

Infrastructure Funding Statement

1. Introduction

Overview

1.1 The Wiltshire Core Strategy (Local Plan) (Adopted 2015) provides for at least 42,000 homes and approximately 178 ha of employment land in Wiltshire from 2006 to 2026. To support this growth, a large amount of infrastructure will be required.

1.2 The Community Infrastructure Levy (CIL) will be used alongside other sources of funding, such as Section 106 planning obligations, grants and borrowing, to deliver the infrastructure necessary to support development.

1.3 This Infrastructure Funding Statement (IFS) reports on Section 106 and CIL collected and spent during the period from 1 April 2020 to 31 March 2021.

1.4 The IFS outlines Wiltshire Council's future spending priorities for developer contributions.

1.5 The Council has prioritised and allocated the spending of CIL according to governance arrangements approved by Cabinet on 14 March 2017, which were revised by Cabinet on 27 September 2021.

1.6 The Infrastructure Delivery Plan (IDP) is periodically updated and provides further information on infrastructure to support growth, including projects referred to in the IFS.

1.7 Chapter Two summarises the collection and expenditure of Section 106 Planning Obligations. Appendix A provides full details in a spreadsheet format.

1.8 Chapter Three summarises the collection and expenditure of CIL. Appendix B provides full details in a spreadsheet format.

1.9 Chapter Three also discusses future spending priorities and projected income for CIL. Appendix C is the CIL Infrastructure List, which sets out those infrastructure projects that may be funded, in whole or in part, through CIL.

Section 106 Planning Obligations

1.10 A planning obligation may be required by the Council to:

- Manage the mix of development, for example, securing that a proportion of the housing must be affordable;
- Compensate for the loss or damage caused by the development, for example, loss of hedgerow;
- Mitigate a development's impact, for example, increase public transport provision.

1.11 To mitigate the impacts of development, planning obligations can be:

- Financial obligations requiring monetary contributions to the local authority to fund works or services, and
- In-kind obligations requiring specific actions to be performed by specific parties

1.12 The Council can secure planning obligations through a legal agreement (under section 106 of the Town and Country Planning Act 1990) with an applicant. Or it will expect the applicant to enter into a unilateral undertaking, which is a type of planning obligation provided directly by the applicant. A planning obligation is attached to the land, which means that it will remain enforceable even when the land is sold.

1.13 Regulation 122 of the CIL Regulations 2010 (as amended) sets out three statutory tests for planning obligations, namely that:

1.14 "*A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:*

- *Necessary to make the development acceptable in planning terms;*
- *Directly related to the development; and*

- *Fairly and reasonably related in scale and kind to the development."*

1.15 The CIL Regulations (2019) abolished Regulation 123, thereby removing the 'double-dipping' and 'pooling' restrictions that had prevented Local Planning Authorities from spending section 106 and CIL on the same infrastructure type or project, or from using more than five separate planning obligations towards an infrastructure type or project capable of being funded by CIL.

Community Infrastructure Levy

1.16 CIL is a fixed, non-negotiable charge on new development. The amount is based upon the size of a development and is charged in pounds per square metre. It varies according to the type of development (e.g. residential, retail or employment uses) and in which area of Wiltshire the development takes place. The Wiltshire CIL Charging Schedule sets out the CIL rates that apply to different types of development in different parts of the county.

1.17 CIL applies to development that creates net additional floorspace (measured as Gross Internal Area) of at least 100 square metres. Development of less than 100 square metres is also liable for CIL if it involves the creation of at least one new dwelling. CIL is calculated at the same time as planning permission is granted on a Full or Reserved Matters application. It is payable upon commencement of development in line with the charging authority's proposed instalments policy. There are several types of development that do not pay CIL, by virtue of the rates being £0, and these are listed in the Wiltshire CIL Charging Schedule.

1.18 CIL will be used to help fund infrastructure projects on the Infrastructure List. These projects are taken from the Wiltshire Infrastructure Delivery Plan, which identifies infrastructure necessary to deliver housing and employment development in the Wiltshire Core Strategy. The intention behind CIL is that it will contribute towards the funding of infrastructure to support the cumulative impact of development across the county. Planning obligations will be used to mitigate the site-specific impact of development and deliver affordable housing.

1.19 A broad definition of 'infrastructure' for the purposes of CIL funding is set out in section 216(2) of the Planning Act 2008 and includes:

- Roads and other transport facilities
- Flood defences
- Schools and other education facilities
- Medical facilities
- Sporting and recreational facilities
- Open spaces

1.20 Wiltshire Council must pass at least 15% of CIL received to the parish council in whose area the development takes place. In areas covered by a 'made' neighbourhood plan, this amount rises to 25% of CIL received from development. Up to 5% of CIL received can be used to cover the Council's CIL administration costs.

2. Section 106 Planning Obligations

Collection and expenditure

2.1 Looking at Section 106 activity in 2020/2021, the Council received a total of £13,360,429.89 in Section 106 financial contributions, with £8,528,651.73 being spent within this period. This consists of £416,655.51 funding highways works in the County, £3,036,342.01 spent on improving existing or creating new open spaces, £637,000.43 on affordable housing and £4,215,757.51 contribution towards additional school places in the county.

Table 1 - Section 106 financial contributions received in 2020/ 2021

Infrastructure type	Section 106 monies available
Public open space	£1,569,914.64
Affordable housing	£822,176.13
Highways	£2,219,878.51
Education	£7,990,384.09

Infrastructure type	Section 106 monies available
Other ¹	£758,076.52
TOTAL	£13,360,429.89

Table 2 - Section 106 financial contributions spent in 2020/ 2021

Infrastructure type	Section 106 monies available
Public open space	£3,036,342.01
Affordable housing	£637,000.43
Highways	£416,655.51
Education	£4,215,757.51
Other ¹	£222,896.27
TOTAL	£8,528,651.73

¹Includes public art, ecology, community facilities, air quality, waste and recycling, libraries, fire service and health care.

2.2 Section 106 monies are normally ring-fenced to be spent in the area where the development will take place to mitigate its impact. Financial contributions typically have a set time period within which they can be spent; in Wiltshire, this is usually 10 years. Therefore, at any one time there will be a pot of monies that will have accrued but that is restricted in the way it can be spent and is often tied to specific projects and therefore cannot be used for other purposes.

Future spending priorities

2.3 Section 106 income varies on a site-by-site basis depending upon a range of factors, such as the viability of development and site-specific considerations. This makes it difficult to forecast future Section 106 income and expenditure.

2.4 Appendix A provides details on the following:

- Developments from which Section 106 contributions have been received in 2020/ 2021
- Projects delivered off-site by Section 106 contributions in 2020/ 2021
- Developments from which Section 106 contributions have been secured for future years. These have planning permission and contributions will be paid in future years should the developments progress as planned. These contributions will be paid by the developers either once development has commenced on site or once a specified number of homes has been delivered on the site.

3. Community Infrastructure Levy

Collection and expenditure

3.1 The amount of CIL carried forward to 2020/ 2021 is set out in Table 3.

Table 3 - The amount of CIL as of 31 March 2020

CIL carried forward	Amount
Strategic CIL (Wiltshire Council)	£20,729,132.37
Local CIL (Town/ Parish Councils)	£669,225.46
Admin	£0

CIL carried forward	Amount
TOTAL	£21,398,357.83

3.2 Total CIL income in 2020/ 2021 was £13,250,327.48, as set out in Table 4. Details of each CIL receipt and how it was apportioned are set out in Appendix B. Note that a total amount taken from individual CIL receipts in Appendix B may differ from the summary totals in Table 9 due to the timings of separate monitoring systems relating to finance and planning. The Council did not receive any land or infrastructure payments (i.e. the provision of land or infrastructure in lieu of paying CIL) during 2020/ 2021.

Table 4 - The amount of CIL received in 2020/ 2021

CIL received	Amount
Strategic CIL (Wiltshire Council)	£10,120,988.77
Local CIL (Town/ Parish Councils)	£2,463,596.76
Admin	£665,741.95
TOTAL	£13,250,327.48

3.3 £1,841,192.11 was devolved to Town/ Parish Councils in 2020/ 2021.

3.4 £27,874 was spent on strategic infrastructure projects in 2020/ 2021. Committed expenditure to strategic infrastructure projects is set out later in this statement.

3.5 The Council can also use up to 5% of CIL towards administrative costs.

3.6 In summary, therefore, the amount of CIL carried forward to 2021/ 2022 is set out in Table 5.

Table 5 - The amount of CIL as of 31 March 2021

CIL carried forward	Amount
Strategic CIL (Wiltshire Council)	£30,595,120.91
Local CIL (Town/ Parish Councils)	£1,291,630.11
Admin	£0
TOTAL	£31,886,751.02

Priority projects

3.6 In total, as of 31 March 2021, c£1.13m of CIL expenditure from the CIL strategic fund has been spent or committed leaving £29.67m. This is discussed further below but comprises:

- £119,000 for preliminary studies for the expansion of Abbeyfield School, Chippenham (as approved by Cabinet in December 2018);
- £136,000 for preliminary studies for transport projects: Malmesbury Road Roundabout, Chippenham; Bridge Centre Gyratory, Chippenham; and A361 Holy Trinity Gyratory, Trowbridge (as approved by Cabinet in December 2018);
- £27,874 to commission Entrade to find suitable land for offsetting mitigation measures to ensure phosphate neutral development in the catchment area for the River Avon (Hampshire) Special Area of Conservation (SAC)
- £850,000 into a strategic fund to deliver offsetting mitigation measures to help secure phosphate neutral development in the catchment area for the River Avon (Hampshire) SAC.

Education projects

3.7 Following Cabinet in December 2018 and approval of initial funding of £119,000, a preliminary study was completed on the expansion of Abbeyfield School. The project is required to support the cumulative demand from

planned growth at Chippenham, namely the allocations in the Chippenham Site Allocations Plan. The study has shaped the project brief and identified that the school should be expanded in three phases rather than two, with each phase being for 150 pupils and equate to a single form of entry. No Government funding has been identified or is likely to become available to support the project within the Core Strategy plan period up to 2026. The study has identified the cost of Phase 1 as c£6.4m and Phase 2 as c£3.02m.

3.8 On 27 September 2021, Cabinet approved the release of further funding for Phase 1, which needs to be ready for occupation in September 2024. *Table 6* shows the spend profile for Phase 1 for 150 additional secondary school places at Abbeyfield School, Chippenham.

Table 6 - Spend profile for Phase 1 of the expansion of Abbeyfield School, Chippenham

Phases	21/ 22	22/ 23	23/ 24	24/ 25	TOTAL
Anticipated spend on Phase 1	£94,322	£735,824	£3,954,846	£1,642,237	£6,427,229

3.9 The timing of further phases of expansion at Abbeyfield will be determined by the build out rate of future housing and the availability of pupil places at the other secondary schools in Chippenham. Phase 1 will cost more than subsequent phases as it includes the creation of the new access road, car park, provision of incoming utilities, legal costs, planning fees etc.

3.10 The anticipated programme for the completion of phase 1 is to achieve planning permission by November 2022, commence works on site by July 2023 and complete on site by August 2024.

3.11 Table 7 shows the allocations of CIL funding to the expansion of Abbeyfield School, Chippenham, and the potential for future drawdown.

Table 7 - Allocations of CIL funding to the expansion of Abbeyfield School, Chippenham, and the potential for future drawdown

Project	Total cost	Total allocation(s) (As of 31 December 2021)	Total cost minus allocation(s)	Drawdown from finance (As of 31 March 2021)	Timing of the drawdown of the full amount	Likelihood of future requirement being needed
Expansion of Abbeyfield Secondary School, Chippenham	£12,053,800 <i>(NB.reflects estimated cost prior to undertaking the feasibility study.)</i>	£6,546,229	£5,507,571	£119,000	<p>Initial allocation (£119,000):</p> <p>2020/21 (feasibility study complete).</p> <hr/> <p>Phase 1 (£6.4m):</p> <p>By September 2024.</p> <hr/>	<p>High: There is no other funding for Phase 1 of this scheme and, therefore, it requires the total sum to be funded through CIL.</p> <p>The other phases are too far into the future (i.e. potentially beyond the Core Strategy plan period up to 2026) and could potentially be funded by other sources.</p>

**Phase
2 (£3.02m):**

This will depend on the build out rate of housing and the availability of places at other schools.

**Phase
3 (£TBCm):**

This will depend on the build out rate of housing and the availability of places at other schools.

Transport projects

3.12 In December 2018, a report was received by Cabinet on a shortlist of nine priority transport projects which were considered necessary either to:

- mitigate the cumulative impact of strategic growth;

- reduce congestion;
- support the strategic road network;
- improve the accessibility of town centres, railway stations and/or schools,
- or to improve road safety.

3.13 This led to the approval of £136,000 for preliminary studies in relation to three transport projects prioritised over the others, as follows:

- Malmesbury Road Roundabout, Chippenham;
- Bridge Centre Gyratory, Chippenham, and
- A361 Holy Trinity Gyratory, Trowbridge.

3.14 Work has now been undertaken on these in line with the Cabinet decision and has led to an improved understanding of the circumstances under which these projects would need to be commenced. Projects (ii) and (iii) both need to be coordinated with the regeneration of associated sites - the Bridge Centre and Bath Road Car Park site, Chippenham and Bowyers site, Trowbridge respectively. Project (i) should include headroom to provide for capacity arising for future growth at the town, as such the Local Plan will need to be more advanced before funding is committed.

3.15 In addition, it is recognised that two transport projects can be removed from the Infrastructure List - Timber Street and A420 Marshfield Road/Dallas Road Safety Schemes (Chippenham). This is because the previously identified safety issues have been resolved (approved by Cabinet, 27 September 2021).

3.16 Table 8 summaries the allocation of CIL funding to the three transport schemes and the potential for future draw on CIL funding.

Table 8 - Allocations of CIL funding to the three transport projects in Chippenham and Trowbridge and the potential for future drawdown

Project(s)	Total cost	Total allocation(s) (As of 31 December 2021)	Total cost minus allocation(s)	Drawdown from finance (As of 31 March 2021)	Timing of the drawdown of the full amount	Likelihood of future requirement being needed
Malmesbury Road Roundabout, Chippenham	£6,800,000	£136,000	£6,664,000	£136,000	This is unlikely to be in the short-term (i.e. the next five years).	Medium
Bridge Centre Gyratory, Chippenham					Medium/ long-term (i.e. from 2025/26 onwards), if then, depending upon whether a CIL contribution is required to lever in national funding, or the timescales for the linked redevelopment plans for Trowbridge and Chippenham town centres.	The availability of potential national funding streams for transport infrastructure projects has improved markedly since the initial allocations were made. Under certain funding streams, however, there may still be some role for CIL to play as part of a local contribution. Nevertheless, the feasibility studies funded by the initial allocation of CIL have enabled the Council to be in a better position in terms of future

Environmental projects

3.17 The Council as Local Planning Authority is required under the Habitats Regulations to ensure that any adverse impacts arising from development can be mitigated to avoid harm to internationally important nature conservation sites, which are protected by law. This is at both the plan-making and decision-taking stage. Ecologists use 'Appropriate Assessment' to test whether proposals meet the requirements in the Habitats Regulations. It is unlawful for the Council to permit planning applications unless these assessments can be concluded favourably. The Council as competent authority under the Habitats Regulations, must consult Natural England and have regard to their advice in preparing assessments.

3.18 In recognition of this, delegated authority was given in December 2018 to allocate CIL spending for projects that are needed to support planned growth and provide mitigation measures to ensure no adverse impacts on the integrity of protected sites. The process itself prioritises allocation to these projects, ahead of others, given that development cannot proceed without them.

3.19 The costs of measures are higher than originally envisaged and because of the certainty that is needed for delivery of mitigation measures at the time of decision making, on 27 September 2021, Cabinet approved pots of funding that can be drawn down in an efficient way. The Council's mitigation strategies and generic Appropriate Assessments set out the detailed approach to mitigation and where CIL funding will be used for delivery, as it can differ depending on the type and location of development sites.

Nutrient Management Plan (River Avon)

3.20 In preparing the Wiltshire Housing Site Allocations Plan (adopted February 2020), the Council made assurances through a [memorandum of understanding](https://cms.wiltshire.gov.uk/documents/s150428/HRA03MemorandumofUnderstanding.pdf) (https://cms.wiltshire.gov.uk/documents/s150428/HRA03MemorandumofUnderstanding.pdf) with Natural England, Environment Agency and other Local Planning Authorities that development would be phosphate neutral to ensure no adverse impact on the River Avon (Hampshire) Special Area of Conservation (SAC). In addition to direct delivery of onsite mitigation by developers where necessary, the Community Infrastructure Levy (CIL) would be the appropriate means of funding the delivery of off-site mitigation measures.

3.21 Phosphate neutral development means that any residual phosphates from foul water discharge arising from occupation of residential developments (e.g. that which can't be stripped out at sewerage treatment works (STW)) can be off-set through mitigation to reduce phosphates entering the watercourse upstream of the point at which the relevant STW discharges into the river. Such mitigation measures include for example, wetlands and woodlands creation.

3.22 The Council will, until such time as the responsibility falls to others, adopt a strategic approach to secure in perpetuity measures to ensure development is phosphate neutral in the catchment for the River Avon (Hampshire) Special Area of Conservation; including short term temporary measures followed up by long term strategic mitigation measures, such as a large-scale habitat creation scheme. This will include monitoring with annual reporting, taking an evidence-led approach to ensure that phosphate offsets arising from the measures secured keep pace with permissions granted.

3.22 During 2020/21, Entrade was commissioned by the Council to run auctions with farmers to find suitable land for offsetting mitigation measures to ensure phosphate neutral development in the River Avon (Hampshire) Special Area of Conservation (SAC). As of 31 March 2021, £27,874.00 had been spent.

3.24 On 5 January 2021, Cabinet therefore approved that a ring-fenced pot of £850,000 is made available for the delivery of off-setting measures to achieve phosphate neutral development and fund a project officer to oversee delivery, monitoring, and reporting. The Council's generic [Appropriate Assessment](https://www.wiltshire.gov.uk/media/6170/Generic-Appropriate-Assessment-of-Developments-in-Wiltshire-occurring-in-the-River-Avon-SAC-catchment-09032021/pdf/Generic_AA_River_Avon_SAC_to_31March2022_FINAL_Jan_20212.pdf?m=637508832631130000) (https://www.wiltshire.gov.uk/media/6170/Generic-Appropriate-Assessment-of-Developments-in-Wiltshire-occurring-in-the-River-Avon-SAC-catchment-09032021/pdf/Generic_AA_River_Avon_SAC_to_31March2022_FINAL_Jan_20212.pdf?m=637508832631130000)

clarifies the approach to mitigation and the circumstances where CIL funding will be used.

Salisbury Plain Special Protection Area (SPA)

3.25 To date mitigation for the Salisbury Plain Special Protection Area (SPA) to ensure protected bird species, namely the Stone Curlew, are not adversely affected due to recreational impact arising from development has been paid for through Section 106 contributions. The contributions enable the ongoing monitoring of protected bird species that in turn directs the management of habitats to ensure populations don't decline. Once these sums were used up it was anticipated that CIL would be the appropriate mechanism to fund mitigation.

3.26 On 27 September 2021, Cabinet therefore approved that a ring-fenced pot of up to £220,000 is made available to cover the next 4-year monitoring contract and visitor surveys, which form part of the mitigation strategy for Salisbury Plain SPA. The sufficiency of the fund and strategy for the site will need to be kept under review to ensure they continue to provide appropriate mitigation.

New Forest protected sites (Special Protection Area, Special Area of Conservation and Ramsar site)

3.27 An interim mitigation strategy is being developed for the New Forest protected sites to ensure that there is no adverse impact on the designated sites from recreational pressure arising from new development. The strategy is based on evidence including: a new catchment area (or zone of influence) within which development could impact on the designation due to visitor pressure and thus where mitigation measures are justified (from September 2021 this is 13.8km, whereas prior to this it was 8km - i significant developments within the zone 13.8km to 15km will be assessed on a case-by-case basis to determine whether mitigation is needed. The strategy takes into consideration the type, scale and location of developments (housing and tourism) and sets out whether direct measures will be required (e.g. on-site provision of mitigation) as part of development or off-site measures will be required that are to be funded by CIL.

3.28 Like strategies that exist for other Local Planning Authorities who are within the zone of influence for the New Forest protected sites, the amount of CIL that would be allocated to fund mitigation (where appropriate) will be calculated based on an amount per house and depend on distance. This is because the closer the development the more likely people are to visit the New Forest and therefore the higher the amount.

3.29 On 27 September 2021, Cabinet approved that an initial strategic fund of £750,000 be established as part of a wider approach to mitigation that can be drawn down periodically in line with the pace of development to contribute to the delivery of appropriate measures.

Other mitigation strategies

3.30 Through the Adoption of the Trowbridge Bat Mitigation Strategy Supplementary Planning Document (25 February 2020), the Council has also committed to the use of circa £1.35m CIL. This is for the delivery of measures to mitigate the impact of recreational pressures upon bat habitats associated with the Bath and Bradford on Avon Bats Special Area of Conservation from housing development around Trowbridge. On 27 September 2021, Cabinet formally approved a CIL funding pot to be created for this.

3.31 The Council is also working with Natural England and adjoining Local Planning Authorities on the need for mitigation strategies and potential funding to address any impact arising from development due to recreational pressures on the North Meadows and Clattinger Farm Special Area of Conservation in the north of the County. Similarly, work is ongoing to develop a mitigation strategy and strategic solution for nitrate neutral development in the River Test Catchment Area to mitigate the impact of development on the internationally important Solent Marine Sites. The outcome of this work will determine whether the Infrastructure List needs to be updated and further provision made through CIL.

Future spending priorities

3.32 Table 9 shows, as of 31 March 2021, the total amount of CIL collected since the Council started charging CIL in 2015.

Table 9 - Total amount of CIL collected from 18 May 2015 to 31 March 2021

CIL	Amount
Strategic CIL (Wiltshire Council)	£30,850,121.14
Local CIL (Town/ Parish Councils)	£7,602,460.81
Admin	£2,014,088.65
TOTAL	£40,466,670.60

3.33 This shows that, over the last six years since Wiltshire Council started charging CIL, the average amount of CIL received is about £6.7m per year. Should CIL continue to accumulate at this rate, by 2026 about £74.2m will have been received in total. This would breakdown into an estimated £56.6m for the strategic CIL, £13.9m for parish councils and £3.7m for administration costs. The strategic CIL is the amount that the Council has available to spend on projects on the Infrastructure List (Appendix C). However, the estimated total cost of all the projects on the List is about £129m. This means that the strategic CIL would only meet around 44% of the total cost and, therefore, it is necessary to prioritise spending. It should also be emphasised that CIL is only one source of funding to help deliver infrastructure to support development.

3.34 While there is limited CIL spend to date from the strategic fund, following approval by Cabinet on 27 September commitments against the strategic pot have significantly increased to £9,852,874, and Cabinet also resolved to consider how "*the strategic fund can be used, in accordance with the CIL Legislation, to align delivery of projects with the Council's budget setting process and the Council's new Business Plan.*"

3.35 Factors that might affect the amount of CIL accumulated in the strategic pot by 2026 include:

- Economic factors e.g. including the short/ long-term effects of the COVID-19 outbreak and Brexit
- Neighbourhood plans e.g. increasing number of made neighbourhood plans means more CIL passed to parish councils
- National Policy Changes, e.g. proposed changes to CIL and section 106 in the Planning White Paper August 2020.

3.36 Appendix C is the CIL Infrastructure List, which is a statement of the infrastructure that may be funded, in whole or in part, through CIL.

Appendix A: Section 106 Planning Obligations data spreadsheet

Appendix A: Section 106 Planning Obligations data spreadsheet is available to download below:

 [Infrastructure Funding Statement 2021 Appendix A Section 106 Planning Obligations \(Excel doc\) \[21KB\]](#) 

 [Infrastructure Funding Statement 2021 Appendix A Section 106 Planning Obligations \(PDF\) \[469KB\]](#) 

Appendix B: Community Infrastructure Levy data spreadsheet

Appendix B: Community Infrastructure Levy data spreadsheet is available to download below:

 [Infrastructure Funding Statement 2021 Appendix B Community Infrastructure Levy \(Excel doc\) \[41KB\]](#) 

 [Infrastructure Funding Statement 2021 Appendix B Community Infrastructure Levy \(PDF\) \[560KB\]](#) 

Appendix C: The Community Infrastructure Levy Infrastructure List

Introduction

The CIL Amendment Regulations 2019 abolished the Regulation 123 List and replaced it with the 'Infrastructure List', part of the Infrastructure Funding Statement that CIL charging authorities are required to publish annually by 31 December.

This is the Infrastructure List. Projects have been split into separate tables of 'essential' and 'place-shaping' infrastructure. This distinction is set out in paragraphs 4.41 and 4.42 of the Wiltshire Core Strategy. Core Policy 3 priorities essential infrastructure in the event of competing demands. An explanation of why projects are on the Infrastructure List has been included.

While no new projects have been added since the previous Infrastructure List, some projects have been removed. A final table groups the projects that have been removed and explains why. The List can also be updated mid-year to reflect any new projects that need to be included and ensure that the Council retains an agile approach to the prioritization and allocation of CIL funding.

Essential Infrastructure

(As set out in paragraphs 4.41 and 4.42 of the Wiltshire Core Strategy. Core Policy 3 prioritises essential infrastructure in the event of competing demands.)

Infrastructure that may be funded, in whole or in part, by the Community Infrastructure Levy

Category	Project	Explanation
Education	Expansion of the following schools to provide additional secondary school places: <ul style="list-style-type: none">Abbeyfield School, Chippenham	In December 2018, Cabinet approved an initial allocation of £119,000 of CIL funding for a feasibility study on expanding Abbeyfield Secondary School. In September 2021, Cabinet approved a further £6.4m towards Phase 1 of the expansion. There is no other funding for this scheme and, therefore, it requires the total sum to be funded through CIL.
Sustainable transport	Chippenham Transport Strategy: <ul style="list-style-type: none">Malmesbury Road Roundabout Additional Capacity ImprovementsBridge Centre Gyratory Capacity ImprovementsB4528 Hungerdown Lane / Sheldon Rd JunctionAccessibility improvements to Chippenham Railway Station¹	<p>In December 2018, Cabinet approved an initial allocation of £136,000 of CIL funding for feasibility studies for three of these sustainable transport schemes:</p> <ul style="list-style-type: none">Malmesbury Road Roundabout Additional Capacity Improvements (Chippenham Transport Strategy)Bridge Centre Gyratory Capacity Improvements (Chippenham Transport Strategy)A361 Holy Trinity gyratory capacity improvement (Trowbridge Transport Strategy) <p>There remains a likelihood that further funding through CIL may be required for these schemes.</p>

Category	Project	Explanation
	<ul style="list-style-type: none"> <li data-bbox="359 90 884 224">• Alternative provision for long stay car parking outside town centre <li data-bbox="359 248 884 337">• Frogwell to Town Centre pedestrian/cycle scheme <li data-bbox="359 362 884 495">• Bumpers Farm to Town Centre pedestrian/cycle scheme <li data-bbox="359 519 884 652">• Cepen Park North to Town Centre pedestrian/cycle scheme <li data-bbox="359 677 884 862">• Cycle and pedestrian access to Lackham Campus from Chippenham (i.e. River Avon footbridge) <li data-bbox="359 886 884 1023">• Improved transport links between Wiltshire College's campuses 	<p data-bbox="930 90 2032 480">With Chippenham and Trowbridge a focus of strategic growth within the County, their respective transport strategies include (mainly) highways, public transport, and walking/ cycling schemes considered necessary either to: mitigate the cumulative impact of strategic growth; reduce congestion; support the strategic road network; improve the accessibility and attractiveness of town centres, railway stations and/ or schools; or to improve road safety.</p> <p data-bbox="930 529 2032 667">Outside of the three principal settlements growth areas, other transport schemes are considered necessary to mitigate the cumulative impact of strategic growth on the railway network.</p>
	<p data-bbox="359 1073 884 1162">Trowbridge Transport Strategy:</p> <ul style="list-style-type: none"> <li data-bbox="359 1214 884 1304">• A361 Holy Trinity gyratory capacity improvement <li data-bbox="359 1328 884 1417">• B3105 Staverton Bridge capacity improvement <li data-bbox="359 1442 884 1516">• Broad Street Gyratory reversal 	<p data-bbox="930 889 2032 1130">¹ This project combines three previously separate projects; <i>Chippenham Railway Station car parking capacity enhancements and parking controls, Improvements to Chippenham Station: interchange, accessibility, and Chippenham Station Redevelopment.</i></p>

Category	Project	Explanation
	<ul style="list-style-type: none">• Walking and cycling routes from Trowbridge town centre to Wiltshire College	
	Other transport projects:	
	<ul style="list-style-type: none">• Trans Wilts Train Service Improvements• Improvements to Melksham Railway Station• Installation of capacity enhancement on the single-track line through Melksham• New railway stations in:<ul style="list-style-type: none">• Royal Wootton Bassett (including associated required infrastructure)• Wilton (including associated required infrastructure)• Corsham (including associated required infrastructure)• Additional platform at Westbury Railway Station	

Category	Project	Explanation
Open space, green infrastructure, and the environment	<p data-bbox="352 110 793 199">European protected sites projects:</p> <ul data-bbox="352 250 877 1166" style="list-style-type: none"> <li data-bbox="352 250 877 386">• Stone Curlew and Salisbury Plain Special Protection Area <li data-bbox="352 407 877 544">• Nutrient Management Plan - to address the level of phosphate in the River Avon <li data-bbox="352 565 877 1052">• New Forest Recreation Management Project (<i>Measures to reduce and manage recreational disturbance pressures upon sensitive Annex II birds in the New Forest Special Protection Area (SPA) as a result of planned housing delivery</i>) <li data-bbox="352 1073 877 1166">• Trowbridge Bat Mitigation Strategy 	<p data-bbox="926 110 2032 297">In December 2018, Cabinet delegated authority to officers for the approval of the allocation of CIL funding towards these projects relating to European protected sites as and when required.</p> <p data-bbox="926 347 2032 540">A proportion of CIL is ring-fenced for these projects to ensure compliance with the Habitats Regulations, reflecting an agreement with Natural England during the preparation of the Wiltshire Core Strategy (Local Plan).</p> <p data-bbox="926 591 2032 727">On 5 January 2021, Cabinet approved a sum of £850,000 to secure phosphate neutral development in the catchment area for the River Avon (Hampshire) Special Area of Conservation.</p> <p data-bbox="926 777 2032 971">On 27 September 2021, Cabinet approved up to £1.35m to mitigate recreational pressures from development within the Bath and Bradford on Avon Special Area of Conservation in line with the Trowbridge Bat Mitigation Strategy.</p> <p data-bbox="926 1021 2032 1206">Cabinet also approved sums of up to £220,000 and £750,000 to mitigate recreational pressures from development on the Salisbury Plain Special Protection Area and the New Forest protected sites, respectively.</p>
Health and social care	<ul data-bbox="352 1300 877 1382" style="list-style-type: none"> <li data-bbox="352 1300 877 1382">• Shared Primary Care Centre at Chippenham Hospital 	<p data-bbox="926 1300 2032 1433">With Chippenham a focus of strategic growth in the Core Strategy, redevelopment of the Chippenham Hospital site remains a priority for the NHS.</p>

Place-shaping Infrastructure

(As set out in paragraphs 4.41 and 4.42 of the Wiltshire Core Strategy. Core Policy 3 priorities essential infrastructure in the event of competing demands.)

Infrastructure that may be funded, in whole or in part, by the Community Infrastructure Levy

Category	Project	Explanation
Open space, green infrastructure, and the environment	<ul style="list-style-type: none">• Provision of air quality monitoring infrastructure	Strategic monitoring of air quality in the eight designated Air Quality Management Areas (AQMAs) in Wiltshire; Salisbury, Bradford on Avon, Devizes, Marlborough, Westbury and Calne.
	<p>New cemeteries, or expansion of existing cemeteries in:</p> <ul style="list-style-type: none">• Bradford on Avon• Holt• Melksham• Trowbridge• Warminster <ul style="list-style-type: none">• Cranborne Chase and West Wiltshire Downs AONB Green countryside training and visitor centre	<p>New cemeteries or extensions to existing cemeteries managed by Wiltshire Council will be required to meet the need for burial space arising from the cumulative impact of new development. These cemeteries have been identified as being full, or close to being full, and, therefore, likely to close without additional funding.</p> <p>A multifunctional countryside centre remains an objective and a policy (WIL8) in the current Cranborne Chase and West Wiltshire Downs (CCWWD) Area of Outstanding Natural Beauty (AONB) Management Plan 2019-2024.</p>
Community	Upgrades to sport and	

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recreation facilities within the following buildings:

- The Olympiad, Chippenham
- Devizes Leisure Centre, Devizes
- Marlborough Leisure Centre, Marlborough
- Five Rivers Health and Wellbeing Centre, Salisbury
- Bradford on Avon Swimming Pool, Bradford on Avon
- Trowbridge Sports Centre, Trowbridge
- Amesbury Sports Centre, Amesbury
- Pewsey Health and Wellbeing Centre
- Leighton Sports Centre, Westbury

- Wiltshire Heritage Museum - archaeological storage

Upgrades to sport and recreation facilities in Wiltshire Council buildings meet an identified strategic need in the Indoor Facilities Strategy and emerging Playing Pitch Strategy.

The capacity for archaeological storage may be exceeded by the need to meet expected demand from the remaining houses to be built over the Core Strategy period (up to 2026).

The Swindon & Cricklade Railway project would provide a commuter service from Cricklade to Swindon.

The continual updating of library facilities across Wiltshire is a priority for the library service. Enhanced facilities are a particular need in Amesbury, Chippenham, Malmesbury, Marlborough, Mere, Salisbury and Warminster.

- Swindon & Cricklade Railway - expansion of leisure/ recreation route from Mouldon Hill to Moredon Bridge
 - Library provision
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Removed Projects

(As set out in paragraphs 4.41 and 4.42 of the Wiltshire Core Strategy. Core Policy 3 priorities essential infrastructure in the event of competing demands.)

Essential Infrastructure

Category	Project	Explanation
Transport	Chippenham Transport Strategy projects: <ul style="list-style-type: none">• Timber Street Safety Scheme• A420 Marshfield Rd / Dallas Road Safety Scheme	Previously identified safety issues have been resolved (approved by Cabinet, 27 September 2021).
