

APPENDIX 2 SHORT LIST OF REGULATION 123 PRIORITY PROJECTS (JULY 2018)

- 1.1. To inform the workshop, held on 3 July 2018, officers prepared a short-list of priority projects against criteria previously agreed by Cabinet.
- 1.2. Paragraph 16 of the Report to Cabinet on '*Governance Arrangements for the Prioritisation of Spending Community Infrastructure Levy*' (March 2017) sets out the criteria:
 - (i) Whether it is on the Regulation 123 List;
 - (ii) How the proposal supports the delivery of growth within the Council's Local Plan (Wiltshire Core Strategy);
 - (iii) Whether it would be 'Essential' (e.g. sustainable transport, education) or 'Place Shaping' (e.g. leisure and recreation) Infrastructure, as set out in the Wiltshire Core Strategy (paragraphs 4.41 and 4.42) - Core Policy 3 prioritises 'Essential' Infrastructure in the event of competing demands;
 - (iv) Is it needed in line with (ii) and to ensure development complies with Habitats Regulations and would not be delivered through other means;
 - (v) Whether alternative sources of funding could be used to deliver the project, and if so which source(s); and
 - (vi) Whether it would enable other sources of funding to be secured that would not otherwise be available (e.g. needed to match or draw down grant funding)

Step 1

- 1.3. Officers took the starting point of looking at all 67 projects on the Regulation 123 List ([see link](#)), in line with criterion 1 above.

Step 2

- 1.4. The total estimated cost of projects on the Regulation 123 List is circa £150m. At the end of September 2018, the amount of CIL available to spend on these projects is around £8m.
- 1.5. Due to the relative low level of CIL funds accrued, officers then removed 'place-shaping' projects from further consideration for this financial year. This follows criterion 2 above and Core Policy 3 of the Wiltshire Core Strategy, which prioritises 'essential' infrastructure in the event of competing demands. Paragraphs 4.41 and 4.42 of the Core Strategy set out which infrastructure is classified as 'essential' and 'place-shaping'.

Step 3

- 1.6. Even with only the essential projects left to be considered, at an estimated total cost of circa £88m, there remain insufficient CIL funds.

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- 1.7. Therefore, the essential projects that come under the categories 'education', sustainable transport, health and emergency services were considered further against the remaining criteria agreed by Cabinet; (ii) and (iv) to (vi) as set out in paragraph 1.2 above.

Health and social care

- 1.7. There is one project in this category, the Shared Primary Care Centre at Chippenham Hospital. Wiltshire CCG and partners are currently reviewing the Chippenham Community Hospital Estate and will be developing a business plan. Once the business plan is in place, there will be a better understanding of the available funding streams. Therefore, due to the present uncertainty, officers removed this project from further consideration for this financial year.

Emergency services

- 1.8. There are four projects in this category; improvements to fire stations in Chippenham, Trowbridge, Tidworth/ Ludgershall and Warminster. The relatively recently combined Wiltshire and Dorset Fire Authority need to undertake a local fire cover review. This will determine the impact of proposed developments will have on the ability of the service to maintain an acceptable level of cover. Therefore, due to the present uncertainty from this and the recent merger, officers removed these projects from further consideration for this financial year.

Education

- 1.9. There are eight projects in this category relating to additional places at identified secondary schools across Wiltshire and at Shaftesbury. Apart from Abbeyfield Secondary School, Chippenham, CIL funding is not required at the present time. Therefore, officers removed the other seven projects from further consideration for this financial year.
- 1.10. The requirement for additional secondary places at Abbeyfield School is to meet the cumulative demand from the strategic housing sites in Chippenham. Phase 1, the provision of 300 additional places, is required in the short-term (next five years) and has an estimated cost of £7m. Phase 2 is for 200 places and is estimated to cost £5m. A preliminary study will determine actual costs and profile of expenditure but the estimate is based upon the Council's cost per place calculator. No other funding has been secured. Through the preparation of the Chippenham Site Allocations Plan it was determined that CIL rather than Section 106 agreements would be the appropriate form of developer funding. CIL would not enable other alternative sources of funding to be secured.

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Sustainable transport

- 1.11. There are 30 projects in this category; specific highways, pedestrian/ cycle and railway schemes. Out of these, transport officers identified nine higher priority projects. The other projects are now either fully or partly funded, or assessed as a lower priority through the Local Transport Plan and emerging transport strategies.
- 1.12. Four of the priority sustainable transport projects come from the Chippenham Transport Strategy. They comprise the Malmesbury Road Roundabout and Bridge Street Gyratory (capacity improvement) projects, and the Timber Street and A420 Marshfield/ Dallas Roads (road safety) projects. They support the strategic function of the A350 and strategic growth in Chippenham.
- 1.13. A further two come from the Trowbridge Transport Strategy; the A361 Holy Trinity gyratory and B3105 Staverton Bridge (capacity improvement) projects. They support strategic growth around Trowbridge and reduce congestion, improving network efficiency.
- 1.14. The other three priority sustainable transport projects support and enhance the Trans Wilts train service. They comprise the Trans Wilts train service and improvements (Westbury - Swindon) - annual service support; improvements to Melksham railway station, and the installation of intermediate signals on the single track rail line through Melksham. The north-south A350 corridor through Wiltshire is a key growth priority. The success of the initial Trans Wilts scheme would suggest that there is significant demand in the north-south A350 corridor.
- 1.15. There is potential to secure other sources of funding. Release of some CIL funding towards projects may help lever in funding from additional sources from, for example, the Local Enterprise Partnership, National Productivity Investment Fund (NPIF), Train Operator Competition (TOC), Network Rail, Customer and Communities Improvement Fund (CCIF) and Major Road Network fund. There may also be opportunities at some point in the future to apply for new government funding streams which are unknown at present.

Open space, green infrastructure and the environment

- 1.16. Three of the projects in this category fall under 'essential' infrastructure. These are the European-protected sites schemes; the Stone Curlew and Salisbury Plain Special Protection Area; Nutrient Management Plan – to address the level of phosphate in the River Avon, and the New Forest Recreation Management Project. A proportion of CIL is ring-fenced for these projects in order to ensure compliance with the Habitat Regulations, reflecting an agreement with Natural England during the preparation of the Wiltshire Core Strategy.

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Short-list of priority projects

1.17. The complete officer short-list of priority projects is as follows:

- Additional secondary school places at Abbeyfield School, Chippenham (£12m)
- Malmesbury Road Roundabout Additional Capacity Improvements (£4m)
- Bridge Centre Gyratory Capacity Improvements (£1.8m)
- Timber Street Safety Scheme (£0.4m)
- A420 Marshfield Rd / Dallas Road Safety Scheme (£0.4m)
- A361 Holy Trinity gyratory capacity improvement (£1m)
- B3105 Staverton Bridge capacity improvement (£0.8m)
- Improvements to Melksham railway station (£0.6m)
- Trans Wilts train service and improvements (Westbury - Swindon) - annual service support (£1.5m)
- Installation of intermediate signals on the single track rail line through Melksham (included in Trans Wilts service and improvements)