of the improvements.

Calculating the cost

- 8.12 The cost of health facilities to meet future needs is dependent on the size of facility and contents. Best practice indicates that 120 sqm is required per extra GP/ dentist³⁹. The Department of Health Healthcare Premises Cost Guides (2010) identifies a cost of £2,100 per sqm. These national guidelines/ best practice provide a broad estimate of the likely cost of the health infrastructure requirements of new development. Clearly, these will be refined further as the newly formed Wiltshire CCG, in conjunction with NHS England, develop their service plans for Wiltshire. Further dialogue between the council and the health service providers will help to shape these requirements.

Funding and delivery

- 8.13 NHS England, which manages primary care commissioning, has a budget of £95.6 billion for 2013/14. £25.4 billion has been allocated for NHS England's commissioning of specialised healthcare, primary care and military and offender services. They are being commissioned nationally for the first time to ensure improved quality of care for patients through increased consistency of provision.
- 8.14 Within the overall funding, NHS England has allocated £65.6 billion to clinical commissioning groups and local authorities. CCGs receive £63.4 billion to cover the cost of the local services they will commission on behalf of their populations and £1.3 billion to cover their running costs. Local authorities receive £0.9 billion to fund public health and social care services.
- 8.15 The rest of NHS England's budget comprises:
- £1.8 billion for its own public health responsibilities on behalf of Public Health England, which includes immunisation, screening and health visiting;

³⁹ For example, Lawson Planning Partnership Ltd, *Updated Evidence Base Submission on Behalf of NHS Property Services Ltd: North Essex in Respect of the Healthcare Charge to be Included in Chelmsford City Council's CIL Charging Schedule*, April 2013.

- £1.2 billion surplus carried over from the former primary care trusts and strategic health authorities to be allocated to CCGs and NHS England for future investment;
 - £1 billion for central health programmes to be administered by NHS England, such as clinical excellence centres and support for PFI schemes, and
 - £0.7 billion for technical accounting adjustments.
- 8.16 The former primary care trusts had a variety of approaches to funding and delivery, which have an impact on the cost of facilities, such as:
- Private finance initiatives for major projects;
 - Trusts/ PCTs' own borrowing facilities, and
 - Third party development (rental reimbursement).
- 8.17 Core Policy 3 prioritises health infrastructure under essential infrastructure. Health infrastructure is necessary to support new development but the precise timing and phasing is less critical and development can commence ahead of its provision.
- 8.18 While typical standards suggest a new GP for every 1,750 patients, single practices are rare and new single handed practices would not be considered viable. Therefore, the critical mass for provision of a new doctor's surgery is about 4,000 to 6,000 people. As a result, there is very often no requirement to provide a new GP surgery for each new development based upon an average occupancy rate of 2.38 persons per household. Where there is a small growth in population this may mean extending an existing practice premises or increasing capacity within a practice with an additional (perhaps part-time) GP, rather than building a new practice premises.

Risk and contingency

- 8.19 Core Policy 3 prioritises Health Infrastructure as 'essential infrastructure'. Health infrastructure is necessary to support new development but the precise timing and phasing is less critical and development commence before this is in place.
- 8.20 Examples of risk provided by lack of delivery of health provision is provide in the table below using Calne Community Area as an example:

Table 10 Example of risk – health infrastructure project

Health Project	Risk to project delivery	Risk to Core Strategy Delivery
Calne Community Area Expansion of existing GP practices in town and improvements extensions to smaller surgeries and villages	A lack of ongoing NHS funding support, and developer contributions to provide this service. Could impact on the timing and phasing of the development being delivered.	Without the provision of necessary health facilities, the Core Strategy is failing to deliver its core policies in the provision of essential infrastructure. The ability to provide health services to meet demand of the new development could impact on the timing and phasing of the development which may also impact on the delivery of housing numbers set out in the Core Strategy.

- 8.21 The main risk to the delivery of necessary health infrastructure is lack of fund available. However, where new build provision is required, branch surgeries can be opened to treat a smaller, more local population. However, whilst branch provision may be a flexible way of addressing growth in an area in the short term, it is important to note that it may not be the best approach in the long term or best suited to address the needs of large housing.

9. Sport and leisure

Context

- 9.1 Wiltshire Council partners (i.e. DC Leisure) or the local community are responsible for the delivery of leisure services across Wiltshire.
- 9.2 The overall vision for leisure in Wiltshire is that 'Wiltshire will be a county that actively encourages, provides and enables opportunities for all residents to participate in a healthy lifestyle, and through sport and physical activity become more active' (*Indoor Facilities Action Plan 2010*)
- 9.3 The Indoor Facilities Action Plan is one of a series of 5 strategic planning documents aimed at contributing to increasing overall participation in sport and physical activity.
- 9.4 The Leisure Services Strategy is made up of the following documents;
- Indoor Facilities Action Plan
<http://www.wiltshire.gov.uk/leisureandrecreation/leisureandsportscentres/leisure.htm>
 - Formal Recreation and Pitch Plan
 - Play Facilities Action Plan
 - Sports and Physical Activity Action Plan
- 9.5 These actions plans form an evidence base for future funding and provision of leisure facilities in Wiltshire and have been used to inform and influence the councils policies, including the content of the Infrastructure Delivery Plan in setting out infrastructure required to support new development in Wiltshire.
- 9.6 Wiltshire has clear objectives within the Leisure Strategy to improve leisure provision across the county. The National Planning Policy Framework is clear about the role of sport in delivering sustainable communities through promoting health and well being. Local Planning policy looks to protect and enhance and provide for sport facilities based on robust and up to date assessment of need.
- 9.7 Wiltshire Council currently provides for a total of 23 indoor leisure centres including 3 independently operated trust run facilities. These offer well used and high profile services attracting in excess of 3.2 million visits each year from all sections of the community.

Wiltshire Community Campuses

- 9.8 A key component of the Leisure Facilities Review (2010) is the provision of the community campus programme.
- 9.9 The aim of the campus proposal is to make maximum and efficient use of the council's buildings, both new and existing, and to create campuses that deliver more for local communities.
- 9.10 A community campus is a building or buildings in a community area where people can access local services. One of the main ideas behind the campuses is to create

flexible space which can be used more efficiently for a variety purposes by a variety of people or organisations.

- 9.11 All campuses will include a shared reception, community space, accessible community IT, catering facilities and personal care facilities for disabled users. Other services, for example libraries, leisure centres and youth services could potentially be included in a campus.
- 9.12 The design of each campus will directly reflect the needs of the area it serves; therefore they will take different forms and will be driven by different factors resulting in tailor made points of delivery across the county.
- 9.13 Corsham is one of the most developed campus projects and the facilities to be included within the campus are bulleted below:
- To include the Core Facilities (referenced above)
 - Refurbishment of the Springfield Leisure Centre to provide a sustainable leisure element within the Campus.
 - Library Facilities
 - Appropriate space for use by young people both through dedicated service provision and on an ad hoc basis.
 - Large multipurpose space to incorporate staged area and partitions to ensure flexibility
 - A variety of multipurpose activity rooms
 - Improved outdoor provision including a new all Weather Pitch, improved children play provision, appropriate levels of parking and bicycle storage.
 - Internal climbing wall.
- 9.14 Other communities where campuses are being developed include Calne, Cricklade, Pewsey, Royal Wootton Bassett, Tisbury, Melksham and Salisbury
- 9.15 The community campus proposals could potentially deliver a range of infrastructure, which would help cater for new development and deliver a number of core policies such as;
- Indoor leisure facilities
 - Library provision
 - Community internet access
 - Community facilities
 - Youth facilities

Identifying infrastructure requirements

- 9.16 The Indoor Leisure Services Action Plan (2010) sets out standards for provision of leisure facilities in Appendix C.
- 9.17 The Infrastructure Delivery Plan lists schemes to be provided through Community Infrastructure Level and Developer Contributions.

Calculating the cost

- 9.18 Additionally the Sport England Facilities calculator is a planning tool which helps to estimate the amount of demand for key community sports facilities that is created by

a given population which is also used to guide contributions required from new development:

- <http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/sports-facility-calculator/>

Funding and delivery

- 9.19 Both Sports England and the Leisure Strategy for Wiltshire set out the costs of provision of leisure infrastructure and services.
- 9.20 Leisure services are allocated monies within the Capital Programme at Wiltshire however; the government's budget for leisure is constrained. Further monies are to be found through developer contributions and funding for communities providing leisure services, through bodies such as Sport England.
- 9.21 Planning obligations should be used as a remedy for shortfalls that arise as a result of where development increases local needs, using the content of the Infrastructure Delivery Plan and the guidance that the Wiltshire Leisure Strategy contains.
- 9.22 The Community Campus programme will be funded in the same way; through capital funding and developers contributions including Community Infrastructure Levy.
- 9.23 Core Policy 3 prioritises leisure facilities under 'Place Shaping' infrastructure. Leisure facilities are important to the delivery of healthy and sustainable communities, but the precise timing and phasing of the implementation of this infrastructure is less critical to development than some of the essential infrastructure and development can commence ahead of its provision.
- 9.24 The provision of monitoring will be measures through the IDP and the Wiltshire Monitoring Framework.

Risk and contingency

- 9.25 The most likely risk to the delivery of leisure facilities includes the lack of funding providing financial viability. There is capital funding for leisure services but this is constrained, and developer contributions/CIL monies will help to provide for leisure facilities in Wiltshire.
- 9.26 A lack of delivery of leisure facilities will impact on the extent to which the policies of the Core strategy have been delivered, particularly its policies relating to the provision of community facilities and building resilient communities. Where funding is not available for leisure services, alternative sources should be sought and lower cost provision of recreational activities should be investigated.

10. Social Care

Context

- 10.1 Social care involves the provision of services and specialist accommodation for older people and people with physical impairments and learning disabilities.
- 10.2 The provision of social care facilities will help to deliver the following strategic objectives and policies of the Wiltshire Core Strategy:
- Strategic Objective 4: helping to build resilient communities;
 - Strategic Objective 6: ensuring that infrastructure is in place to support communities;
 - Core Policy 3: Infrastructure requirements;
 - Core Policy 46: Meeting the needs of Wiltshire's vulnerable and older people;
 - Core Policy 48: Supporting rural life, and
 - Core Policy 49 Protection of services and community facilities.
- 10.3 Core Policy 46 of the Wiltshire Core Strategy specifically addresses meeting the needs of Wiltshire's vulnerable and older people. The emphasis is upon caring for the elderly within their local communities for as long as possible by supporting the provision of homes that meet lifetime home standards. These are homes which are designed to meet the changing needs of their occupiers over time and enable people to stay in their own homes for longer. Core Policy 46 also supports provision of specialist accommodation, such as extra care housing, for when it is no longer possible for people to stay in their own homes and receive an adequate level of care. The provision of homes and accommodation for other vulnerable groups of people is supported, including people with learning disabilities, people with mental health issues, homeless people and young people at risk.
- 10.4 The main challenge facing the provision of social care is an increasing population, particularly the elderly and people with physical impairment and learning disabilities. Medical advances mean that even people with the most complex medical cases are living longer and requiring long-term support, which puts pressure on existing resources.
- 10.5 The Government favours 'inclusive' living arrangements for all of society and this means that the planning of social care will need to look at other forms of provision than through building registered social care homes.
- 10.6 In Wiltshire, the responsibility for the provision of social services lies with Wiltshire Council, or more specifically its Departments of Community Services (Adult Care) and Children and Education (Children's Services).
- 10.7 The council provides services for four main groups:
- Older people;
 - People with learning disabilities and mental health;
 - People with sensory/ physical impairment, and
 - People with autism.

- 10.8 Demographic projections indicate that there will be significant growth in the 65+ age group in Trowbridge from 7,210, in 2007, to 12,580, in 2026, (a 74.5% increase). Additionally the number of people aged 50+ with dementia in Trowbridge will increase by 85% by 2026.
- 10.9 Key local plans and strategies include:
- Older People Accommodation Development Strategy (2011);
 - Draft Autism Strategy (2011), and
 - Draft Emotional Wellbeing and Mental Health Strategy (2011).
- 10.10 The Older People Accommodation Strategy went before Cabinet in January 2011. It recognises that considerable funding will be required to fulfil Government initiatives to move social care away from registered care homes and into the community with assisted/ inclusive living schemes. Information on the other three groups is currently being revised. A consultation on a draft Autism Strategy took place between November 2011 and January 2012 and a consultation on a draft Emotional Wellbeing and Mental Health Strategy took place between April and July 2011.

Calculating infrastructure requirements

- 10.11 Social care homes do not necessarily have to be central but should benefit from good transport links for visitors and staff. Extra care facilities (such as units of flats or bungalows) need to be within one mile of facilities and benefit from good transport links. The facilities should comprise minimum development of 40 flats/ bungalows (preferably two bedrooms) that are part of the existing network of the town. Facilities should benefit from 24/7 care and may accommodate conveniences such as a restaurant, cafe, shop and treatment and medical rooms, which can be accessed by the wider community.
- 10.12 Wiltshire has sufficient residential accommodation at the moment but needs more specialist dementia and nursing homes to cope with the increasing elderly population. These specialist homes will need to accommodate 60 to 80 beds to be economically feasible to run.
- 10.13 The Older People Strategy identifies a need for an additional 900 units for older people between now and 2016. These figures are based on demographic projections and market forces.
- 10.14 Provision of residential homes for people with autism is one of the Government's latest initiatives. If this becomes a priority, the council will need to provide at least one establishment within Wiltshire but possibly more if there is evidence of need across the county.

Identifying the cost

- 10.15 The cost of social care facilities depends upon the number of beds and the level of care being provided by the facility. Extra care facilities will naturally cost more per unit/ bed than residential homes. Costing social care provision is based upon past experience and professional judgement. Local standards are also used to estimate cost. As a rough guide, the capital cost of standard care facilities is currently estimated using a figure of around £106,250 per unit/ bed and extra care facilities using a figure of around £177,500 per unit/ bed. It is also likely that costs may vary depending upon location, mix of facilities and by provider.

Funding and delivery

- 10.16 Wiltshire Council either needs capital to build social care establishments themselves or allocated land so that care providers can build facilities on the land and then recoup the costs for a building once it has been built.
- 10.17 At the moment, the council is reliant on Government funding to provide the necessary care required by Wiltshire residents. Traditionally, developer contributions have not been spent on social care but this is something the council might consider in the future. Ideally, the council would look to developers to either build a registered social care premises as part of a new housing/ employment development or contribute towards the cost of the council providing the necessary facilities/ care.
- 10.18 In order to achieve its aims, the council would look to work with existing strategic partnerships and developers. The council would seek to benefit from developer contributions, government grants and funding from charitable organisations.
- 10.19 The provision of social care facilities will be monitored through review of the IDP and the Wiltshire Monitoring Framework, through the percentage of residential development that accords with lifetime homes standards and the amount of specialist accommodation delivered.

Risk and contingency

- 10.20 Core Policy 3 prioritises social care facilities (under healthcare facilities) as essential infrastructure. Social care facilities are necessary to support new development but the precise timing and phasing is less critical and development can commence ahead of its provision.
- 10.21 The most likely risks to delivery of social care facilities include not being able to identify a suitable site, a lack of funding and proposed schemes not being financially viable. However, there are a number of contingency plans, including applying for Government funding for the highest risk developments and considering a number of sites for proposed schemes in a particular location (often as part of a strategic site development or a wider regeneration scheme for the area).

11. Emergency services

Context

- 11.1 Emergency services infrastructure includes the requirements of the police, fire and rescue service and ambulance service. New development creates new areas that will require emergency service coverage. The population increase will lead to a greater number of incidents to be dealt with by the emergency services.
- 11.2 There has been limited input from the police and ambulance services into the IDP. The focus of the emergency services in Wiltshire has been on managing the impact of budget cuts on service provision and coping with organisational change.
- 11.3 The provision of emergency service facilities will help to deliver the following strategic objectives and policies of the Wiltshire Core Strategy:
- Strategic objective 6: to ensure that infrastructure is in place to support communities;
 - Core Policy 3: Infrastructure requirements

Police

- 11.4 Formed in 1839, Wiltshire Police covers Wiltshire and Swindon, which includes a population of 635,000 people across 1,346 square miles. There are some 2,000 police officers and staff, overseen by a Chief Constable and three chief officers. Day-to-day policing is headed by a Chief Superintendent and supported by specialist units. The Police and Crime Commissioner (PCC), elected in November 2012 to replace the Wiltshire Police Authority, commissions policing services and provides oversight of the police force.
- 11.5 Wiltshire Police is working with the council and the Police and Crime Commissioner for Wiltshire and Swindon to share resources between the organisations. The aim is to deliver a cost-effective partnership that would help to protect front-line services and allow them to share information and expertise.
- 11.6 Since the appointment of the first Police and Crime Commissioner for Wiltshire and Swindon, in November 2012, the partnership achieved:
- The formation of a single jointly funded team that provides programme and project management for both organisations;
 - Successful integration of the neighbourhood policing and response teams at the council's Monkton Park offices in Chippenham with further co-location plans;
 - The council improving wi-fi access at Police HQ in Devizes and Amesbury Police Station;
 - Senior police officers being able to access Wiltshire Council laptops and other flexible working technology, and
 - The police seconding three full time staff to the council's systems' thinking team.
- 11.7 [The Wiltshire Police Delivery Plan 2013 -2017](#) (July 2013) sets out how Wiltshire Police will address each of the six priorities outlined in the [Wiltshire and Swindon](#)

[Police and Crime Plan 2013 – 2017](#) (March 2013) launched by the Police and Crime Commissioner (PCC) for Wiltshire and Swindon in 2013. The priorities are:

- Reduce crime and anti-social behaviour;
- Protect the most vulnerable in society;
- Put victims and witnesses first;
- Reduce offending and re-offending;
- Drive up standards of customer service, and
- Ensure unfailing and timely response to calls for assistance.

Ambulance

- 11.8 The former Great Western Ambulance Service merged with the South Western Ambulance Service (SWAS) on 1 February 2013. SWAS provides emergency and urgent care, patient transport services and out of hours services across Cornwall and the Isles of Scilly, Devon, Dorset, Gloucestershire, Somerset, Wiltshire and the former Avon. More than 4,000 staff work across 120 operational sites, including 96 ambulance stations and six air bases. SWAS covers an area of 51,871 kilometres and more than 1,331 kilometres of coastline, serving a resident population of 5.3m people.
- 11.9 In May 2011, GWAS began a review of its estates, then comprising over 30 buildings. The aim is to direct money towards frontline services rather than maintaining ageing buildings. This review continued throughout the merger process but now an integrated estates strategy will be developed to reflect the geography and requirements of the enlarged organisation.
- 11.10 At the end of September 2012, GWAS approved the reduction of the number of emergency operations centres (EOC) across its area from three to two. This resulted in the closure of the Devizes EOC in March 2013, with service provision transferring to the EOC north of Bristol.
- 11.11 The former GWAS HQ in Chippenham, Jenner House, will be vacated with operations transferring to Exeter or Bristol. As the lease expires in December 2013, it is likely that GWAS would have vacated the building even if it had remained a stand-alone organisation. In August 2012, GWAS announced that land and surplus office space adjacent to the existing ambulance station in Chippenham would be disposed of.
- 11.12 [The South West Ambulance Service Strategic Plan 2013-14](#), its [Five Year Integrated Business Plan 2010-2015](#), and its [Corporate Objectives 2013/14](#) guide service provision.

Fire and rescue service

- 11.13 The Wiltshire Fire and Rescue Service covers Wiltshire and Swindon. They employ 587 operational firefighters, including 228 wholetime staff and 359 retained firefighters. The Wiltshire and Swindon Fire Authority, made up of 13 elected members appointed by Wiltshire and Swindon councils, sets the budget, decides strategic policy and oversees the activities of the service. It is required by the Fire Services Act 2004 to (i) provide a fire and rescue service; (ii) promote fire safety; (iii) fight fires; (iv) rescue people in road traffic accidents; (v) other emergencies.

- 11.14 Wiltshire Fire and Rescue Service have 24 fire stations (including three in Swindon). Salisbury fire station is the only 'whole time' fire station in Wiltshire. Trowbridge and Chippenham fire stations are day crewed and retained fire crews operate the remaining 18 stations. The fire and rescue headquarters is in Devizes.
- 11.15 The Wiltshire Fire and Rescue Service [Medium Term Financial Strategy 2013/14 to 2016/17](#), [Our Plans to Improve your Service](#) and the [Mid Term Review of the Strategic Plan 2010-13](#) guide service provision.

Calculating infrastructure requirements

Police

- 11.16 The infrastructure requirements of the police service are being addressed through the plans of its strategic partnership with the council and the Police and Crime Commissioner for Wiltshire and Swindon, which include:
- Proposals to deliver a seamless customer access service from the council offices at Monkton Park, Chippenham and Snuff Street, Devizes;
 - Wiltshire Council to produce a formal estates strategy for the approval of the Police and Crime Commissioner and Chief Constable;
 - Full integration of IT services;
 - Neighbourhood Policing Teams to have a major presence at the council's various community campuses;
 - The proposal to create an integrated service for Wiltshire Council, Wiltshire Police and the Office of the Police and Crime Commissioner for Wiltshire and Swindon that could result in a single cost-effective structure for some of the organisation's services including human resources, payroll, accounts payable, recruitment, learning and development and communications, and
 - Plans to enable staff to work flexibly across both organisations.

Ambulance

- 11.17 There is an identified need to improve ambulance response times to life-threatening calls in Wiltshire. The latest figures, from April to June 2013, show that they are not meeting their targets⁴⁰. For instance:
- Red 1 calls – require an ambulance response within eight minutes. They are for the most time-critical response, including cardiac arrest. This is only being achieved in 62.54% of calls against a target of 75%. This places Wiltshire the second lowest in the 12 clinical commissioning group (CCG) areas covered by SWAS. In contrast, response times in Swindon are the best in the 12 CCG areas, with 90.66% of calls meeting the target for Red 1 calls.
 - Red 2 calls – again require an ambulance response within eight minutes. They may be life-threatening but are less time critical than Red 1 calls. This is only being achieved in 65.33% of calls against a target of 75%. Wiltshire is the worst performing of the 12 clinical commissioning group (CCG) areas covered by SWAS. In contrast, response times in Swindon

⁴⁰ South Western Ambulance Service, [Integrated Corporate Performance Report](#), June 2013.

are the best in the 12 CCG areas, with 89.98% of calls meeting the target for Red 2 calls.

11.18 When Wiltshire was part of GWAS, response times to life-threatening calls were often below 75%. The rural nature of the county, the increase in 999 calls (up 5.9% from the previous year) and the low number of Red 1 calls makes the 75% target a significant challenge. There are between three and four Red 1 calls per day in Wiltshire.

11.19 SWAS has identified the following measures that are needed to improve response times:

- Recruiting more Community First Responders, (volunteers who can operate defibrillators) in Calne, Corsham, Pewsey, Royal Wootton Bassett and Bradford on Avon;
- Additional rapid response cars in Bradford on Avon;
- A new standby point in Salisbury, and
- A GP responding in a SWAS vehicle based in Swindon but also visiting patients in the wider Wiltshire area⁴¹.

Fire and rescue service

11.20 The Fire and Rescue Service have undertaken a Strategic Transformation Programme, which assessed the impact that new development will have on the service over the next 20 years. This identifies changes to the risk posed to communities in Wiltshire and led to a review of whether fire stations are located in the best places. There is a need to relocate and redevelop some fire stations to continue to deliver an effective emergency response.

11.21 The fire and rescue service are looking to engage with other service providers and considering relocation of some of their facilities to community campuses, depending upon operational requirements.

11.22 Their review of fire stations concluded that they are fit for purpose and meet the needs of the community, well-maintained, safe, efficient and cost-effective.

11.23 Other projects within the Strategic Transformation Programme include:

- New policies for mobilising appliances and crews to emergency incidents based on risk;
- Review of how wholtime fire crews provide emergency cover to improve response time and decrease risk;
- Reducing the number of operational managers;
- Reviewing mobilising arrangements by partnership working with neighbouring fire and rescue services and updating the Fire Control Centre, in Devizes;
- Review of how retained duty fire crews provide emergency cover;
- Changes to the emergency vehicle fleet, including an Operational Support Unit (two came into use in 2012);
- Review of policy for attending automatic fire alarms from businesses;

⁴¹ Wiltshire Gazette and Herald, [*Emergency targets are being missed*](#), Friday 2nd August, 2013.

- Investigating additional sources of income and recovering the costs of some activities and resources through the New Funding Opportunities project;
 - Securing developer contributions through Section 106 and, in the future, the Community Infrastructure Levy (CIL);
 - Review of corporate activity, and
 - New personnel management system, called Firewatch.
- 11.24 Major works will be required at Mere and Stratton stations, as well as solar panels on a number of other stations, in total estimated at £0.29 million.
- 11.25 Between March and May 2012, the fire and rescue service undertook a public consultation on their future plans. These plans included five key proposals:
- A salary based scheme for retained duty system firefighters – guarantees availability of on call firefighters throughout the day;
 - Provision of ‘communities of stations – groups of stations in a specific area will work together and support each other more effectively;
 - Changes to the start and finish times of certain firefighter shifts – enhanced ability to respond to calls at peak times and deliver cost savings;
 - Provision of alternative duty systems for whole time staff – more effective use of resource capacity and improve response cover to new developments, and
 - Redistribution of special appliances – more strategic location of fire and rescue service infrastructure.
- 11.26 In 2012/13, the fire and rescue service undertook a comprehensive Strategic Property Review to identify various works that would be required to improve service properties. In 2013/14, the fire service will need to spend £0.16 million on minor capital works and £0.45 million each year thereafter to maintain their current asset base. Major capital works that are also required in 2013/14 include significant works at Salisbury and Chippenham stations and the Training and Development Centre, totalling an estimated £0.35 million.

Identifying the cost

Police

- 11.27 The plans of the strategic partnership between Wiltshire Police, the council and the Police and Crime Commissioner for Wiltshire and Swindon will provide a significant increase in value for money across the public sector in Wiltshire due to the current duplication and overlap of the organisations’ requirements.

Ambulance

- 11.28 While specific costs for the above schemes are not available, SWAS expects to meet the cost of delivering its services from its current sources of funding. It has an annual turnover of £219 million and plans to generate a surplus of £1.5 million in 2013/14.

Fire and rescue service

- 11.29 In 2012/13, the fire and rescue service undertook a Strategic Transformation Programme and Property Review to identify and cost future infrastructure requirements. For 2013/13, its capital programme totals £2.883 million.

Funding and delivery

- 11.30 Core Policy 3 prioritises the emergency services as essential infrastructure. Emergency services infrastructure is necessary to support new development but the precise timing and phasing is less critical and development can commence ahead of its provision.
- 11.31 The most likely risk to delivery of emergency services infrastructure is a lack of funding, exacerbated in recent years by a series of cuts in central government funding. While the police and fire and rescue service receive a combination of central government funding and council tax precept, they receive no money up front to meet the needs of new development.
- 11.32 Organisational change is another risk factor. The police, with the formation of the Office of the Police and Crime Commissioner, and the ambulance service, with the merger of Great Western and South Western Ambulance Trusts, have faced significant upheaval.
- 11.33 Another issue for service providers might be identifying suitable sites for emergency services infrastructure that are affordable and in the right location. However, in the age of austerity, all three emergency services in Wiltshire are looking at rationalising their estates and opportunities for co-location with other service providers.

Police

- 11.34 Funding for Wiltshire Police comes mainly from central government and the council tax precept. Cuts to central government grants and a council tax freeze have meant that savings of £16 million have to be made up to 2014/15. The Wiltshire Police revenue budget for 2013/14 is £106.694 million. This is a reduction on the level of funding received in 2012/13 (£107.352 million). With the need to finance inflation and other non-avoidable costs, the required savings, or funding gap, for 2013/14 is £4.107 million.
- 11.35 Wiltshire Police has not expressed an interest in receiving developer contributions through Section 106 or CIL. The strategic partnership between Wiltshire Police and the council and the inclusion of neighbourhood policing teams and other police services within the council's campus developments means that infrastructure requirements for the police service will be funded through the council's campus and operational delivery capital programme.

Ambulance

- 11.36 The South West Ambulance Service (SWAS) had a £1.878 million surplus in 2012-13 against a planned surplus of £1.5 million. The main source of income for the South Western Ambulance Service comes from the local NHS commissioning contracts for the provision of the following services:
- 999 A&E (78% of SWAS income for 2013/14);
 - Patient Transport Services (PTS) (5.1%), and
 - Urgent care services, i.e. out of hours (7.8%) and NHS 111 (1.5%).

- 11.37 Although SWAS does not currently seek developer contributions, nor has it expressed an interest in CIL funding, its [Strategic Plan 2013-14](#) identifies being able to identify additional sources of income as a key factor in securing value for money.

Fire and rescue

- 11.38 The Wiltshire Fire and Rescue Service Medium Term Financial Strategy 2011/12 to 2014/15 highlighted potential budget shortfalls between 2012 and 2015 totalling £1.4m. The fire and rescue service receives funding from central government (40%) and council tax (60%), plus other minor income sources. Other sources of finance include direct revenue financing and borrowing. Its capital programme for 2013/14 of £2.883 million will be funded by capital grant (£0.868 million), use of reserves/ funds set aside (£0.330 million) and borrowing (£1.6 million). Capital expenditure of at least £3m is likely to be required each year for the foreseeable future.
- 11.39 The fire and rescue service has expressed an interest in receiving funding from Section 106 and CIL. Where there are site-specific infrastructure requirements for fire and rescue service provision, for example the provision of fire hydrants and water supplied for fire fighting, funding for this is likely to be sought through Section 106 agreements. It is likely that contributions towards strategic fire and rescue service provision, for example new or refurbished stations, would be sought through CIL once a need has been identified.

Risk and contingency

- 11.40 The provision of emergency services is classified as essential infrastructure in Core Policy 3 and is necessary to support new development. However the timing and phasing of the infrastructure is flexible and it does not have to be in place as development commences.
- 11.41 The risk to the provision of emergency services relates to lack of funding and lack of suitable site for provision of joint services.
- 11.42 The lack of provision of emergency services can put development at risk, it also puts at risk the core strategies policies to deliver essential infrastructure to support new development.
- 11.43 Where there is a lack of available funding or sites for provision of emergency facilities, alternatives should be sought to provide the essential infrastructure required to support new development. Without the provision of essential infrastructure the delivery of the sites set out in the Core Strategy could be put at risk.

12. Community facilities

Context

- 12.1 Community facilities are an important part of creating sustainable and successful communities.
- 12.2 The provision of community facilities would help to deliver the following strategic objectives and core policies:
- Strategic objective 4: helping to build resilient communities
 - Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities
 - Core Policy 3: Infrastructure requirements
 - Core Policy 52: Green Infrastructure (allotments)

Public conveniences

- 12.3 The council provides a number of public toilets in town centres and is responsible for cleaning and maintenance.
- 12.4 Disabled toilet facilities are available at ten sites using the national key scheme operated by RADAR the disability network.

Table 11 Public toilet facilities in Wiltshire

Site details	Open	Disabled	Baby Change
Amesbury - The Centre/Salisbury Street	24hrs	Y	N
Bradford on Avon - St Margaret's	daytime hours	Y	Y
Bradford on Avon - Station Car Park	daytime hours	Y	Y
Bradford on Avon Cemetery - Holt Road	24hrs	N	N
Calne - The Pipin	daytime hours	Y	N
Castle Combe - The Street, Castle Combe	daytime hours	Y	Y
Chippenham - Borough Parade	daytime hours	Y	Y
Chippenham - Bath Road	daytime hours	Y	Y
Chippenham - Monkton Park	daytime hours	Y	Y
Corsham - Newland Road	daytime hours	N	N
Cricklade - High Street	daytime hours	Y	N
Devizes - West Central Car Park, Devizes G, L, D + 24hr & external unisex	24hrs	Y	Y
Devizes - The Green - 2 cubicles	24hrs	Y	Y

Devizes - Wharf Barge disposal unit, Devizes	daytime hours	N	N
Downton - The Borough	24hrs	Y	N
Marlborough - George Lane	24hrs	Y	N
Melksham - Town Square	daytime hours	Y	Y
Melksham - Bath Road	daytime hours	Y	Y
Melksham - Church Street	daytime hours	Y	Y
Melksham Cemetery	24hrs	N	N
Mere - Salisbury Street	24hrs	Y	Y
Salisbury - Central Car Park	daytime hours	Y	Y
Salisbury - Market Square	24hrs	Y	Y
Salisbury - Culver Street	daytime hours	Y	N
Salisbury - Coach Station, Salisbury	24hrs	Y	Y
Tisbury - The Avenue	daytime hours	Y	N
Trowbridge Park	daytime hours	Y	Y
Trowbridge Cemetery - Wyke Road	daytime hours	N	N
Warminster - Warminster Park	daytime hours	Y	Y
Warminster - Central Car Park	daytime hours	Y	Y
Warminster Cemetery - Pine Lawns	24hrs	N	N
Westbury - Warminster Road	daytime hours	Y	Y
Westbury - High Street	daytime hours	Y	Y
Westbury Cemetery - Bratton Road	24hrs	N	N
Wilton - Market Place	daytime hours	Y	N
Royal Wootton Bassett - Boroughfields	daytime hours	Y	Y

12.5 Salisbury City Council is responsible for seven public toilet facilities in the city.

12.6 Responsibility for a number of public services, including public conveniences, has been delegated to town and parish councils.

Burial and cremation

12.7 The council has a statutory duty to provide cemeteries but the provision of crematoria is optional.

12.8 The council currently manages and maintains seven cemeteries, mainly in the west of the county, at:

- Bradford on Avon;

- Hilperton;
- Holt;
- Melksham;
- Trowbridge;
- Warminster, and
- Westbury.

12.9 Devizes and Corsham Town Councils manage Devizes and Ladbroke Lane cemeteries respectively. Salisbury City Council is responsible for Devizes Road and London Road cemeteries and Salisbury Crematorium. There is a privately run crematorium, the West Wiltshire Crematorium, in Semington, near Trowbridge. In Tidworth, there is also a military cemetery.

Allotments

12.10 Local allotments already play an important recreation role for many people. However, their role could be enhanced through recognising their wider potential social, environmental, health and community benefits.

12.11 The council administers five allotment sites in the west of the county, covering the towns of Trowbridge and Bradford on Avon. These are:

- Mornington Gardens, Bradford Road, Trowbridge (55 plots, with water and parking);
- Home Close Farm, Dursley Road, Trowbridge (38 plots, with water and parking);
- New Southwick, Frome Road, Trowbridge (59 plots, with water and parking);
- Shoulder of Mutton, Avonfield Avenue, Bradford on Avon (8 plots), and
- Frome Road, Bradford on Avon (12 plots).

12.12 All of the allotment sites having waiting lists.

12.13 A number of other sites are operated by various organisations, including town and parish councils.

Community campus schemes

12.14 Wiltshire Council is working with local communities to develop proposals for community campuses around the county. They will be new or existing buildings where people can access a range of local services and facilities in one place. In addition to sport and leisure facilities, which are covered in a separate chapter, community campuses may include the following community facilities:

- Community space;
- Community IT;
- Catering and personal care facilities for disabled users;
- Libraries, and
- Youth services.

12.15 The aim of community campuses is to make maximum and effective use of the council's buildings and provide flexible and accessible community facilities. Campuses will also create an opportunity for a variety of organisations providing community services and facilities to work with the council and benefit from better

service delivery at lower cost and, thus, more sustainable service provision in the future.

Identifying infrastructure requirements

Public conveniences

12.16 The [British Toilet Association](#) recommend that local authorities should provide a minimum of 1 toilet cubicle per 550 women and female children, and one toilet cubicle or one urinal per 1100 men. A minimum of one unisex cubicle for use by people with disabilities per 10,000 population and one unisex nappy changing facility per 10,000 population should be provided. At least two disabled toilet cubicles should be provided as a minimum in all locations.

12.17 In determining where to locate public toilets, particular considerations should include:

- Potential toilet hotspots - location of shops, pubs, hot food takeaways, clubs, bus stops, places of worship;
- Population in an area – consider commuters, tourists and visitors, as well as residents;
- Distance to public toilets – within a 500m radius or much less within a high density town centre, and
- Town centres – places where people are likely to remain for more than two hours at a time.

12.18 The need for more public toilets will increase because of:

- An ageing population;
- Increasing tourism;
- Local plan policies, for example those that emphasis self-containment of settlements and the need to reduce out-commuting and protection of community facilities.

12.19 Other local authorities have adopted standards of provision for public toilets. For example, Medway Council requires a ratio of 1 public toilet for every 3,750 households⁴².

Burial and cremation

12.20 The council has identified the need to extend cemetery provision in Melksham, Bradford on Avon, Corsham, Purton and Warminster. New cemeteries are needed in Amesbury, Chippenham, Salisbury, Trowbridge and Calne.

12.21 PPG17 states that *“every individual cemetery has a finite capacity and therefore there is steady need for more of them. Indeed, many areas face a shortage of ground for burials. The need for graves, for all religious faiths, can be calculated from population estimates, coupled with details of the average proportion of deaths which result in a burial, and converted into a quantitative population-based provision standard.”* This does not relate to a quantitative hectare per 1,000 population requirement.

12.22 There has been a long term trend towards cremation that has reduced the need to provide cemetery space. [The Cremation Society of Great Britain](#) indicates that around 75% of all deaths result in cremation.

⁴² Medway Council, *Guide to Developer Contributions Supplementary Planning Document*, May 2008, page 102.

Allotments

- 12.23 The council has identified a need for allotment provision in the Bradford on Avon, Chippenham, Marlborough, Salisbury, Warminster and Westbury. There is also a lack of allotments in the more rural settlements.
- 12.24 There is a need for a local standard to guide the provision of allotments in the district from the standpoint of both quality and quantity.
- 12.25 The council uses interim open space standards for the provision of allotments, which also includes community gardens and city (urban farms). The quantity standard is 0.3ha per 1000 people, with a minimum size of four allotments. The accessibility (catchment distance) criteria is 600m and the quality criteria is local standard and fully serviced.
- 12.26 Allotment provision was identified in the Green Infrastructure Topic Paper 11 supporting the Wiltshire Core Strategy as a priority to be supported by the open space standards. There are no national standards in place for allotment provision and, therefore, standards from other local authorities and, where in place, the former district councils have been used to develop local standards of provision.

Community campus schemes

- 12.27 Community campuses will be developed through input from local people to ensure each campus is as individual as the community it serves. What a campus will look like, what services will be provided, or where it will go, will be community led and subject to extensive consultation with local people and partners.

Calculating the cost

Public conveniences

- 12.28 It is expensive to install and maintain public toilets. An automatic toilet typically costs £70,000, plus connections to the services and a maintenance cost of up to £15,000 per year. A stand-alone semi-automatic toilets, where access is controlled within set times, costs £45,000, plus connections to the services and maintenance. The traditional toilet block, a standard block with four women's cubicles, one man's cubicle plus urinals and a cubicle compliant with the Disability Discrimination Act is the, is the cheapest option at around £140,000, plus connections to services. The costs of bringing services to the toilets can cost as much as £30,000, depending on their proximity to the sewerage system and to water and electricity supplies⁴³.
- 12.29 Other local authorities have adopted standard charges for public toilets. For example, Medway Council estimate that the typical annual spend for maintaining, repairing and refurbishing each toilet for a 10 year period amounts to £50,000 per toilet and works out at £13.33 per household⁴⁴.

⁴³ House of Commons, Communities and Local Government, [*The Provision of Public Toilets: Twelfth Report of Session 2007-08. Report, together with formal minutes, oral and written evidence*](#), October 2008, page 11.

⁴⁴ Medway Council, *Guide to Developer Contributions Supplementary Planning Document*, May 2008, page 103.

Burial and cremation

- 12.30 The council uses a local standard for costing the provision of cemeteries, based on professional judgement and past experience, of £41.65 per sqm. A typical cemetery scheme of 0.5 ha/ 5000m² is likely to cost around £208,000.

Allotments

- 12.31 The council uses a local standard for costing the provision of allotments, based on professional judgement and past experience, of £42.54 per sqm. A typical allotment scheme of 0.5ha/ 5000m² is likely to cost around £213,000.

Community campus schemes

- 12.32 In the long-term, a single site campus facility offers significant financial savings but the exact detail of the business case for each campus will not be possible to develop until the design and planning stage of the building and the location is identified.

Funding and delivery

- 12.33 Core Policy 3 prioritises community facilities as place-shaping infrastructure. Community facilities are needed in order to build sustainable communities but timing is not critical over the plan period. Community facilities need to be front-loaded in the phasing process to ensure that they are available when required by the new population. However, new community facilities need a critical mass of people in order for them to be economically viable. With a lead in time of two years to design and build a community facility, they could be provided midway through the delivery of future developments.
- 12.34 The main risks to delivery of community facilities are lack of funding, due to budget cuts affecting many council services, and difficulty finding an appropriate site. Community facilities are operated by a variety of providers, including the local authority, community groups and town/ parish councils. While the latter have the ability to provide funding through borrowing and council tax precepts, it is likely that the majority of funding will come from developer contributions. Other potential sources of funding for community facilities include:
- Reaching communities programme;
 - Big lottery funding, and
 - DCSF new youth facilities funding.

Public conveniences

- 12.35 Local authorities can charge for public toilets under the Public Health Act 1936. The Sex Discrimination Act (Amendment) Regulations 2008 enabled local authorities to charge for all public toilets, not just those with cubicles.

Burial and cremation

- 12.36 New cemetery provision is likely to be delivered and funded by the council, town/ parish councils and developers. The maintenance of allotments falls to the council or town/ parish councils.

Allotments

- 12.37 New allotment provision is likely to be delivered and funded by the council, town/ parish councils and developers. The maintenance of allotments falls to the council or town/ parish councils.

Community campus schemes

- 12.38 Community campuses will be funded through the council's capital spending programme. Existing facilities will remain open until new campus facilities are available. Funding from the capital programme has been committed to the first tranches of campus projects, including Melksham, and has been programmed into council spend over the relevant financial period to ensure that the project can be completed.
- 12.39 The campus schemes will be delivered by a Shadow Community Operations Board for each scheme. A Shadow Community Operations Board (Shadow COB) is a group of community representatives, determined by the Area Board and working under the auspices of the Area Board, who will influence, recommend and consider the detail of the emerging campus facilities both in terms of how they are designed and how they will operate on a day to day basis. The Shadow COB have a key role in representing the views of and consulting with the local community about campus proposals.

Risk and contingency

- 12.40 Community facilities are categorised as 'place shaping infrastructure' which means they are not essential to the development commencing but should be provided to support the development and provide resilient communities in line with the objectives of the Core Strategy.
- 12.41 The main risk to providing community facilities is a lack of available funding. Where this is not available contingency planning for alternative funding sources should be sought.
- 12.42 Without the provision of the required community facilities, the core strategy may fail to deliver its policies including for example CP49 'protection of services and community facilities' and the delivery of Core Policy 3 to provide infrastructure to support development.

13. Cultural facilities

Context

- 13.1 Community facilities are an important part of creating sustainable and successful communities.
- 13.2 The provision of adequate cultural infrastructure is essential to the creation of truly sustainable communities. Culture and the arts are able to bring people together, and create links between different communities, and encourage people to feel a sense of pride and belonging in their local areas. Space for culture and the arts play a vital role in social and economic regeneration⁴⁵.
- 13.3 The Department of Communities and Local Government regard delivering sufficient community and cultural facilities and services to meet local needs as one of the core principles of the planning system (NPPF March 2012, para. 17).
- 13.4 Most cultural facilities are publicly owned, managed or regularly funded and supported by local authorities or Arts Council England. They do not include major commercial facilities. The main types are:
- Public libraries;
 - Public archives;
 - Arts space;
 - Museums, and
 - Art and design in the public realm.

Public libraries

- 13.5 Local authorities have a statutory duty to provide a public library service.
- 13.6 Public libraries sit at the heart of their communities and are in a strong position to reach all parts of the local community and provide a gateway to the full range of council services. Libraries are inclusive and reach people of all ages, interests and circumstances. There is a need for high quality, low cost, customer focused services delivered in partnership and close liaison with local communities. Libraries provide free access to the Internet and a suite of online information resources.
- 13.7 There are 31 public libraries in Wiltshire, four mobile libraries and one specialist service to a residential home.
- 13.8 Library service provision is guided by the following plans and strategies:
- *Public Libraries and Museums Act*, (1964);
 - Department for Culture, Media and Sport, *Comprehensive, Efficient and Modern Public Libraries – Standards and Assessment*, (2001);
 - CABI, *Better Public Libraries*, (2006);
 - Museums, Libraries and Archives Council, *Public Libraries, Archives and New Development: A Standard Charge Approach*, (2008);

⁴⁵ Professor Martin J Elson, *The Community Infrastructure Levy: advice note for culture, arts and planning professionals*, April 2012, page 2.

- Arts Council England, *Corporate Infrastructure Levy advice notes for culture, arts and planning professionals*, (2012).

Public archives

- 13.9 The Local Government Act 1972 and the Public Records Act 1958 require local authorities to make proper arrangements for documents and records. Archives are a growing community resource. They are used for local and family history and for developing community identity.
- 13.10 Public archives usually consist of a main storage facility with space for users to consult archive material. Most archive facilities have seminar space and dedicated areas for use by visiting groups. As the population increases, as do the needs for space to consult archive documents, as well as information and communications technology for remote access.

Arts space

- 13.11 Arts space consists of:
- Galleries;
 - Multi use arts venues and theatres, and
 - Production, rehearsal and education space for the arts.
- 13.12 The provision of arts facilities is likely to involve:
- New buildings, extensions and reconfigurations of site layouts;
 - Reorganisation of internal space, and
 - Space for production, education and rehearsal uses.

Museums

- 13.13 Museums showcase local experience and history and encourage a shared sense of community, identity and understanding. They are also important in economic development, attracting visitors and helping to generate income.
- 13.14 New museums are unlikely. If this does happen then it is more likely to be a co-located facility. Instead, provision is likely to include:
- Extensions;
 - Reorganisation of internal space, and
 - Access improvements.
- 13.15 Population growth will lead to an increased number of visits and a need for greater access. There will need to be more space for display, storage, learning and education spaces for local schools and communities.

Art and design in the public realm

- 13.16 Art and design in the public realm need not be too formal, permanent, monumental or object-based. It can be part of social, community and cultural investment in new developments, the design and use of education, healthcare, residential and public spaces. There is no single definition of art and design.

- 13.17 In whatever form, it has one consistent quality: it is site-specific and relates to the context or use of a particular site or location within the public realm. Art and Design in the Public Realm is a recognised, integral part of design quality to add value to a development.

Identifying infrastructure requirements

- 13.18 The Arts Council and the Museums, Libraries and Archives Council have researched the expected space and building cost implications of population growth for arts and culture provision. The recommended space standards and associated costs have been published on the [culture and sport planning toolkit website](#).

Public libraries

- 13.19 The 'Public Libraries, Archives and New Development: A Standard Charge Approach' document, produced by the Museums, Libraries and Archives Council (June 2008), suggests a spatial requirement of 30sqm/ 1000 occupants. Provision does not need to be a building to fulfil obligations under the Museums, Libraries and Archives Council. The Town and Country Planning Association Cultural and Planning Toolkit also recommend a standard of 30 sqm per 1000 people. Generally, libraries are between 300 and 400 sqm.
- 13.20 Libraries have to meet a number of National Library Standards. Additional development will have a direct impact on some of these standards. Those likely to be affected include:
- 88% of the population to live within 1 mile of a static library;
 - 100% of the population to live within 2 miles of a static library (The Department for Culture, media and Sport will take into account mobile library provision, although the council is required to work towards these standards);
 - The provision of 6 electronic workstations per 10,000 population, and
 - The provision of 216 new items of stock added per year per 1,000 population.
- 13.21 The priority for the library service is a central location for a library building. Transport infrastructure is also important. No settlements are large enough, nor are they likely to be over the next 20 years, to have a central library plus smaller, satellite branches.
- 13.22 Library facilities are likely to be a key component of Community Campus schemes. The Corsham Campus, for example, will involve the relocation of the existing library facilities into the planned development. Similarly, the Melksham Campus will see the relocation of the existing library, including an improved IT suite for community internet access. Trowbridge library has been incorporated into the refurbishment of County Hall.
- 13.23 The impact of development for libraries is as much about levels of business and the need to ensure libraries which are being integrated with campuses have the space/ equipment to work with increased populations. Those that are not may require some refurbishment or new shelving to help us make the best of space available (a larger space but not in a central site like a High Street might not be as desirable). There would also be one off capital costs for increasing stock levels to meet the needs of expanding communities. The library service responds to the needs of the whole community, and an increase in population, which could be substantial, will impact on the levels of service.

Public archives

- 13.24 The suggested Arts Council England standard for the provision of public archives is 6sqm per 1000 occupants.

Arts space

- 13.25 The suggested Arts Council England standard for the provision of arts space is 45 sqm per 1000 occupants.

Museums

- 13.26 The suggested Arts Council England standard for the provision of museum space is 28 sqm per 1000 occupants.

Art and design in the public realm

- 13.27 Wiltshire Council will encourage developers to look at an integrated approach to art and design, to achieve overall design quality in architectural and landscape terms by involving artists in the design process from the earliest stage rather than being commissioned to make a number of features to be added to and placed around a particular development site.
- 13.28 For smaller schemes, discussion should be held at an early stage with arts, community, legal and planning service divisions of the council to determine the viability of a defined sum towards a creative arts programme as part of community engagement directly related to a proposed development.
- 13.29 For development proposals with significant impact, art and design should be considered carefully and integrally at an early planning stage. An Art and Design Strategy researched by a professional, recommended creative artist and/or adviser, should be part of pre-application discussions to be submitted as part of a planning application.

Calculating the cost

Public libraries

- 13.30 The cost of extra library service provision to meet the needs of new development is based on national standards developed by the Museums, Libraries and Archives Council (MLA) and the Arts Council England (ACE). Local standards are also used, based upon professional judgement and past experience.
- 13.30 For refurbishment of existing buildings, the MCA/ ACE benchmark charge of £105 per person in new dwellings is used to calculate the cost. The population is calculated as 1.62 times the number of dwellings. For a new library, the estimated cost would be £105 per head of the population of the settlement. Where increases in bookstock are required, generally in areas with little development activity, the cost of service provision is estimated based on £20 per person in new dwellings.

Public archives

- 13.31 The MCA/ ACE benchmark charge of £22 per person in new dwellings is used to calculate the cost.

Arts space

- 13.32 The MCA/ ACE benchmark charge of £141 per person in new dwellings is used to calculate the cost.

Museums

- 13.33 The MCA/ ACE benchmark charge of £91 per person in new dwelling is used to calculate the cost.

Art and design in the public realm

- 13.34 Provision of art and design in the public realm is based on a local standard of £300 per new dwelling and £3 per sqm of non-residential/ commercial developments.
- 13.35 For art and design in the public realm schemes up to £40,000, the developer will commute the sum to the council's arts service to manage the art and design process and programme. For schemes over £40,000, the developers will manage the art and design process and programme in consultation with and be agreed by the council's arts service.
- 13.36 The planning and cost of maintenance and decommissioning of art works must be considered. It is expected that part of the contribution made to art and design in the public realm must be set aside for this for a period of maintenance of up to 15 years. This will vary from site to site depending on the work and materials used and negotiated for each development.

Funding and delivery

- 13.37 Core Policy 3 prioritises cultural facilities as place-shaping infrastructure. Cultural facilities are needed in order to build sustainable communities but timing is not critical over the plan period.
- 13.38 The main risk to delivery of cultural facilities is lack of funding due to budget cuts affecting many council services.
- 13.39 There is a growing trend towards shared or multi-use facilities. These include flexible multi use arts venues and arts space within educational establishments, wider civic complexes or local community facilities.
- 13.40 There is a range of potential funding sources for cultural facilities, including:
- Local authority capital budgets;
 - The New Homes Bonus;
 - Lottery funding;
 - The proceeds of land sales, and
 - The proceeds of locally-retained business rates.
- 13.41 Developer contributions are only likely to form part of the funding for cultural facilities. Cultural facilities are likely to fall under CIL because many are strategic, serving catchments and areas larger than most development sites.

- 13.42 There may be some instances where cultural facilities may be secured through Section 106 agreements. For example, transfers of land or on-site provision of public art or on-site libraries or theatres as part of a larger housing development or commercial development involving the refurbishment or replacement of a central library or theatre on-site.
- 13.43 Culture and arts organisations would need to be involved in the delivery of cultural facilities. This is important where major growth is being planned and where there are sub-regional and cross boundary partnerships.
- 13.44 The council would delivery smaller art and design in the public realm schemes (up to £40,000), while developers would be expected to deliver larger schemes in consultation with and agreed by the council.

Public libraries

- 13.45 Libraries are operated and funded by Wiltshire Council. However, libraries would look to developer contributions, e.g. the Community Infrastructure Levy (CIL), for funding wherever possible.

Risk and contingency

- 13.46 Cultural facilities are considered 'place shaping' infrastructure under Core Policy 3. This means they should be in place to support the development, but their exact timing does not affect the delivery of the development.
- 13.47 The main risk to the delivery of cultural facilities, is a lack of funding. Where funding is not available alternative funding sources should be sought, and bids made to seek funding to support the implementation of cultural facilities.
- 13.48 Without the implementation of cultural facilities the policies of the core strategy may not be delivered. In particular this relates to Core Policy 3 and the delivery of infrastructure to support development, additionally the delivery of Strategic Objective 4 and helping to build resilient communities.

14. Rural facilities

Context

- 14.1 Wiltshire is a rural county, with a network of market towns, including the City of , which provide services for the surrounding rural areas and are the focus for the commercial and cultural life of the county.
- 14.2 However, there has been a decline in rural facilities, which has led to increasing social exclusion as a result of isolation from essential services and facilities and greater reliance on the private car.
- 14.3 As part of meeting the strategic objective to help build resilient communities, the core strategy aims to improve access to essential services and local facilities in rural areas.
- 14.4 The provision of community facilities in rural areas will help to deliver the following strategic objectives and core policies:
- Strategic objective 4: helping to build resilient communities
 - Strategic objective 6: to ensure that infrastructure is in place to support communities
 - Core Policy 3: Infrastructure requirements
 - Core Policy 48: Supporting rural life
 - Core Policy 49: Protection of services and community facilities
- 14.5 The Rural Facilities Survey assesses the provision of certain types of community facilities in rural settlements. This consists of 239 settlements, generally with a population of fewer than 2,500 but excludes villages that are contiguous with a larger settlement. The survey is undertaken roughly every three years and the latest took place in 2012. It focuses on the following types of community services:
- Journey-to-work public transport;
 - Primary school;
 - Church/ place of worship;
 - Hall where community activities can take place;
 - Food shop (general or specialist);
 - Post office;
 - Pub;
 - Recreation field;
 - Commercial services;
 - Mobile services;
 - Sports and recreation facilities;
 - Transport services;
 - Library services;
 - Recycling services, and
 - Health services.
- 14.6 Transport, education, sports, library, recycling and health provision have all been covered elsewhere in the IDP. However, this section focuses on these services in the rural context.

Places of worship

- 14.7 Traditional church buildings form the majority of places of worship in rural settlements, with 306 out of the 328 places of worship being churches. 80% of settlements surveyed in the RFS contained a place of worship. There has been a slight reduction in the number of places of worship since 1976. However, a place of worship was the most prevalent service available and, when compared with the previous RFS in 2008, there has been a small increase in numbers.

Community halls

- 14.8 Community halls include village, school and church halls, all of which are often available for evening classes and community events. 67% of the surveyed settlements contained a hall available to the public. In total, 318 community halls were recorded. 24 settlements have 3 or more community halls. There has been a small increase in the number of community halls since 1976.

Shops

- 14.9 Overall, 27% of rural settlements in Wiltshire have a general food shop. The RFS recorded 102 general food shops between 88 of the surveyed settlements. This figure includes mixed businesses, such as a local petrol station or Post Office selling a range of basic foods. The number of settlements with a general shop has remained the same since the previous RFS in 2008. However, since 1976 there has been a considerable decline in the number of general stores.

Post offices

- 14.10 Only 23% of settlements surveyed in the RFS have post offices. 18 have independent post offices and 62 are linked with another business, typically a general shop. Eight settlements have a non-standard form of delivery of Post Office services. For example, Post Office services are available at Horningsham village hall on a Thursday afternoon. The presence of a Post Office service in settlements surveyed has remained at the same level since the previous RFS in 2008. However, a Post Office service was the least prevalent service available and had the lowest presence in the smaller rural settlements of any of the facilities surveyed. Since 1976, there has been a dramatic decline in the number of post offices in rural Wiltshire.

Pubs

- 14.11 There are pubs in 64% of the settlements surveyed in the RFS, with eight settlements having more than three pubs. There has been a slight reduction in the number of pubs since 1976. However, the presence of pubs in settlements surveyed has remained at the same level since the previous RFS in 2008.

Petrol filling stations

- 14.12 Only 9% of settlements have a petrol filling station. Many of these offer other services such as food, sweets and repairs. The number of petrol filling stations has reduced in prevalence since 1976.

Cash machines (ATMs)/ banks

- 14.13 In 2001, banks disappeared completely from rural settlements in Wiltshire. The provision of banking services is now through call centres and online banking. Cash machines and card payments through many rural shops have increased in importance for rural communities. Cash withdrawals and other banking services can also be accessed at Post Office branches.
- 14.14 There are 45 cash machines in 35 of the surveyed settlements. Of these, 16 do not charge but, where there are charges, these range from £1 to £2.50. This does not include the ability to access funds through Post Office branches because these have more restrictive opening times.

Other commercial services

- 14.15 These include the following:
- Food – e.g. fish and chip shops and other take-aways, cafes and restaurants;
 - Garages – e.g. independent workshops not allied to a petrol filling station;
 - Professional services – e.g. solicitors, dentists, vets and chiropractors, and
 - Service trades – e.g. hairdressers, video hire and electric repairs, dressmakers and photocopying/ printing services
- 14.16 66% of rural settlements have at least one commercial service, with a total of 708 commercial services. This is an increase since 2008, where 54% of settlements had at least one commercial service, with a then total of 638 commercial services.
- 14.17 The number of settlements with at least one commercial services had been increasing for many years but, since 2008, has decreased considerably.

Mobile services

- 14.18 These include facilities regularly brought to a given settlement and a very wide range of goods and services are provided on this basis. For instance:
- Basic foods, e.g. fruit, vegetables, meat, fish and bread;
 - Supplementary foods, e.g. fish and chips, frozen foods and soft drinks;
 - Services, e.g. video hire, laundry, pet food, newspaper and fuel deliveries, and
 - Supermarket delivery.
- 14.19 61% of settlements are visited by at least one mobile service, with 12 settlements visited by more than seven. Delivery services offered by large food stores and supermarkets could be the most widely spread service available to the rural settlements of Wiltshire.
- 14.20 The number of settlements with at least one mobile service had been increasing for many years but, since 2008, has declined considerably.

Sport and leisure

- 14.21 47% of settlements have at least one recreation field, with a total number of 170 recreation fields. The number of recreation fields has fluctuated since 1976, with a period of decline in the mid-1980s to mid-1990s, but, since 2008, number have increased slightly.

- 14.22 32% of settlements have outdoor sports pitches, with a total of 165 outdoor sports pitches. 30% of settlements have at least one indoor sports facility, with a total of 116 indoor sports facilities. 34 settlements have a special outdoor facility, such as a tennis court, a fishing area or a golf course, with a total of 41 'special facilities'. The number of outdoor sports pitches and indoor sports facilities has also slightly increased since 2008.
- 14.23 56% of settlements have a children's play area, with a total of 225 children's play areas. The number of children's play areas has increased since 1989, when the RFS first started fully recording children's facilities.
- 14.24 69% of settlements have clubs and social organisations, with a total of 1,648 clubs and social organisations. These cover a wide variety of activities. 57% of settlements have sports and keep fit clubs, with a total of 183 sports and keep fit clubs. Non-sports or keep fit clubs, such as women's institute, gardening clubs or local history societies, were found in 85% of settlements, with a total of 1,047 such clubs. Some are local hobbies; others are branches of regional, national or international organisations. They provide a measure of the vibrancy of community life in Wiltshire.

Transport

- 14.25 Generally, public transport provision has improved since 1989, when the RFS first started recording journey-to-work details. This is because bus routes with more services have risen, whereas routes with just a daily or weekly service have fallen. There are also a number of community transport schemes in operation, with 99% of surveyed settlements having access to at least one of these schemes.

Education and children's facilities

- 14.26 Just over a third of surveyed settlements have a primary school. Three settlements each have two schools. In total, there are 114 primary schools in the surveyed settlements. There has been a considerable decline in the numbers of rural primary schools since 1976. 30% of settlements have a playgroup, with a total number of 104 playgroups. Only 14% of settlements have a nursery, with a total number of 49 nurseries.
- 14.27 The number of nurseries has increased since 1989, when the RFS first started fully recording children's facilities. While the number of primary schools has gradually fallen since 1989, it has risen since 2008. Pre-school playgroups have slightly decreased in number since 2001 but, on the whole, have remained stable.

Libraries

- 14.28 Library services in rural Wiltshire are provided in established library branches and through mobile libraries which visit villages according to a schedule. Library branches exist in six of the surveyed settlements, all larger settlements. Four mobile libraries operate a fortnightly route, providing a service to 68% of the surveyed settlements.

Recycling

- 14.29 Fortnightly recycling collections (including garden waste) provided by the council are available to all settlements. There are 10 large-scale household recycling centres across rural Wiltshire and 25% of settlements contain a mini recycling centre, with a total of 80 mini recycling centres.

Health

- 14.30 Health services include GP surgeries, health clinics and pharmacies, whether independent or associated with a GP surgery. 9% of surveyed settlements have at least one health facility. 8% of settlements have a GP surgery, with a total of 27 GP surgeries. 4% of settlements have a health clinic, with a total of 27 health clinics. Nine of the GP surgeries have a pharmacy on site, with an independent pharmacy present in three settlements. Only three settlements have a dentist surgery. In general, health facilities tend to be in the larger rural settlements. Since 1976, the number of doctor's surgeries, health clinics and pharmacies in rural Wiltshire have experience a general decline. Pharmacies, whilst numbers increased in the early 1990s, have slowly declined in numbers over the last decade.

Calculating infrastructure requirements

- 14.31 Since 1976, there has been a decline in the number of general stores and specialist shops and post offices in rural areas. However, while these stores have increased, mobile services have increased. Large supermarkets can provide a near blanket mobile coverage of the whole rural area.
- 14.32 However, to access these mobile services, there needs to be sufficient broadband and mobile phone coverage. Levels of broadband and mobile phone coverage have not yet reached adequate levels of provision in all rural settlements.
- 4.33 While the majority of new development is being directed at the principal settlements and market towns, a small proportion will take place in villages. The key priorities will be to protect existing services and facilities and focus on innovative ways of funding and providing these schemes in rural areas. For example, community run schemes and amalgamating existing services, such as general stores providing Post Office services. These are the objectives of Core Policies 48 and 49 of the Wiltshire Core Strategy.
- 14.34 The other priority is to improve broadband and mobile phone coverage within rural Wiltshire. Broadband coverage is addressed in a separate chapter but, undoubtedly, will be crucial for the future provision of services and facilities within rural Wiltshire, in addition to ensuring the survival of the rural economy.

Identifying the cost

- 14.35 The disperse nature of settlements within rural Wiltshire is such that no two solutions to delivering services and facilities will be the same. Much will depend on local will and circumstances and, therefore, it is difficult to arrive at generic cost assumptions. However, the emphasis will be upon making savings by amalgamating services. The cost of extending broadband provision to rural areas is covered in a separate chapter.

Funding and delivery

- 14.36 The retention of existing facilities, such as village shops and pubs, will be delivered through more effective planning controls. Core Policy 48, Supporting Rural Life, seeks to deliver rural facilities by supporting:
- Improved access between places and to services;
 - Re-use of redundant agricultural buildings;
 - Community ownership and/ or management of local services and facilities, and
 - New shops in villages.
- 14.37 Core Policy 49, Protection of Services and Community Facilities, seeks to protect existing rural services and facilities.
- 14.38 The responsibility for delivering rural services and facilities is that of the council, local communities and service providers. Monitoring and review of the delivery of rural services and facilities will be undertaken through the Rural Facilities Survey, the Wiltshire Council Business Plan and the Wiltshire Monitoring Framework. This will include indicators such as the number of permissions granted for appropriate conversion and whether the number of facilities in rural settlements is maintained or increased.
- 13.40 Funding for rural facilities is likely to come from the council, town/ parish councils, grants and developer contributions. Town and parish councils may choose to prioritise rural facilities in spending their proportion of the community infrastructure levy.

Risk and contingency

- 13.41 A lack of funding is the main risk to providing rural facilities in Wiltshire. The lack of provision for community services does not support the objectives of the core strategy in building resilient communities. It does not put development at risk but it will impact on the core strategies delivery of its policies such as CP48 'Supporting Rural Life' and CP49 'Protection of services and community facilities'.
- 13.42 When there is a lack of funding alternative funding should be considered, and cross subsidy through development could be considered where appropriate as supported in CP48 to enable community facilities to be retained.

14. Green infrastructure and open space

Context

- 14.1 Wiltshire Council's Countryside Service in partnership with other organisations, individuals and volunteers is responsible for Green Infrastructure across Wiltshire.
- 14.2 Wiltshire is mainly rural and covers approximately 3,255 square kilometres, Wiltshire Council's aim is to protect and conserve Wiltshire's countryside heritage and provide facilities, access and opportunities for people to enjoy. Green Infrastructure is particularly relevant to the housing and economic growth agendas, and to the regeneration of urban areas. It is about development going hand in hand with the protection and enhancement of existing environmental assets and the creation of new ones.
- 14.3 Wiltshire works in partnership with organisations in order to improve the environment for Wiltshire people and wildlife.
- 14.4 There are many different groups working in partnership with Wiltshire to improve Green Infrastructure and Open Space across the county including those below:
- Wiltshire Biodiversity Forum
 - Wiltshire and Berks Canal
 - Cotswolds Canal
 - Kennet and Avon Canal
 - Cranbourne and Chase and West Wiltshire Down AONB
 - North Wessex Downs AONB
 - Cotswold Water Park
 - Great Western Community Forest
 - River Avon Planning Forum
 - Wiltshire Local Access Forum
 - Wiltshire Wildlife Sites Project
 - Wiltshire Environmental Alliance
 - Wiltshire and Swindon Biological Record Centre
 - Upper Thames Heritage project
 - Avebury World Heritage Site

Identifying infrastructure requirements

- 14.5 Areas of improvement and protection have been identified by the Countryside Team through consultation of the Core Strategy and areas where specific works have been identified have been added to the Infrastructure Delivery Plan to seek potential contributions from developers towards these works.
- 14.6 In determining Green Infrastructure provision for major developments, developers will be expected to audit the current provision in and around the development site and prepare a statement demonstrating how this will be retained and enhanced as a result of the development process. A standardised Green Infrastructure Audit template will be developed to assist developer in assessing existing and required provision.

- 14.7 It may also be appropriate to undertake an audit of green infrastructure when a number of smaller developments are planned in a particular area, which could have a cumulative impact on the green infrastructure network. In these circumstances the need for an audit will be considered on a case by case basis.
- 14.8 Alongside the requirement to provide accessible open spaces, appropriate contributions will also be sought towards the delivery of specific green infrastructure projects and initiatives, as set out in the Wiltshire Green Infrastructure Strategy which is currently being developed. Appropriate contributions towards these projects will be determined in line with Core Policy 3, the Infrastructure Delivery Plan, and the Planning Obligations SPD for Wiltshire which will include details of maintenance contributions and costs to be provided by developers.
- 14.9 Interim Open Space Standards have been developed prior to the completion of an open space study in Wiltshire in order to meet the timelines for the production of the Core Strategy. They provide strategic guidance for the provision of open space in Wiltshire. These replace the 4 different sets of standards that were in operation in the former district council's area and will be finalised and incorporated into the Planning Obligations SPD.

Table 12 Interim open space standards (2013)

Open Space Type	Definition	Quantity	Accessibility (threshold/catchment distances)	Quality
Children's equipped play	Provision for children and teenagers including non equipped LAP	0.3 ha per 1000 people Minimum size 100 m ²	Fields in Trust guidelines: (Formerly six acre standard) Local Area for Play (LAP): 100 m Local Equipped Area for Play (LEAP): 400 m Neighbourhood Equipped Area for Play (NEAP): 1000 m In rural settlements i.e. villages, hamlets and not of 'town' or 'city' status this is consolidated: any play area type within 4-600 m.	Fields in Trust Play Value Assessment and Wiltshire Council Play Specification
General recreation area of natural green space	Land of significant recreation function including: country	1.0 ha per 1000 people; including 0.5 ha per 1000 people for children's natural	Areas of less than 2 ha: 300 m Areas of at least	Locally derived standard based on Natural England, NPFA and other

	parks, nature/ecology areas including those associated with water bodies, city parks, Public Open Space (POS), amenity land, Public Rights of Way, canals.	play (minimum size of 2000 m ²)	2 ha: 2 km Areas of greater than 20 ha: 5 km	neighbouring and comparable authorities.
Outdoor sports	(With natural or artificial surfaces and either publicly or privately owned) – including Multi Use Games Areas (MUGAs), tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas, including skateboard parks, outdoor basketball hoops, and other more informal areas.	1.6 ha per 1000 people; including 1.2 ha per 1000 people for sports pitches and 0.4 ha per 1000 people for other outdoor sports areas.	Fields in Trust guidelines: (Formerly six acre standard) Playing pitches: within 1.2 km of all dwellings in major residential areas Other outdoor sports: Athletics: one synthetic track with floodlighting per 250,000 people living within 30 mins drive time (45 mins in rural areas) or proposed location Tennis: community tennis courts within 20 mins travel time (walking in urban areas, by car in rural areas)	Sport England, local standards
Allotments	Allotments, community gardens and city (urban) farms	0.3 ha per 1000 people – (minimum size 4 allotments)		

Funding and delivery

14.10 The standards above will be finalised and will provide guidance for development on how new housing and commercial developments will be required to provide or enhance open spaces for leisure and recreation.

- 14.11 Core Policy 3 prioritises Green Infrastructure and Open Space under 'Place Shaping' Infrastructure. Green Infrastructure and Open Space is important to the delivery of healthy and sustainable communities, but the precise timing and phasing of the implementation of this infrastructure is less critical to development than some of the essential infrastructure and development can commence ahead of its provision.
- 14.12 Core Policy 52 delivery and enhancement of green infrastructure in line with development this also prioritises projects at a County level:
- Cricklade County Way
 - Canal Network continued restoration and enhancement
 - The delivery of Green Infrastructure in the Cotswold Water Park
 - Great Western Community Forest Plan
 - Maintenance and enhancement of existing country parks, and the provision of new country park in strategic locations
 - Improvements to the rights of way networks
 - Development and improvement of sub regional green corridors, including river corridors,
 - Use of SUDs.
- 14.13 Green infrastructure strategy will need to retain the integrity of green infrastructure across administrative boundaries. Much of the strategy will be delivered through project and partnership working at the local county and sub regional levels.
- 14.14 The provision of monitoring will be measured through the IDP and Wiltshire Monitoring Framework.

Calculating the cost

- 14.15 The cost of delivery of Green Infrastructure is dependent on the nature, size, and location of the infrastructure to be provided. In some cases this will come in the form of Green Infrastructure delivery within a development, with associated maintenance costs. Examples of Green Infrastructure projects and their costs are provided in the Appendix 1 of the IDP.

Risk and contingency

- 14.16 Green Infrastructure and Open Space is categorised as 'Place Shaping' infrastructure, and is not essential to development commencing, but should be incorporated into development or improvements outside the site phased provision/improvements made.
- 14.17 The main risks to provision of Green Infrastructure or Open space is a lack of funding, contingency would be to look for alternative funding sources to provide its development.
- 14.18 Without the provision of adequate Green infrastructure and open space the delivery of the policies of the Core Strategy may be affected, particularly in relation to Strategic Objective 5 'Protecting and enhancing the natural, historic, and built environment.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Regeneration.

For further information please visit the following website:

<http://consult.wiltshire.gov.uk/portal>