

New Eastern Villages (NEV): Strategic Transport Schemes

Cabinet

Date: 10th July 2019

Author:	Cabinet Member for Strategic Planning, Cabinet Member for Highways and Environment, and Corporate Director of Communities and Housing
Wards:	Covingham and Dorcan, St Margaret and South Marston, and Ridgeway
Parishes Affected:	Covingham, Stratton St Margaret, South Marston and Wanborough

1. Purpose and Reasons

- 1.1 The purpose of this report is to provide an update on delivery of the strategic transport schemes required to enable sustainable delivery of development at the New Eastern Villages (NEV), to seek budgetary and land assembly approval, and to provide further detail on the scheme programmes in line with grant funding and housing delivery.
- 1.2 Delivery of the NEV is identified in the Council's Priority and Pledges: Priority 1, Pledge 6 (a).

2. Recommendations

Cabinet is recommended to:

- 2.1 Authorise the Director for Communities and Housing, in consultation with the Cabinet Member for Strategic Planning and Cabinet Member for Highways and the Environment, to progress the detailed design and construction for White Hart Junction, Gablecross Junction, Nythe Road Junction, Piccadilly Roundabout and the Southern Connector Road schemes, subject to confirmation of grant funding, as detailed in Section 3;
- 2.2 Authorise the Head of Property Assets, in consultation with the Director for Communities and Housing and the Chief Legal Officer to undertake the necessary land assembly through voluntary and/or Compulsory Purchase of land necessary for the delivery of the White Hart Junction and Gablecross Junction improvement schemes as detailed in paragraphs 3.3 to 3.16;
- 2.3 Approve the budgets detailed at paragraphs 3.31 and 3.32.

3. Detail

- 3.1 On 19 March 2014 Cabinet agreed to;

“Request the Special Committee, on behalf of Council, to approve the Swindon proposed areas of Investment set out in paragraphs 3.11 - 3.13 as items for inclusion in the Swindon and Wiltshire Strategic Economic Plan to be submitted by the Swindon and Wiltshire Local Economic Partnership on 31st March 2014.”

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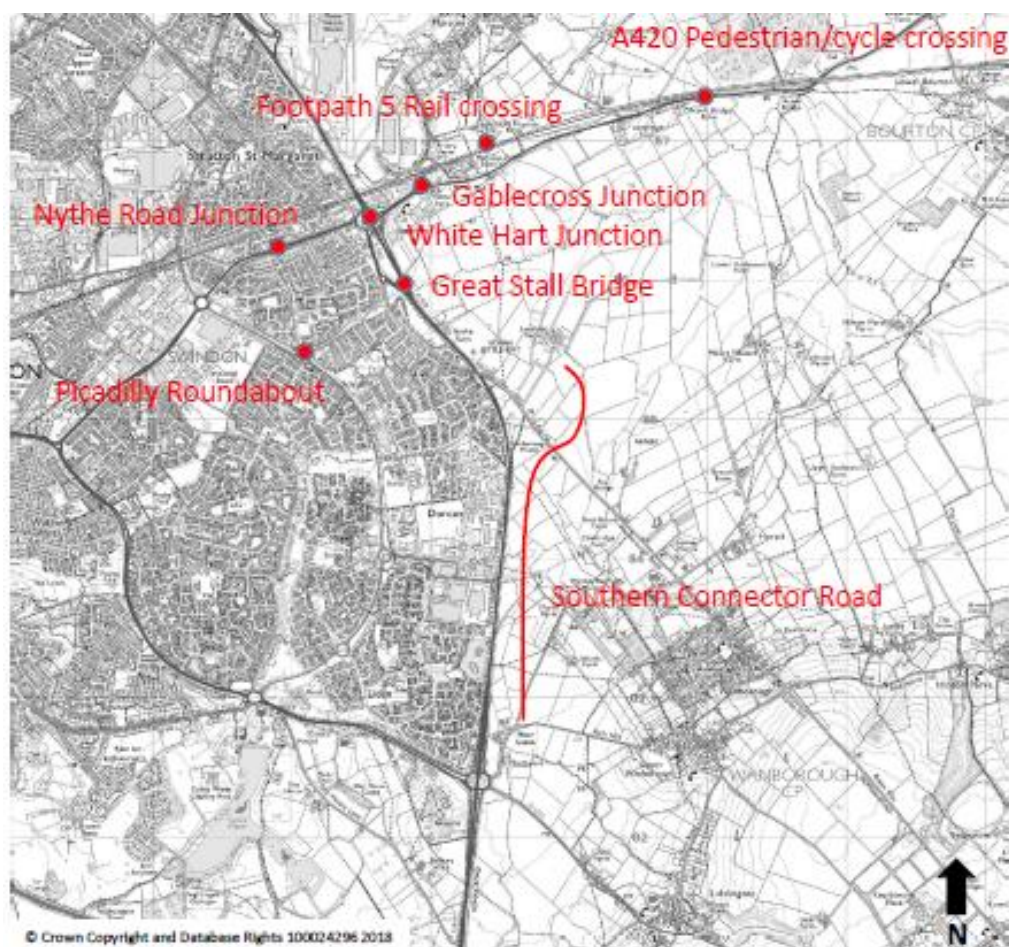
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One of the three proposed areas of investment was 'Eastern Villages', now known as New Eastern Villages (NEV).

3.2 The NEV is the largest of Swindon's New Communities identified in the Swindon Local Plan (March 2015), and one of the largest planned greenfield urban extensions in the country. It is important that development comes forward within a comprehensive strategic framework, including the timely provision of strategic infrastructure including transport improvements, to minimise adverse impacts on local communities. The NEV strategic transport schemes comprise:

- White Hart Junction
- Southern Connector Road
- Gablecross Junction
- West of A419 Transport Package – Nythe Road junction and Piccadilly Roundabout
- Great Stall Bridge
- A420 Pedestrian / Cyclist Crossing (East).

Figure 1: NEV Transport Schemes



Further information on the subject of this report can be obtained from Steve Jorden
Direct Dial Telephone Number (01793) 464377, sjorden@swindon.gov.uk.

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- 3.3 These strategic transport improvements are essential elements of a comprehensive access strategy for the NEV. They are identified in the adopted Swindon Local Plan (March 2015), and the adopted NEV Planning Obligations SPD (October 2016). They are necessary to enable the NEV to come forward to deliver our adopted housing and employment needs, and mitigate the impact of growth on the existing highway network. The transport schemes have been subject to independent examination in public through the Local Plan preparation process, and subsequent public consultation as design work has continued.
- 3.4 A provisional allocation of grant funding through the Local Growth Fund (LGF) has been awarded to deliver the strategic transport improvements (£48.7m); the first scheme funded through LGF has been completed at Greenbridge Roundabout.
- 3.5 The remaining LGF allocation is subject to the submission of Full Business Cases (FBC) to the Department of Transport and the Swindon and Wiltshire Local Enterprise Partnership. The Full Business Case for WHJ is programmed for approval in September 2019; the Full Business Cases for the remaining schemes are programmed for approval in October 2019.
- 3.6 A Housing Infrastructure Fund (HIF) grant has been provisionally awarded for the delivery of the Southern Connector Road (£18.972m). The HIF award is subject to funding clarifications requested by Homes England, and a final decision is expected shortly.
- 3.7 The NEV access strategy also includes additional junctions and multi-modal transport improvements that will be delivered by developers in line with new development, and managed through the development management and financial contribution (S106) framework. These include a junction to the A420 at the Symmetry Park employment site which was completed last year, an access under the railway line to serve Rowborough to the north of the A420, a junction on the A420 in the vicinity of Acorn Bridge to serve Great Stall East and areas to the south of the A420, and an improved access at Redlands.
- 3.8 A location plan of proposed developer interventions on the existing highway network is attached at Appendix 1.

White Hart Junction

- 3.9 White Hart Junction is located 5.7km north of M4 Junction 15, and provides the interchange between the A419 and A420 along with access towards Swindon Town Centre (A4312 Oxford Road), and the residential areas of Stratton (via Ermin Street) and Covingham (via Merlin Way). It includes a flyover for A419 mainline traffic, but is of an unconventional layout. Northbound slip roads (on and off the A419) connect to a separate, smaller roundabout to the south of WHJ, on Merlin Way. This increases travel distances and journey times, especially for traffic accessing the A419 northbound from Swindon. In its current form, the

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White Hart Junction would be unable to cope with the significant increase in travel demand that will be generated by the NEV development and would therefore become a major impediment to road vehicles travelling between the NEV and the rest of Swindon, A419 and the M4 motorway. It requires improvement.

3.10 Preliminary design work has been prioritised for a signalised roundabout at White Hart Junction with detailed design progressed for works associated with Network Rail, as the northern part of the junction crosses the railway line. The key elements of the design are:

- A new northbound on-slip road from White Hart junction onto the A419 replacing the existing unconventional and below-standard on-slip. It will be built to the north of the White Hart roundabout requiring the construction of a new bridge over the railway;
- Widened south-bound off-slip from the A419 onto White Hart Junction;
- Existing entry onto Ermin Street to be closed and replaced by a new priority junction on Oxford Road - this will require Ermin Street to be partially Stopped Up;
- Signalisation of the roundabout;
- Increase in circulatory lanes;
- Retention of the existing footbridge.

3.11 The majority of the scheme will be constructed on existing highway. However, some additional land will need to be acquired to enable the new northbound on-slip and diversion of Ermin Street. Negotiations with landowners are currently ongoing. The Council has been working closely with Network Rail and negotiations have secured weekend overnight possessions from October 2019 to December 2019, a 52 hour possession at Christmas 2019 and subsequent weekend possessions in 2020 for construction of the additional on-slip across the railway line.

3.12 The improvement scheme comprises works for which there is a deemed planning permission under Class A of Part 9 of the General Permitted Development Order.

Gablecross Junction

3.13 Gablecross junction is a four arm roundabout on the A420, with an additional egress from St Margaret's Retail Park. In addition to accommodating A420 through traffic, the junction also provides access to Sainsbury's Supermarket, Swindon Truckstop, St Margaret's Retail Park, South Marston village and Honda Logistics/South Marston via Thornhill Road.

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- 3.14 The Swindon Eastern Villages Transport Study (2011) identified that current capacity is insufficient for forecast NEV traffic and proposed a four arm signal controlled crossroads contained mostly (but not entirely) within the adopted highway boundary. Subsequent analysis of this option identified constraints which may not be catered for in such a scheme: these included current u-turn demands which are generated by the Police Station Headquarters access which does not cater for right turn access to the Police Station Headquarters site, and egress from St Margaret's Retail Park onto the existing Gablecross Roundabout which needed to be addressed without conceding capacity. Accordingly, the signalised roundabout design has been further progressed and subject to public consultation.
- 3.15 In order to provide the required capacity, some additional land is required and negotiations with landowners are currently ongoing. Wiltshire Police has agreed to the principle of land sale. Discussions with Ramheath Properties Ltd (a Sainsburys subsidiary) and Pickering Developments (Sainsburys landlord) are nearing completion. However, land acquisitions costs are currently subject to continued negotiation and this report seeks authority to make a Compulsory Purchase Order (CPO) in parallel with these negotiations to avoid unnecessary delay and manage risk within the delivery programme, in the event that voluntary acquisition is not achievable. A plan showing land to be included in the CPO is attached at Appendix 2.
- 3.16 The improvement scheme comprises works for which there is a deemed planning permission under Class A of Part 9 of the General Permitted Development Order
- Nythe Road Junction and Piccadilly Roundabout
- 3.17 The West of A419 Transport Study (2014) identified concept designs for a series of transport improvements to junctions west of the A419 at Nythe Road / Oxford Road, Piccadilly roundabout and Coate Water roundabout. Design of the Nythe Road / Oxford Road and Piccadilly junctions has been accelerated to ensure delivery prior to March 2021 with preliminary design completed in early 2019. This will ensure reliable journey times along the A420/Oxford Road Corridor in line with improvements at Greenbridge Roundabout (completed in 2017), White Hart Junction and Gablecross Junction. The Coate Water improvements were funded through developer contributions in relation to the Badbury Park development and delivered by the Council. The scheme is designed to accommodate demand from NEV as well as the Badbury Park development.
- Southern Connector Road
- 3.18 The requirement for a link between Commonhead roundabout (A419) and the NEV was identified in the Swindon Eastern Villages Transport Study (2011). Transport modelling has indicated that a 7.3m wide 2-way single carriageway would be technically sufficient to accommodate forecast demand. The feasibility
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of providing a dual carriageway / bus lane was assessed and the additional cost estimated at £10.1 million.

- 3.19 As part of the scheme a footway will be provided on one side and a shared footway / cycleway on the other. The alignment of the road has been defined by a number of factors, most notably highly significant archaeology in the middle and northern sections, areas of flood zone protection, a strategic Thames Water pipeline and a protected corridor retained for the potential future implementation of a canal.
- 3.20 A T-junction and roundabout designs at the Southern Connector Road / Pack Hill junction have been assessed and only a roundabout was shown to provide adequate capacity. At Commonhead roundabout modelling has shown that the existing Pack Hill approach arm has insufficient capacity to accommodate NEV traffic and therefore signalisation of the roundabout is proposed.
- 3.21 The Southern Connector Road / Wanborough Road junction has been designed to minimise rat-running through local villages. The need for traffic calming in surrounding villages will continue to be assessed as development proposals come forward and where necessary, additional mitigation will be provided through developer contributions (£106).
- 3.22 The Southern Connector Road will bisect The Marsh and provide an alternative route between Pack Hill and Wanborough Road. Design options have been assessed and subject to public consultation, and the proposal is to retain access between The Marsh and the Southern Connector Road. Once implemented, the scheme will be monitored.
- 3.23 The majority of the scheme will be delivered on privately-owned land and negotiations with landowners to acquire this land are advanced. In March 2018 Cabinet authorised Officers to make a Compulsory Purchase Order (CPO) to run in parallel with land negotiations as part of a comprehensive land assembly strategy, and a further report detailing the area of land required for a CPO was approved in October 2018. The CPO was made in June 2019, and a planning application submitted on 25th April 2019.
- 3.24 The delivery programme identified in Table 1 is subject to successful award of £18.972m from the HIF programme. A detailed business case has been developed in partnership with Homes England, and funding clarifications requested and addressed. If successful, the HIF grant would reduce the overall requirement for interim Council borrowing. Should HIF not be forthcoming, further analysis of delivery options will be undertaken and reported to Cabinet utilising developer contributions to fund the scheme.

Great Stall Bridge

- 3.25 The Swindon Eastern Villages Transport Study (2011) identified the need for a new link across the A419 to mitigate the impact of the NEV on the existing highway network and to provide connectivity between the new and existing community. The delivery of the bridge must be aligned to the new services and facilities that will be developed as part of the NEV District Centre. Accordingly, construction of the bridge is planned in the period beyond 2021.

A420 Pedestrian / Cyclist Crossing

- 3.26 Additional pedestrian and cyclist crossing opportunities are required to facilitate safe and convenient access from development north of the A420 to the south of the NEV, including the District Centre and Learning Campus.
- 3.27 During 2018 Network Rail constructed a new footbridge over the railway at South Marston. The Council contributed towards design and construction costs to future-proof the bridge and accommodate future requirements of development at the NEV. A second phase of work is to construct 'Equality Act compliant' ramps either side of the bridge to provide improved access. Network Rail were not obliged to these ramps because the bridge replaced a level crossing which was only accessible by foot and they were able to demonstrate other legislation that removed this obligation.
- 3.28 A feasibility study by the Council's transport consultant estimated costs ranging from £1.3m to £2.9m to implement the ramps. Authorisation is required at this stage to proceed with consultation and commission preliminary design of the ramps. Delivery of the ramps will be funded by developer contributions.
- 3.29 The Council's transport consultant is also assessing the feasibility of an additional pedestrian crossing of the A420, east of the junction with Old Vicarage Lane. The purpose of the crossing would be to provide safe routes between the proposed village of Rowborough (north of A420) and the new secondary school campus (south of A420). Two possible locations have been identified which are adjacent to existing agricultural tunnels beneath the railway, and the feasibility study will consider at-grade and grade separated options.

Eastern Access at Rowborough

- 3.30 A new road will be delivered under the railway line in the vicinity of Acorn Bridge as identified on the plan at Appendix 1. This is a site specific requirement to facilitate access from the A420 to development at Rowborough, and will be delivered by developers in line with housing delivery. A provisional allocation of £5m has been made from the Housing Infrastructure Fund; this is subject to funding clarifications with the remaining cost to be funded through developer contributions.

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Delivery Programme and Costs

- 3.31 This report seeks budgetary approval of £72.518m in order to progress with improvement schemes at White Hart Junction, Southern Connector Road, Gablecross Junction, Nythe Road Junction and Piccadilly Roundabout. There is Local Growth Funding of £47.63m available to support this.
- 3.32 In addition approval is required for a budget of £195,000 for design work on Footpath 5 ramps and £26,000 for a feasibility study of an additional A420 Pedestrian / Cyclist crossing. Both are funded from Homes and Communities Agency grant.
- 3.33 The current delivery programme is outlined in Table 1 below:

Table 1: Delivery Programme

Scheme	Start Date	Completion Date
White Hart Junction	October 2019	March 2021
Southern Connector Road*	January 2020	June 2021
Gablecross Junction	January 2020	March 2021
Nythe Road Junction & Piccadilly Roundabout	March 2020	March 2021
Great Stall Bridge	Post 2021	
A420 Pedestrian / Cyclist Crossing	Subject to phased completion of housing at South Marston and Rowborough	

*subject to Housing Infrastructure Fund award of up to £18.972m

- 3.34 Cabinet have previously approved an element of budget in relation to the Local Growth Fund element of each scheme only whilst the full costs were developed. Approval for the full expected scheme cost is now required.
- 3.35 It should be noted that the developer contributions are subject to, and paid in line with, house completion triggers and there is therefore significant risk around both the timing and amount of contributions likely to be received. As costs will be incurred in advance of developer receipts (the vast majority of which are not projected to be payable until 2023/24 to 2028/29) there is a requirement for the Council to fund the schemes from borrowing in the interim period. Based on current projections, there is a borrowing requirement of £21.1m between 20/21 to 22/23 which increases significantly from 23/24 as investment is required in further site infrastructure (schools, local transport and community facilities). Unless alternative funding mechanisms are identified, there is a further borrowing

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requirement of £38.3m between 2023/24 and 2025/26 with debt peaking at £59.4m in 2025/26 before reducing over time as further developer contributions are received from 2026/27.

- 3.36 This report does not seek approval for the period beyond March 2023; it seeks approval for the strategic transport schemes being delivered by the Council. The wider infrastructure necessary for the NEV is being reviewed and will be reported to Cabinet for future approval as part of NEV IDP review in line with the review of the Local Plan. The remaining essential infrastructure identified as necessary to mitigate the impact of development at the NEV including schools, healthcare and green infrastructure is a direct requirement of development and will need to be addressed through the planning development process. The Council's approach will therefore be for Developers to directly deliver these items which will remove the need for Council borrowing.
- 3.37 This approach is in accordance with the Swindon Local Plan (March 2015) and NEV Planning Obligations Supplementary Planning Documents (October 2016).
- 3.38 The following table sets out this position and includes all site infrastructure costs (strategic transport, local transport, health facilities and green infrastructure). Income relates to Local Growth Fund grant and developer contributions. The table excludes the £18.972m grant income subject to a bid through the Housing Infrastructure Fund for the Southern Connector Road as well as the costs of Great Stall Bridge (estimated at £15.2m). The award of Housing Infrastructure Fund grant would reduce borrowing by £18.9m.

Table 2: NEV Infrastructure Assessment

	20/21	21/22	22/23	23/24	24/25	25/26	26/27
	£m	£m	£m	£m	£m	£m	£m
Expenditure	44.9	8.8	13.3	53.3	33.9	26.6	5.5
Income (LGF & Developer)	(28.1)	(3.6)	(14.1)	(23.4)	(27.5)	(24.5)	(30.9)
Annual (Surplus)/Deficit	16.8	5.1	(0.8)	29.9	6.3	2.1	(25.5)
Cumulative (Surplus)/Deficit	16.8	21.9	21.1	50.9	57.3	59.4	33.9
Annual debt charge	0.7	0.9	0.9	2.2	2.4	2.5	1.4
	27/28	28/29	29/30	30/31	31/32	32/33	Total
	£m	£m	£m	£m	£m	£m	£m
Expenditure	5.5	0.6	0.3	0.2	0.1	0.0	192.8
Income (LGF & Developer)	(21.0)	(15.7)	(9.9)	(3.7)	(8.1)	(5.8)	(216.3)
Annual (Surplus)/Deficit	(15.6)	(15.1)	(9.5)	(3.6)	(7.9)	(5.8)	(23.6)
Cumulative (Surplus)/Deficit	18.4	3.3	(6.3)	(9.9)	(17.8)	(23.6)	
Annual debt charge	0.8	0.1	0.0	0.0	0.0	0.0	12.0

Further information on the subject of this report can be obtained from Steve Jorden
Direct Dial Telephone Number (01793) 464377, sjorden@swindon.gov.uk.

4. Alternative Options

- 4.1 The Council could decide not to progress the NEV transport schemes as detailed in this report. However, this would not enable the delivery of about 8,000 homes identified in the Swindon Local Plan and this would exacerbate Swindon's housing, skills and accessibility problems.
- 4.2 Placing additional development pressure on the urban area, risks piecemeal development which does not provide necessary essential infrastructure and community facilities. Further, given the number of planning applications that are being progressed this would risk piecemeal improvements to the highway network which carries reputational and economic risk. Failure to deliver these schemes by March 2021 would also mean releasing the Local Growth Fund allocation of £47.63m to the Swindon and Wiltshire Local Enterprise Partnership for reallocation.

5. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 5.1 Budget approval of £72.518m is required to fund the 4 scheme packages detailed at paragraph 3.31 and 3.32. There is funding available to support this of £47.63m from the LEP through Local Growth Fund grant with the balance due in S106 developer contributions which will become payable based on future house completion triggers.
- 5.2 S106 contributions are projected to be received up to 2032/33 although the majority of these are projected to be paid between 2023/24 and 2028/29. The developer contributions are subject to agreements being reached with developers and housing numbers being built out as expected and there is therefore significant risk and impact on Council finances if these are not received in full, or paid later than expected
- 5.3 In the interim periods before the developer contributions are paid, the Council will be required to fund the gap through borrowing of which £21.1m is estimated as required between 2020/21 and 2022/23 at a revenue cost of around £2.5m over the 3 years. Beyond 2022/23 debt peaks at £59.4m before reducing over time as developer contributions are due to be received. Debt charges from 2023/24 to 2032/33 are estimated at £9.5m (£12m over the whole period from 2020/21 to 2032/33).

Legal and Human Rights Implications

The Compulsory Purchase Order Powers and Process

- 5.4 It is proposed to make a Compulsory Purchase Order under Section 226 (1)(a) of the Town and Country Planning Act 1990 (as amended), and/or any other relevant statutory provisions that may be appropriate.

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- 5.5 Section 226(1)(a) of the Town and Country Planning Act enables the compulsory acquisition of land where the Council thinks the acquisition will facilitate the carrying out of development, redevelopment or improvement on or in relation to the CPO land where the Council thinks the development, redevelopment, or improvement is likely to contribute to the achievement of the promotion or improvement of the economic, social or environmental well-being of its area.
 - 5.6 The Guidance on Compulsory Purchase Process and the Crichel Down Rules, February 2018 provides guidelines for acquiring authorities on the use of compulsory purchase powers. The Council will take full account of the guidelines in making the proposed CPO. The Council Will be making the CPO on the basis that it facilitates the improvement of the economic, social and environmental wellbeing of its area. The proposed scheme supports the NEV which is a significant strategic urban extension that provides economic, social and environmental benefits.
 - 5.7 The guidance states that a CPO should only be made where there is a compelling case in the public interest and that regard should be had in particular to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and Article 8 of the Convention. A balanced view has to be taken between the intentions of the Council and concerns of those whose interest in land it is proposed to acquire. There must be clear evidence that the public benefit will outweigh the private loss.
 - 5.8 Article 1 of the First Protocol states as follows - Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No-one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principals of international law.
 - 5.9 In considering Article 1 of the First Protocol, the Courts have held that whilst individuals are entitled to the peaceful enjoyment of their property and possessions, the state can deprive and control the use of them where its actions are in accordance with law, necessary and legitimate, in the general interest and proportionate
 - 5.10 Article 8 – (1) Everyone has the right to respect for his private and family life, his home and his correspondence. (2) There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.
 - 5.11 These rights are qualified and do not preclude the Council from exercising its statutory powers that are deemed necessary in relation to the CPO land in accordance with the law and in public interest.
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- 5.12 In reaching its decision, Cabinet needs to consider the extent to which the decision may affect the Human Rights of landowners of the CPO Land and to balance these against the overall community benefits of the NEV scheme. Cabinet will need to be satisfied that interference with the rights is justified in all the circumstances and that a fair balance would be struck in the present case between the protection of the rights of individuals and the public interest. Officers consider that this would be the case in this instance

All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

Diversity Impact Assessment

- 5.13 A Diversity Impact Assessment (DIA) for the NEV has been undertaken and published for the Swindon Local Plan, and is available on request from Phil Smith, Strategic Planning Policy Manager. The assessment concluded that the majority of policies are unlikely to have negative impacts as previous recommendations were integrated into the Local Plan. Many of the policies will provide positive impacts and benefits for all of the population. There are some uncertain impacts relating to the new community policies, due to the scale of the development, as the impacts were assessed as unknown. A subsequent DIA was undertaken on the NEV Planning Obligations SPD, and is available on request from Angela Clack, NEV Infrastructure Coordinator. The DIA concluded negligible effect taking into account the principles of inclusive design and the requirements of sustainable development with minor positive effect in comparison to infrastructure coming forward in a piecemeal fashion.

Risk Management

- 5.14 By enabling the transport improvements required as a result of development at the NEV, the Council is seeking to maximise the use of external funding sources to ensure that infrastructure is delivered in line with sustainable housing and job growth, and that a sustainable new community can be achieved at the largest of Swindon's strategic allocations
- 5.15 A risk of the schemes not being delivered in a timely manner is that the loss of grant funding would compromise the sustainable delivery of the NEV, particularly in regards to policy compliant infrastructure including affordable housing and green infrastructure. Further, it would detrimental affect the ability of the Council to deliver homes in line with the adopted development strategy placing additional pressure on unallocated and inappropriate sites around the Borough.
- 5.16 The Council's NEV Programme Governance Framework ensures that all risks are appropriately managed through the delivery process in line with Council objectives.

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- 5.17 A significant element of funding is through developer contributions which are dependent on house completions and agreeing a contribution schedule with each of the developers. There is therefore the risk of delay to house completions which would delay the payment of contributions or developers not fully building out altogether which would result in lost contributions. Either of these would have an adverse financial impact on the Council.

6. Consultees

- 6.1 As part of the NEV Communication Plan a number of public consultations have been undertaken from 2015 to date. Targeted consultations with specific stakeholders have also been undertaken, including with government agencies, statutory undertakers, local businesses, developers, emergency services, Wilts & Berks Canal Trust, landowners, libraries, neighbouring authorities, parish councils, schools, and transport providers.
- 6.2 The Director of Finance (Section 151 Officer) and Chief Legal Officer (Monitoring Officer) are consulted in respect of all reports.

7. Background Papers

- 7.1 Eastern Villages Transport Study, 2011
- 7.2 NEV Mitigation Works West of A419, 2014
- 7.3 Swindon Borough Local Plan 2026, 2015
- 7.4 Gablecross Options Report, 2018
- 7.5 White Hart Junction Options Report, 2018

8. Appendices

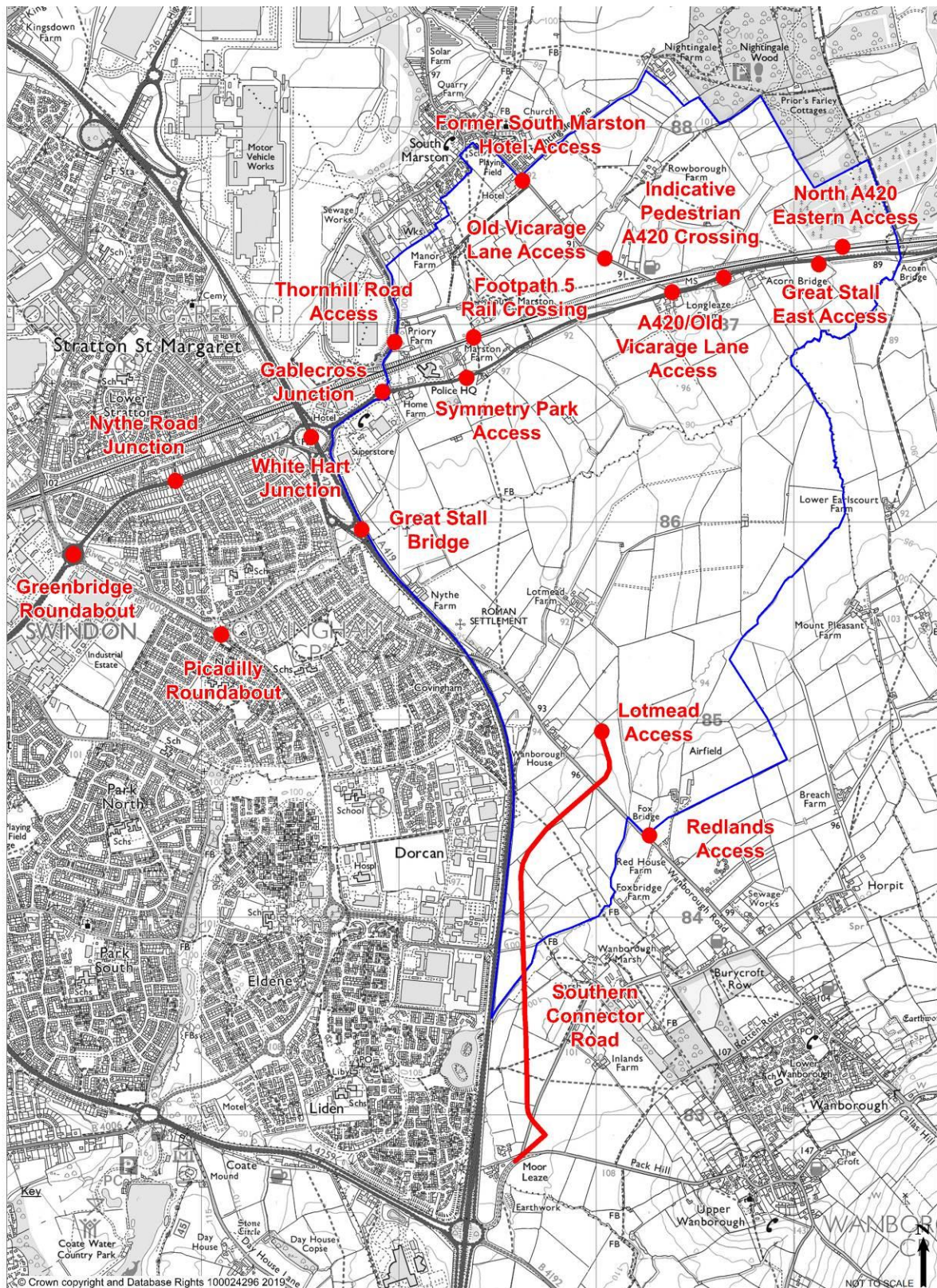
- 8.1 Appendix 1 – NEV Access Strategy including Developer Schemes
9. Appendix 2 – Gablecross Junction Land Assembly and Compulsory Acquisition Area
10. Key Decision/Decision in Cabinet Work Programme and Forward Plan
- 10.1 This is a key decision, and is included on the Forward Plan for July 2019.

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Appendix 1: NEV Access Strategy including Developer Schemes



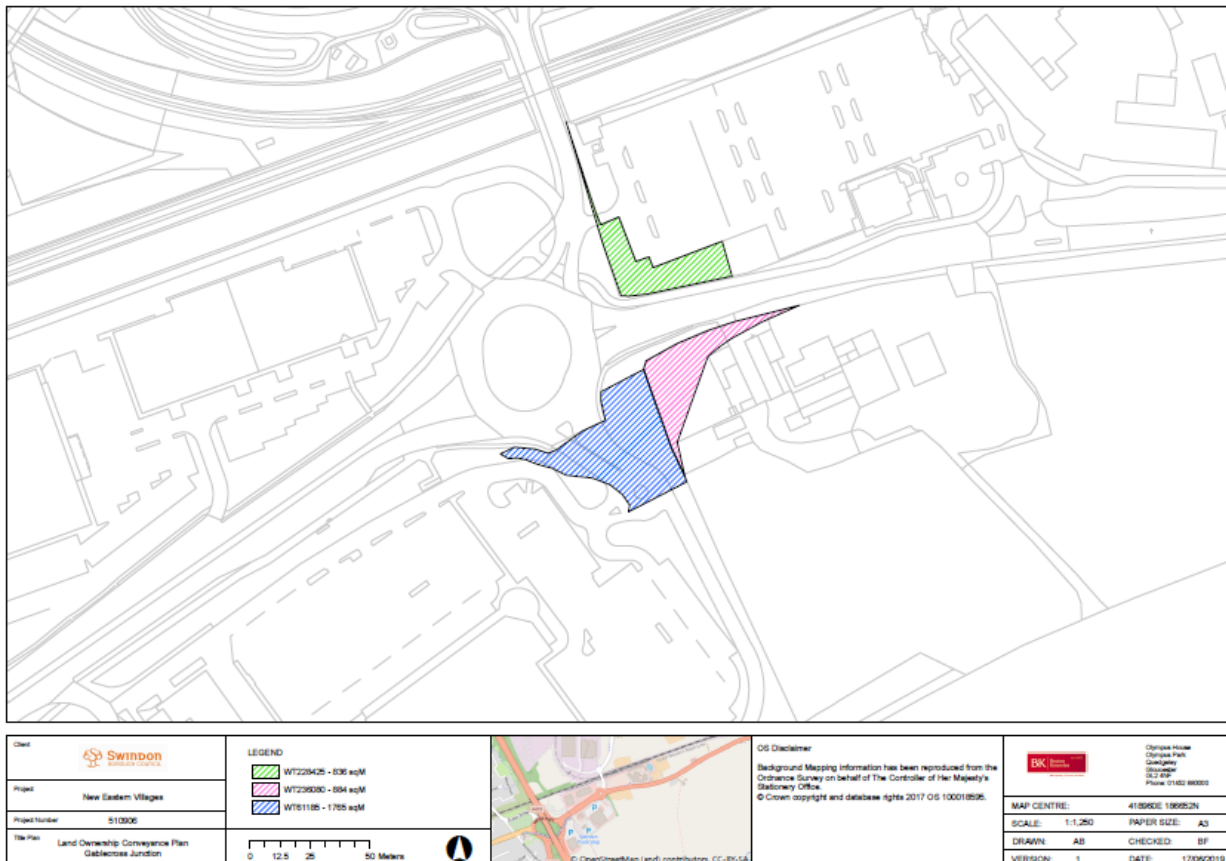
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Appendix 2: Gablecross Junction Land Assembly and Compulsory Acquisition Area



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