

# **Swansea Local Development Plan**

## **Infrastructure Delivery Plan**

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## 1.0 Introduction

- 1.1 The Infrastructure Delivery Plan provides a single schedule of all necessary infrastructure without which the development of allocated sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed. The schedule is set out at *Section 2* of this document. All infrastructure measures identified in the schedule are required in order to either unlock the development or are policy requirements necessary in order to meet fundamental LDP objectives, particularly those relating to sustainability and placemaking.
- 1.2 The following broad categories are included in the Infrastructure Delivery Plan
- Transport Infrastructure
  - Social Infrastructure
  - Utilities infrastructure
- 1.3 For each element of infrastructure identified (whether on or off-site) the following information is provided:
- Anticipated costs and funding sources;
  - Parties responsible for delivery and how the infrastructure element relates to their priorities, schedules and plans;
  - Likely phasing; and
  - A brief summary of any risks of non-delivery, plus, where appropriate, any contingency provisions.
  - LDP Policy requirements
  - Additional Notes
- 1.4 The Schedule also provides a notation to indicate **Essential**. Measures where the requirement has been clearly identified in the LDP. **Required**: Measures which are required by policy but the exact details will be the subject of further negotiation in light of additional evidence of need and/or viability. **Delivered**: Measures previously identified where updated evidence shows that issues have been resolved/infrastructure already delivered.
- 1.5 Where appropriate, notes and caveats are provided at the start of each sub-section of the Schedule to highlight information relevant to each particular type of infrastructure requirement:
- Sources of information/evidence
  - processes of delivery
  - assumptions relating to costing/phasing;
  - any detailed assessments which will be necessary to determine further detail of level/nature of infrastructure required
- Further more detailed Background Information is provided in Section 3 below.

### Infrastructure Delivery Plan Evidence Base

- 1.6 The infrastructure requirements set out in the Plan are underpinned by a wealth of technical evidence base documents (such as the Swansea Strategic Transport Model). This demonstrates the Council's commitment to ensuring that the LDP allocations are supported by realistic, evidence based infrastructure requirements.
- 1.7 The Infrastructure Delivery Plan highlights how the estimates of phasing, costings and contingencies are derived from the LDP evidence base. It provides signposting to the relevant evidence base source for each specific area of infrastructure and further information to explain how estimates of phasing, costings and contingencies have been made. Details are also provided of how the council have worked with Site Promoters and key stakeholders to ensure that the information is realistic and robust.

Section 3 of the Infrastructure Delivery Plan provides further relevant background information relating to current levels of provision, processes of delivery, relationships to any related plans and strategies and any relevant LDP evidence base documents in relation to the following broad infrastructure areas:

1. Transport
2. Education
3. Green Infrastructure
4. Utilities

- 1.8 In addition to the above, the following evidence sources are relevant to all infrastructure types:

- **Independent Financial Viability Appraisals (IFVA)**. The Council carried out IFVAs on residential led Strategic Site Allocations. The IFVA's provide theoretical assumptions on the level of infrastructure required and associated phasing and costings. These have been agreed with site promoters and, where relevant, have been used to inform the Infrastructure Delivery Plan Schedule.
- **Advanced masterplanning/planning applications**: A number of sites are at an advanced stage and some are currently the subject of a planning application. In these instances, information from further technical studies submitted or from advanced negotiations has been used to inform the Infrastructure Delivery Plan Schedule where appropriate. The IDP is a live document which will be updated over the plan period as further detailed information becomes available through the masterplanning and detailed planning application process.

## 2.0 Infrastructure Delivery Plan Schedule

### Infrastructure Delivery Plan

											ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement	
<b>1.0 Transport Infrastructure - 1.1 Highways</b>													
1.1 A	<b>RM1</b> Pontarddulais Northern Access Link Road (NALR) from Station Road/Water Street signals to Tyn-y-Bonau Road and through to Glanffrd Road	SD A	3,300,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:A. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: Before 300 homes occupied	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None - Development of the site in full is unlocked by the delivery of the road.	ARUP ref M.	Costs derived from ARUP study.	SD A and T1, in combination with Appendix 5.	
1.1B	<b>RM23</b> Improvements to interrelated Water Street / Station Road and Iscoed Road / Fforest Rd Junction	SD A	Included as part of RM1 anticipated costing	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:A. In consultation with CCoS Transport.	Identified in ARUP study. Some elements in Carmarthenshire.	The IFVA suggests the following phasing: Before 300 homes occupied	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	ARUP ref 1	Costs derived from ARUP study.	SD A and T1, in combination with Appendix 5.	
1.1C	<b>RM24</b> Town centre improvements to potentially include: two-way link from St Teilo Street to Caecerrig Road on Water Street and Caecerrig Road; Traffic signals at the Tyn-y-Bonau Road / Dulais Road junction or alternatively widening Water Street to allow two-way traffic flow; Closure of Tyn-y-Bonau Road to through traffic; Tidal Reach / New Road improvements	SD A	Included as part of RM1 anticipated costing	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:A. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: Before 300 homes occupied	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Options also given in Pontarddulais Transportation and Development Study.	ARUP ref 2. Pontarddulais Transportation and Development Study also contains measures	Costs derived from ARUP study.	SD A and T1, in combination with Appendix 5.	
1.1D	<b>RM2</b> A484 / Victoria Road Junction. Possible signal control and any necessary improvements to Mill Street / Gorwydd Road Junction signal control	SD B	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	Identified in ARUP study.	IFVA: Essential to development of West sector	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Transport investigating grants.	ARUP ref 9	Costs derived from ARUP study.	SD B and T1, in combination with Appendix 5.	
1.1E	<b>RM7</b> A484 / Swansea Road Junction, roundabout modified to signal control	SD B	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	Identified in ARUP study.	IFVA To be completed for new school opening	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	ARUP ref 11	Costs derived from ARUP study.	SD B and T1, in combination with Appendix 5.	

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1.1F	<b>RM3</b> A4240 / Hospital Road Roundabout. Signalise Roundabout.	SD B	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	Identified in ARUP study.	IFVA Following completion of first 100 dwellings	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref 4	Costs derived from ARUP study.	SD B and T1, in combination with Appendix 5.
1.1G	<b>RM8</b> Garden Village / Hospital Road Junction. New roundabout on Hospital Road required as part of SDA site B.	SD B	1,650,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: In tandem with development	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref 8	Costs derived from ARUP study.	SD B and T1, in combination with Appendix 5.
1.1H	<b>RM26</b> Potential priority junction and improvements on Swansea Road as secondary access to SDA site B.	SD B	Not costed by ARUP –  Costs to be established once specific measure agreed with CCoS Transport.  Hybrid planning application 2016/1478 approved subject to s106	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	N/A	N/A	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	Secondary access requested by Developer to serve a limited number of dwellings and to provide a bus route through the site (camera controlled).  Hybrid planning application 2016/1478 approved subject to s106	To be determined.	SD B and T1, in combination with Appendix 5.
1.1I	<b>RM4</b> Penllergaer Link Road - link and access road to SDA site C which creates a new north-south link road. This internal 'spine street' and associated junctions are to run broadly north to south through the site from the A4240 Gorseinon Road to the A483 and A484.  New roundabout within SDA site C to provide routes to A483 (inclusive of new signalised junction onto A483) and A484, A4240 / Penllergaer Link Signal junction. Inclusive of a new road link between A48 and A484, A4240 / Penllergaer Link Junction, in combination with RM5	SD C	5,175,000 AND 2,050,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:C. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: 5,175,000 To release first 350 homes on N part of site. 2,050,000 To release remaining 500 homes	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref JN/JS and Q	Costs derived from ARUP study.	SD C and T1, in combination with Appendix 5.

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											Cost Note	Policy Requirement	
1.1J	<b>RM5</b> Pontarddulais Road / Gorseinon Road / Swansea Road roundabout. Existing Pontarddulais Road / Gorseinon Road / Swansea Road. Roundabout converted to signal control in co-ordination with new gateway access to SDA site C.	SD C	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:C. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: Before 50 dwellings occupied	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref 38	Costs derived from ARUP study.	SD C and T1, in combination with Appendix 5.	
1.1K	<b>RM6</b> M4 Junction 47 Improvement. Likely to include 4th lane on gyratory, 2 ahead lanes and 2 right turn lanes.	SD C	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:C. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: At outset of development of SDA's B, C and J	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Transport to explore other funding sources.	ARUP ref 6	Costs derived from ARUP study.	SD C and T1, in combination with Appendix 5.	
1.1L	<b>RM10</b> A484 Pontarddulais Road / A483 Swansea Rd roundabout. Modify roundabout to potentially become traffic signal controlled.	SD C	400,000 OR 600,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:C. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: Essential to development of west sector	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Could be delivered through SD H.	ARUP ref 14.	400,000: ARUP 600,000: IFVA based on developer estimates IFVA only attributes to SD H	SD C and T1, in combination with Appendix 5.	
1.1M	<b>RM6</b> M4 Junction 47 Improvement. Likely to include 4th lane on gyratory, 2 ahead lanes and 2 right turn lanes.	SD D and G	400,000	<b>Developers</b>	<b>Developers</b> to deliver as part of SD:D and G. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: At outset of development of SDA's B, C and J	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Transport to explore other funding sources.	ARUP ref 6  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	Costs derived from ARUP study.	SD D, SD G and T1, in combination with Appendix 5.	
1.1N	<b>RM15</b> Upgrade existing Felindre access and bridge. Upgrade of existing access road and bridge with new 3 arm roundabout junction on A48.	SD D and G	2,900,000	<b>Developers</b>	<b>Developers</b> to deliver as part of SD:D and G. In consultation with CCoS Transport.	Identified in ARUP study.	Not included in IFVA. To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref F  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106..	Costs derived from ARUP study.	SD D, SD G and T1, in combination with Appendix 5.	

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1.1O	<b>RM16</b> Llangyfelach to A48 Link Road, and A48 / Bryntwyod Junction. Internal road junction between Llangyfelach Link road and Mynydd Newydd, inclusive of 3 arm roundabout and junction on A48.	SD D	3,300,000	<b>Developers</b>	<b>Developers</b> to deliver as part of SD:D. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: At commencement of Phase 2 (post-1,160 homes)	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Concerns regarding the deliverability, buses and cycles only due to impact on A48.	ARUP ref G.  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	Costs derived from ARUP study.	SD D and T1, in combination with Appendix 5.
1.1P	<b>RM17</b> Mynydd Newydd - Llangyfelach Link Road. A new east-west link road inclusive of a Mynydd Newydd Road junction and new signalised Junction on Llangyfelach Road.	SD D	4,550,000	<b>Developers</b>	<b>Developers</b> to deliver as part of SD:D. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: In tandem with development	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Scheme revised and realigned in conjunction with developer negotiations.	ARUP ref HN/HS.  In accordance with the SD Concept Plan and as set out in 2.3.41, all transport proposals for the area will be subject to further future assessments which will be required to robustly consider the requirements set out in Appendix 5 with regard to the requirement for additional strategic link to the site to connect to the A48.  Transport Impact Assessments submitted as part of outline application (ref: 2017/1822/OUT)	Costs derived from ARUP study.	SD D and T1, in combination with Appendix 5.  See SD D para 2.3.4.1
1.1Q	<b>RM18</b> New road link to connect J46 spur roundabout to Pantlasau Road in the vicinity of Morryston Hospital. Felindre Link / Pantlassau Road Junction (28) and Bus Link for Swansea Metro extension is required.	SI 4	3,525,000	<b>Developers</b>	<b>Developers</b> Delivery in association with ABMHB 'Arch Project for Morryston Hospital' in consultation with CCoS Transport.	Identified in ARUP study.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref E	Costs derived from ARUP study.	SI 4 and T1, in combination with Appendix 5.
1.1R	<b>RM19</b> J46 and Clasemont Road / Pantlassau Road	SD D and G	400,000	<b>Developers</b>	<b>Developers</b> to deliver as part of	Identified in ARUP study.	To be determined following early	ARUP Study p.89 highlights if "no	Transport to explore other	ARUP ref 29	Costs derived	SD D, SD G and T1, in

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	Junction improvements to increase capacity. Additional signal control at roundabout entries and at Pant Lasau Road junction.				SD:D and G. In consultation with CCoS Transport.		discussions with CCoS Transport.	infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	funding sources.	Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	from ARUP study.	combination with Appendix 5.
1.1S	<b>RM9</b> Link Road from A484 to serve business park. Swansea Road / Penllergaer Link Junction and Titanium Road/Penllergaer Link Junction both as new Roundabouts on the Swansea Road as part of Link Road. Incorporates a new spine street with a vehicular and pedestrian bridge over the River Lliw, from the A484 Llanelli Link road to the north which will open up the site for development. Spine street to connect to Park and Ride at Gowerton Station. Or alternative measure as tested by SSTM Addendum	SD H	2,675,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD H. In consultation with CCoS Transport.	Identified in ARUP study and alternative identified in Addendum.	The IFVA suggests the following phasing: In tandem with NE sector development	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref P	Costs derived from ARUP study.	SD H and T1, in combination with Appendix 5. PR1
1.1T	<b>RM10</b> A484 Pontarddulais Road / A483 Swansea Road roundabout. Modify roundabout to potentially become traffic signal controlled.	SD H	400,00 OR 600,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:H. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: Essential to development of west sector	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Could be delivered through SD C.	ARUP ref 14	400,000: ARUP  OR 600,000: IFVA based on developer estimates	SD H and T1, in combination with Appendix 5.
1.1U	<b>RM11</b> Cwmbach Road / Ystrad Road Roundabout. Modify cross-roads to roundabout on B4285 Cwmbach Road / Ystrad Road.	SD H	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:H. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: At tail end of NE sector development	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref 17	Costs derived from ARUP study.	SD H and T1, in combination with Appendix 5.



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1.1V	<b>RM14</b> A4216 / Cwmbach Road traffic lights. A4216 / Cwmbach Road changes to signal control cycle. Implement SCOOT control link junction to Fforestfach Cross.	SD H	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:H. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: At tail end of NE sector development	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	In developer traffic study this scheme also links to SD D.	ARUP ref 33	Costs derived from ARUP study.	SD H and T1, in combination with Appendix 5.
1.1W	<b>RM19</b> J46 and Clasemont Road / Pantlassau Road Junction improvements to increase capacity. Additional signal control at roundabout entries and at Pantlassau Road junction.	SD E	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:E. In consultation with CCoS Transport. N.B. Also for SD D and G.	Identified in ARUP study.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP ref 29	Costs derived from ARUP study.	SD E and T1, in combination with Appendix 5.
1.1X	<b>RM21</b> Clasemont Road / Vicarage Road Improvement. Signalisation of junction to allow turning lanes of sufficient length on Clasemont Road and Pentrepoeth Road.	SD E	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:E. In consultation with CCoS Transport.	Identified in ARUP study.	The IFVA suggests the following phasing: When 200-250 homes occupied	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Transport to explore other funding sources.	ARUP ref 40	Costs derived from ARUP study.	SD E and T1, in combination with Appendix 5.
1.1Y	<b>RM12</b> Link road to provide new spine street aligned with existing site access from Waunarwydd Road. Partial connection to Llwyn Mawr road via new junction. New link road through SDA site F between Waunarwydd Road in the East and Western boundary of SDA F will enable a future connection to Tycoch area.	SD F	2,900,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:F. In consultation with CCoS Transport.	Identified in ARUP study.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	ARUP ref I	Costs derived from ARUP study.	SD F and T1, in combination with Appendix 5.
1.1Z	<b>RM13</b> Tycoch Roundabout Improvements. Ty Coch Road / Glanmor Road / Vivian Road Improvements using a signal controlled one-way system.	SD F	400,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:F. In consultation with CCoS Transport.	Identified in ARUP study.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Transport to explore other funding sources.	ARUP ref 34	Costs derived from ARUP study.	SD F and T1, in combination with Appendix 5.

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1.1AA	<p><b>RM22</b> Improvements in association with SDA site K. Langdon Road extension to Baldwin Crescent, A483 Fabian Way / Baldwins Crescent</p> <p>Junction signal control and new link road in association with Tidal Lagoon and other local developments in the Fabian Way corridor.</p> <p>Other measures required as part of the SDA site K masterplan include a new Junction on Fabian Way at Wern Fawr Road.</p>	SD K	2,900,000	Developer	Developer to deliver as part of SD:K. In consultation with CCoS Transport.	<p>Identified in ARUP study. Joint Transport Plan Table 3 – Transformational connectivity projects for the Swansea Bay City Region.</p> <p>Fabian Way Corridor. DiscrFunding sources: Local Transport Fund, Section 106, CIL, ERDF, LA Capital Funds. Costs £k: 25,000.</p>	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	ARUP ref D	Costs derived from ARUP study.	SD K and T1, in combination with Appendix 5.
1.1AB	<p><b>RM20</b> M4 Junction 45 improvement. Possible alterations to lane allocations on gyratory and approaches, alterations to road markings and gantry signing.</p>	SD I	400,000	Developer	Developer to deliver as part of SD:I. In consultation with CCoS Transport.	Identified in ARUP study.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	Transport to explore other funding sources.	ARUP ref 27	Costs derived from ARUP study.	SD I and T1, in combination with Appendix 5.
1.1AC	<p><b>RM27</b> SDA site I must deliver an internal spine street to run broadly North to South through the relevant Llansamlet East development area from Walters Road to Blawd Road, with new roundabout junctions designed to provide appropriate flood free access in accordance with the requirements of TAN 15.</p>	SD I	Determined by site Transport Assessment and negotiations with CCoS Transport.	Developer	Developer to deliver as part of SD:I. In consultation with CCoS Transport.	N/A	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	N/A	To be determined.	SD I and T1, in combination with Appendix 5.

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.1AD	<b>RM28</b> Swansea Central Area highway infrastructure improvements as necessary, having regard to requirements arising from the necessary Transport Assessments and detailed transport modelling and including the following: - City Waterfront/Civic Centre / Paxton Street - Review junction arrangements, St Davids South (LC2) site - Review junction arrangements, Kingsway - Reduce traffic levels and review traffic network arrangements, Oxford Street / Westway - Review of access and traffic network arrangements, Wind Street - To introduce a low speed environment.	SD J	Determined by site Transport Assessment and negotiations with CCoS Transport.	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:J. In consultation with CCoS Transport.	Identified in Joint Transport Plan as "City Centre Project"	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	None.	Costs derived from ARUP study.	SD J and T1, in combination with Appendix 5.
1.1AE	<b>RM25</b> Tawe Riverside – Morfa Road	SD L	500,000	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:L. In consultation with CCoS Transport.	Identified in Joint Transport Plan as "Morfa Distributor Road"	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None.	None.	Figure from Transport. Required for sustainable public transport	SD L and T1, in combination with Appendix 5.

Infrastructure Delivery Plan

ESSENTIAL      REQUIRED      DELIVERED

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
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**Small scale measures highlighted by the ARUP Study**

N.B. Other measures may come forward through Transport Assessments with individual applications in discussion with Transportation. However the following measures were highlighted in the ARUP study, as incremental improvements required as necessary with smaller scale developments.

Full list of related sites to be determined following application. However the listed sites are identified as potential contributors.

1.1AF	A483 Pontarddulais Road / Ffordd Cynore	SD H, H1.33, H1.41, RC7.3	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AG	A483 Carmarthen Road / A4216 / Ravenhill Road	H1.36, H1.42, H1.35, RC7.2	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.1AH	Sketty Cross	SD F, RC5.8	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AI	Dyfatty Junction	SD J, SD L, RC7.5	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AJ	A483 / Heol Y Gors / Pentregethin Road Roundabout	SD L, H1.37	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other	Developer	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the	To be determined.	T1

Infrastructure Delivery Plan

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			appropriate mechanisms			association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.				impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."		
1.1AK	A483 / Ffordd Amazon Roundabout	SD K. Outside of Swansea.	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AL	Peniel Green Roundabout (Jn 44)	SD I, H1.14, H1.15, H1.16	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the	To be determined.	T1

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
						input will determine the most appropriate measures required with development.				Developer and the Council."		
1.1AM	B4489 / Heol Ddu / Mynydd Garnllwyd Road Junction	SD D, H1.38, SI 7	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	To be determined.	T1
1.1AN	Clase Road / A4067 Roundabout	SD I, H6, RC5.5, RC7.6, H1.38, H1.40	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.1AO	Bethel Road / Peniel Green Road	SD I H1.13 H1.14 H1.15 H1.16 H1.17 RC7.6	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AP	Sketty Road (Lane) / Mumbles Road	RC5.8	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AQ	Morrison Cross (Woodfield Street / Clase Road / Pentrepoeth Road)	RC5.5, H6 H1.38 H1.40	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other	Developer	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the	To be determined.	T1



Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
			appropriate mechanisms			association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.				impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."		
1.1AR	Neath Road / Clase Road	H1.38 RC5.5 RC7.6	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
1.1AS	M4 Junction 48 (N.B. this is located outside the City and County of Swansea)	SD A	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the	To be determined.	T1

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						input will determine the most appropriate measures required with development.				Developer and the Council."		
1.1AT	Ty'n y Bonau Road / Dulais Road (Pontarddulais)	SD A, H1.29 RC5.7	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	Developer or site financial contributions under s106 determined in negotiations with CCoS transport.	Local road improvements identified by the ARUP study as potentially requiring necessary incremental improvements in association with individual developments. Traffic Assessments at the time of application, in conjunction with CCoS Transport input will determine the most appropriate measures required with development.	To be determined following early discussions with CCoS Transport.	ARUP Study p.89 highlights if "no infrastructure measures" "Delays without any road infrastructure schemes result in significant increases in journey delay (at over 50%)."	None	ARUP Study p.50 "there may be improvement measures, additional to those included in the model, which will be necessary to mitigate the impact of individual developments, and which will need to be identified in discussions between the Developer and the Council."	To be determined.	T1
<b>Measures from H1: Non-Strategic Housing Sites Policy</b>												
1.1AU	Highways access for the development should be from Townhill Road.	H1.3	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	<b>Developer</b> to deliver as part of H1.3. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None.	None	To be determined.	H1.3 AND T1
1.1AV	Highways access from Maes-Yr-Haf, Maes-Lan, Tegfan and Delfan.	H1.12	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	<b>Developer</b> to deliver as part of H1.13. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None.	None	To be determined.	H1.13 and T1

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.1AW	Highway access to development from Bryntirion Road and Carmel Road.	H1.23	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of H1.26. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None.	None	To be determined.	H1.26 and T1
1.1AX	Highway access for development off Gower View Road and ffordd y Coegylfinir.	H1.31	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of H1.34. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None.	None	To be determined.	H1.34 and T1
<b>1.0 Transport Infrastructure - 1.2 Active Travel</b>												
1.2A	AT1 North Pontarddulais Shared Use Path	SD A	225,750	Developer	Developer to deliver as part of SD:A. In consultation with CCoS Transport.	Local Transport Plan Table Seven – City and County of Swansea Schemes 2015-2020. Kingsbridge Cycle Link. Pontarddulais to Grovesend Cycle Link. And Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.505 km length. Mainly off road, two sections on road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD A T1 and T2, in combination with Appendix 5.
1.2B	AT2 Pontarddulais Link	SD A	599,550	Developer	Developer to deliver as part of SD:A. In consultation with CCoS Transport.	Local Transport Plan Table Seven – City and County of Swansea Schemes 2015-2020. Kingsbridge Cycle Link. Pontarddulais to Grovesend Cycle Link. And Active	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport	Alternative Funding Sources would be required.	3.997 km length. Mainly off road, one section on road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or	SD A T1 and T2, in combination with Appendix 5.

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						Travel Integrated Network Map.		improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			On-road Cycle Route £50,000 per km x length of route	
1.2C	<b>AT3</b> Pontarddulais Southern Link	SD A	199,800	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:A. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". And Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.332 km length. Mainly off road, one section on road. H1.31 in very close proximity to AT03	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD A T1 and T2, in combination with Appendix 5.
1.2D	<b>AT4</b> Gorseinon North Shared Use Path	No SD	98,850	Developer	<b>Developer</b> in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". And Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.659 km length. Off road. H1.21 includes part of AT04	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	ESSENTIAL	REQUIRED	DELIVERED	
									Contingency provisions	Notes	Cost Note	Policy Requirement
1.2E	<b>AT5</b> Gorseinon North Residential Shared Use Path	No SD	42,300	Developer	<b>Developer</b> in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". And Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.282 km length. Off Road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.
1.2F	<b>AT6</b> Loughor Link	No SD	93,900	Developer	<b>Developer</b> in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". And Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.626 km length. Off road. H1.28 and H1.37 includes part of AT06	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.
1.2G	<b>AT7</b> Kingsbridge Link	SD B	252,450	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	Local Transport Plan Table Seven – City and County of Swansea Schemes 2015-2020. Kingsbridge Cycle Link. Priority 4. And Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	1.683 km length. Off road.  Hybrid planning application 2016/1478 approved subject to s106	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	SD B, T1 and T2, in combination with Appendix 5.

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								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2H	<b>AT8</b> Clyne Valley Phase 2 Shared Use Path	No SD	462,300	Developer	<b>Developer</b> in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN".	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	3.082 km length. Off road, one small section on road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.
1.2I	<b>AT9</b> Bryngwyn Fields, Garden Village	SD B	117,450	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:B. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.783 km length. Off road.  Hybrid planning application 2016/1478 approved subject to s106	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD B, T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	ESSENTIAL			REQUIRED		DELIVERED
									Contingency provisions	Notes	Cost Note	Policy Requirement		
1.2J	AT10 Bryngwyn Fields, Garden Village	SD B	114,150	Developer	Developer to deliver as part of SD:B. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.761 km length. Off road.  Hybrid planning application 2016/1478 approved subject to s106	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD B, T1 and T2, in combination with Appendix 5.		
1.2K	AT11 Bryngwyn Fields, Garden Village	SD B	67,950	Developer	Developer to deliver as part of SD:B. In consultation with CCoS Transport.	Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.453 km length. Off road.  Hybrid planning application 2016/1478 approved subject to s106	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD B, T1 and T2, in combination with Appendix 5.		
1.2L	AT12 Penllergaer Shared Use Path	SD B	64,500	Developer	Developer to deliver as part of SD:B. In consultation with CCoS Transport.	Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	1.29 km length. Mostly on road, small section off road.  Hybrid planning application 2016/1478 approved subject to s106	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	SD B, T1 and T2, in combination with Appendix 5.		

Infrastructure Delivery Plan

										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2M	AT13 Parc Mawr Link	SD C	81,600	Developer	Developer to deliver as part of SD:C. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.544 km length. Off road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD C, T1 and T2, in combination with Appendix 5.
1.2N	AT14 Parc Mawr Shared Use Path	SD C	236,040	Developer	Developer to deliver as part of SD:C. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.967 km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD C, T1 and T2, in combination with Appendix 5.



Infrastructure Delivery Plan

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	ESSENTIAL			REQUIRED		DELIVERED
									Contingency provisions	Notes	Cost Note	Policy Requirement		
1.2O	AT15 Waunarlyydd Development Northern Link	SD H	86,400	Developer	Developer to deliver as part of SD:H. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.72km length. Adjacent Road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD H, T1 and T2, in combination with Appendix 5.		
1.2P	AT16 Waunarlyydd Development Southern Link – Phase 1	SD H	94,680	Developer	Developer to deliver as part of SD:H. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.789km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD H, T1 and T2, in combination with Appendix 5.		
1.2Q	AT17 Waunarlyydd Development Southern Link – Phase 2	SD H	314,140	Developer	Developer to deliver as part of SD:H. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	2.618 km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	SD H, T1 and T2, in combination with Appendix 5.		

Infrastructure Delivery Plan

										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2R	AT18 A48 Link	SD C & E	510,000	Developers	Developers to deliver as part of SD:C & E. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	H1.29 includes part of AT18. Alternative Funding Sources would be required.	4.25km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD C & E, T1 and T2, in combination with Appendix 5. H1.29
1.2S	AT19 Penllergaer Woods Link	SD D	356,250	Developer	Developer to deliver as part of SD:D. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN".	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	2.375km length. Off road.  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD D, T1 and T2, in combination with Appendix 5.
1.2T	AT20 Llanmoor Homes Central Shared Use Path	SD D	156,600	Developer	Developer to deliver as part of SD:D. In	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract	Alternative Funding Sources would be required.	1.305km length. Adjacent road.	Estimate cost = £150,000 (Off-	SD D, T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
					consultation with CCoS Transport.	Integrated Network Map.		existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	
1.2U	AT21 Llanmoor Peripheral Link Shared Use Path	SD D	245,160	Developer	Developer to deliver as part of SD:D. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	2.043km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD D, T1 and T2, in combination with Appendix 5.
1.2V	AT22 Bryntwyod Link	SD G	83,640	Developer	Developer to deliver as part of SD:G. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN".	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that	Alternative Funding Sources would be required.	0.697km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x	SD G, T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								congestion on the road network can be minimised by providing travellers with an alternative to the private car."			length of route	
1.2W	<b>AT23</b> Felindre Sustainable Urban Village	SD G	359,100	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:G. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	2.394km length. Off road. Unprioritised.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD G, T1 and T2, in combination with Appendix 5.
1.2X	<b>AT24</b> Morriston Hospital Access Road	SD G	360,360	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:G. In consultation with CCoS Transport.	Local Transport Plan "Morrison Hospital Link". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	3.003km length. Adjacent	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD G, T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	ESSENTIAL			REQUIRED		DELIVERED
									Contingency provisions	Notes	Cost Note	Policy Requirement		
1.2Y	<b>AT25</b> Morriston Hospital Access Road Shared Use Path	SD E	48,360	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:E. In consultation with CCoS Transport.	Local Transport Plan "Morriston Hospital Link". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.403km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD E, T1 and T2, in combination with Appendix 5.		
1.2Z	<b>AT26</b> Pantlassau Farm Development	SD E	279,900	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:E. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.567km length and 0.299km length. Off road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD E, T1 and T2, in combination with Appendix 5.		
1.2AA	<b>AT27</b> A48 Link	SD E	208,080	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:E. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	1.734km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	SD E, T1 and T2, in combination with Appendix 5.		

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										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2AB	<b>AT28</b> North Tawe Riverside Link	SD L	105,750	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:L. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.705km length. Off road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD L, T1 and T2, in combination with Appendix 5.
1.2AC	<b>AT29</b> Ynystawe Link	No SD	32,950	Developer	<b>Developer</b> in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.659km length. On road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	ESSENTIAL	REQUIRED	DELIVERED	
									Contingency provisions	Notes	Cost Note	Policy Requirement
1.2AD	AT30 Swansea Vale Shared Use Path	SD I	39,720	Developer	Developer to deliver as part of SD:I. In consultation with CCoS Transport.	Local Transport Plan "Swansea Vale Spine Road Improvements". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.331km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD I, T1 and T2, in combination with Appendix 5.
1.2AE	AT31 Swansea Vale Shared Use Path	SD I	265,800	Developer	Developer to deliver as part of SD:I. In consultation with CCoS Transport.	Local Transport Plan "Swansea Vale Spine Road Improvements". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.772km length. Off road, one small section on road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD I, T1 and T2, in combination with Appendix 5.
1.2AF	AT32 Swansea Vale Shared Use Path	SD I	17,800	Developer	Developer to deliver as part of SD:I. In consultation with CCoS Transport.	Local Transport Plan "Swansea Vale Spine Road Improvements". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	0.356km length. On road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	SD I, T1 and T2, in combination with Appendix 5.

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2AG	<b>AT33</b> Birchgrove Link	SD I	109,200	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:I. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required. H1.17 includes part of AT33	0.728km length. Off road and adjacent.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD I, T1 and T2, in combination with Appendix 5. H1.17.
1.2AH	<b>AT34</b> Peniel Green Link	SD I	84,600	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:I. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.564km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD I, T1 and T2, in combination with Appendix 5.



Infrastructure Delivery Plan

										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2AI	<b>AT35</b> Peniel Green Shared Use Path	SD I	96,360	Developer	Developer to deliver as part of SD:I. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.803km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD I, T1 and T2, in combination with Appendix 5.
1.2AJ	<b>AT36</b> Carmel Road Shared Use Path	No SD	262,950	Developer	Developer in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.753km length. Off road. H1.7 includes art of AT36.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.
1.2AK	<b>AT37</b> Upper Bank Link Phase 2	No SD	53,520	Developer	Developer in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	0.446km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2AL	<b>AT38</b> Upper Bank Residential Shared Use Path	No SD	91,800	Developer	<b>Developer</b> in consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.612km length. Off road. H1.5 includes part of AT38	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.
1.2AM	<b>AT39</b> Cwm Level Link	No SD	68,500	<b>LTF Grant</b>	Swansea Council	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.37km length. On road, very small section off road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	ESSENTIAL			REQUIRED		DELIVERED
									Contingency provisions	Notes	Cost Note	Policy Requirement		
1.2AN	AT40 Tawe Riverside Link	SD L	169,950	Developer	Developer to deliver as part of SD:L. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	1.133km length. Off road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD L, T1 and T2, in combination with Appendix 5.		
1.2AO	AT41 Orchard Street Shared Use Path	SD J	52,800	Developer	Developer to deliver as part of SD:J. In consultation with CCoS Transport.	Local Transport Plan Table Seven – City and County of Swansea Schemes 2015-2020. City Centre Project. Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.44km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD J, T1 and T2, in combination with Appendix 5.		
1.2AP	AT42 UWTSD Active Travel Infrastructure	SD K	172,200	Developer	Developer to deliver as part of SD:K. In consultation with CCoS Transport.	Local Transport Plan Priority 5 "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure	Alternative Funding Sources would be required.	1.148km length. Off road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle	SD K, T1 and T2, in combination with Appendix 5.		

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
								on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."			Route £50,000 per km x length of route	
1.2AQ	AT43 Tidal Lagoon Access Link	SD K	47,040	Developer	Developer to deliver as part of SD:K. In consultation with CCoS Transport.	Local Transport Plan "Morfa" and "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	0.392km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD K, T1 and T2, in combination with Appendix 5.
1.2AR	AT44 Tidal Lagoon Access Link	SD K	430,560	Developer	Developer to deliver as part of SD:K. In consultation with CCoS Transport.	Local Transport Plan "Fabian Way" and "Links to NCN". Also Active Travel Integrated Network Map.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	3.588km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	SD K, T1 and T2, in combination with Appendix 5.

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2AS	AT45 Morfa Road	No SD	210,840	Delivered	Delivered	Local Transport Plan "Morfa Distributor Road" and "Links to NCN". Also Active Travel Integrated Network Map.	Delivered	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Complete.	1.757km length. Adjacent road.	Estimate cost = £150,000 (Off-Road), £120,000 (Off-Road - Adjacent to the road) or On-road Cycle Route £50,000 per km x length of route	T1 and T2, in combination with Appendix 5.
<b>Measures from H1: Non-Strategic Housing Sites Policy</b>												
1.2AT	Development should retain former rail line as cycle path and positively integrate with the green space area	H1.5	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of H1.5. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None	None	None	H1.5, T1 and T2
1.2AU	Public access to agreed area of natural greenspace	H1.23	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of H1.23. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None	None	None	H1.23, T1 and T2
1.2AV	Provide good pedestrian and cycle link from site interior to existing adjacent village hall.	H1.26	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other	Developer	Developer to deliver as part of H1.26. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None	None	None	H1.26, T1 and T2

Infrastructure Delivery Plan

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			appropriate mechanisms									
1.2AW	The site should have Active Travel links to the existing Penllergaer settlement across the A483 and also into the existing Parc Penllergaer development.	H1.29	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	<b>Developer</b> to deliver as part of H1.29. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None	None	None	H1.29, T1 and T2
1.2AX	Good pedestrian and cycle links to upgraded playground.	H1.34	Costs to be established once specific measure agreed with CCoS Transport. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	<b>Developer</b> to deliver as part of H1.34. In consultation with CCoS Transport.	From the Candidate Sites Assessments and Stakeholder responses.	Determined during early discussions with CCoS Transport.	Potential non-compliance with policy unless alternative arrangements can be found and agreed.	None	None	None	H1.34, T1 and T2
<b>PROW onsite, adjacent too or near site requiring potential connection, improvement or incorporation into site's design</b>												
1.2AZ	LC77, LC98, LC1, LC118, LC104, LC106 and LC3	SD A	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	<b>Developer</b> to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BA	LC24, LC25, LC110, LC94 and LC26	SD B	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	<b>Developer</b>	<b>Developer</b> to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

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1.2BB	LC121 and LC28	SD C	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BC	C91, LC90, LC89, LC93, LC30, LC92, LC88, MY331, MY329 and MY330	SD D	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BD	LC114, LC88 and MY331	SD E	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BE	LC125, LC84, LC34, LC35, MW48, LC117 and LC33	SD G	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BF	LC101,LC72,LC27, LC28, CO103, CO600, LC26 and LC71	SD H	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2BG	LT382, LT384, LT383, BV377, MO331, MO349, LT459 and LT458	SD I	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BH	BO394 and LT398	H1.4	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BI	BO482 and BO481	H1.5	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BJ	LT396, LT398 and LT397	H1.7	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BK	RN19	H1.10	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7



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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2BL	RN23	H1.11	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BN	LT393, LT392 and LT400	H1.12	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BO	BU377	H1.13	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BP	LT458 and LT459	H1.14	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BQ	LT393	H1.15	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2BR	ST484, ST481 and BO477	H1.16	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BS	LC20, LC21 and LC9	H1.17	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BT	LC94 and LC23	H1.18	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BU	CO103, LC69, LC115, LC68, LC70 and LC97	H1.19	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BV	LC24, LC25, LC120 and LC37	H1.20	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2BW	LC16 and LC83	H1.21	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BY	LC118 and LC98	H1.26	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2BZ	LC103 and LC95	H1.27	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CA	LC18 and LC96	H1.28	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CB	LC40 and LC39	H1.29	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2CC	CO136	H1.30	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CD	LC75 and KI103	H1.31	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CE	MO341 and MO340	H1.34	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CF	LC30, LC28, LC27 and LC72	H1.36	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CG	LD7, PE20, PR18, LD6 and LD18	H5.1	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

Infrastructure Delivery Plan

										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.2CH	LH50, LH60 and LH55	H5.2	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CI	LH57	H5.3	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CJ	PD18, PD22, PD16, PD21 and PD1	H5.4	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CK	MU71, MU25, MU23 and MU24	H5.5	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7
1.2CL	MU5, MU4, MU2, MU6 and MU10	H5.6	Costs to be established once specific measures agreed with CCoS PROW Team. Will be sought via s106 or other appropriate mechanisms	Developer	Developer to deliver as part of site. In consultation with CCoS PROW Team	Countryside Access Plan	At start of development or phasing to be agreed with CCoS PROW Team prior to permission.	Decrease in quality and amount of PROW within the County.	Alternative Funding Sources would be required.			T2 and T7

Infrastructure Delivery Plan

ESSENTIAL      REQUIRED      DELIVERED

ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
<b>1.0 Transport Infrastructure - 1.3 Public Transport</b>												
1.3A	<b>Gowerton Park and Ride</b> Rail based Park and Ride facility by Gowerton railway station.  Bus linkages to rail station.	SD H	Costs to be established once specific measure agreed with CCoS	Developer	Developer to deliver as part of SD H. In consultation with CCoS Transport.		At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104: "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative funding sources would be required.	None	None	T1, T2, T3 and T4 in combination with Appendix 5. Measure <b>PR1</b>
1.3B	<b>Llansamlet Park and Ride</b> Rail based Park and Ride facility by Llansamlet railway station – potential for 300 space car park at railway station.  Bus linkages to rail station.	SD I	Costs to be established once specific measure agreed with CCoS	Developer	Developer to deliver as part of SD I. In consultation with CCoS Transport.		At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104: "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative funding sources would be required.	None	None	T1, T2, T3 and T4 in combination with Appendix 5. Measure <b>PR2</b>

Infrastructure Delivery Plan

											ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement	
1.3C	<p><b>West Park and Ride</b></p> <p>Bus based Park &amp; Ride for the west of the city centre, as specified in the Local Transport Plan (2015-2020).</p> <p>Location not yet mapped.</p>	N/A	Costs to be established once specific measure agreed with CCoS	<b>Developer</b>	<b>Developer</b> to deliver as part of SD:A. In consultation with CCoS Transport.	Local Transport Plan.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	None	None	T1, T2, T3 and T4 in combination with Appendix 5. Measure <b>PR3</b>	
1.3D	<p><b>High frequency Cross city bus or city-wide Swansea bus-rapid transit network and Corridor improvements.</b></p> <p>4 to 5 cross-city high frequency (5 per hour) services - travelling through the city centre but not terminating there.</p> <p>Each corridor shall be subject to bus priority measures, including high quality bus stops (at a distance of around 500-600m from each other – to minimise journey speed while retaining good catchment around stops) with real time information available to passengers.</p>	Those within proximity to the scheme.	Costs to be established once specific measure agreed with CCoS	<b>Developer</b>	<b>Developer</b> to deliver as part of SD or H scheme In consultation with CCoS Transport.	Local Transport Plan.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	None	None	T1, T2, T3 and T4 in combination with Appendix 5. Measure <b>PT1</b>	

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
1.3E	<p><b>A less frequent orbital bus Service.</b></p> <p>A less frequent orbital bus service (minimum 2 per hour) connecting existing nodes and proposed developments;</p> <p>Less frequent orbital service linking</p> <ul style="list-style-type: none"> <li>• Morriston to Llansamlet,</li> <li>• Llansamlet to the City Centre via Winch Wen, City Centre to Swansea University,</li> <li>• University to Morriston via Llangyfelach.</li> </ul>	Those within proximity to the scheme.	Costs to be established once specific measure agreed with CCoS	Developer	Developer to deliver as part of SD or H scheme In consultation with CCoS Transport.	Local Transport Plan.	At start of development or phasing to be agreed with CCoS Transport prior to permission.	ARUP Study p.104 "Investment in major public transport network improvements (to attract existing and newly generated journeys) will reduce the traffic flows across the network and hence mitigate the impact of LDP development. Public transport improvements (involving bus priority infrastructure on core corridors and investment in the services themselves) are a necessity to ensure that congestion on the road network can be minimised by providing travellers with an alternative to the private car."	Alternative Funding Sources would be required.	• None	None	T1, T2, T3 and T4 in combination with Appendix 5. Measure <b>PT2</b>



Infrastructure Delivery Plan

										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
<b>2.0 Social Infrastructure - 2.1 Education</b>												
<b>Notes:</b>												
<p>1. The size of schools set out in the SD policy requirements are indicative and reflect initial assessments based on existing planned schools infrastructure LDP planned growth. The exact size of school required will be considered at application stage to take account of most up to date position on education provision. See Policy SI 3: Education which sets out further detail of the process. See also Appendix 1 to this schedule which sets out the background to the Council's approach to provision of education infrastructure.</p> <p>2. Provision of Schools within the SD Sites is shown "red" to reflect that this is an essential requirement of the core design and placemaking policies which underpin the allocation of SD sites. Education infrastructure shown as orange reflects instances where the level of provision/contributions required is subject to further assessment at the time of application. Orange notation does not denote that the infrastructure is an optional requirement. Such infrastructure is still required in order to ensure that the development is compliant with LDP Policies.</p> <p>3. Phasing is estimated in accordance with initial indications set out in the Strategic Development Site Policies and reflects Policy SI 3: Education which requires careful phasing of school provision in order to achieve a balance between demand for and supply of school places. On-site provision should be provided at relevant phases of developments. Additional forms of entry should be made available where necessary. Actual phasing of the delivery of infrastructure will be determined in light of further detailed masterplanning work.</p> <p>4. Phasing and costs estimates set out in the schedule are informed by the Independent Financial Viability Appraisals where relevant. The IFVA is a theoretical exercise which indicates that sites are viable on the basis of assumptions made (having regard to information from site promoters and stakeholders) of the costs and phasing of infrastructure associated with the development. The Housing Trajectory and Statements of Common Ground between CCoS and Site Promoters (and where appropriate current Planning Applications) provide the most up to date source of information on requirements, phasing and costing and these have been referred to where relevant in the notes column.</p> <p>5. See Policy SI 3, Para 2.7.17 for Council's position on contributions to Secondary Education. For most SD sites, the Council's position has been to pool the secondary requirement into a joint requirement to delivery Primary education on site, which may be for a larger school than the primary pupil numbers require. The onus is then on the Council to deliver the Secondary education requirements through its own programmes and funding. See Policy SI 3, 2.70 d.</p> <p>6. The language medium of the school required will be determined at application stage based on current need.</p>												
N/A	Band A school improvement programme	Countywide	N/A	Match funded; Swansea Council and Welsh Government	Swansea Council	Band A	N/A	N/A	N/A	See Section 3 re existing approach and current position re-securing funding for Band A/B	None	N/A
N/A	Band B school improvement programme	Countywide	N/A	Match funded; Swansea Council and Welsh Government	Swansea Council	Band B	N/A	N/A	N/A		None	N/A
2.1A	3 form entry Primary School on land north of Pontarddulais Comprehensive School.	SD A	£4.5-6m	<b>Developer</b> to deliver on-site as part of SD:A. In consultation with CCoS Education Department.	<b>Developer</b>	Need generated by development. Not included in Band A or B.	Phasing in accordance with Policy SD:A and Policy SI:3 and determined in light of further detailed masterplanning work.  See Housing Trajectory for current position. Further updates to be provided by SOCG between CCoS and Site Promoter.  <b>Phasing suggested by IFVA:</b> 2FE delivered by completion of 200 Units (Q4 2019-Q4 2020). Increased to 3FE by completion of 500th unit (Q3 2023 to Q2 2024). NB: 2FE required in early phases. Council may require increase to	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	1. School to be located to the south of the development on land north of Pontarddulais Comprehensive School.  2. Must incorporate changing facilities available for use by community in association with school playing fields.	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and construction costs.	Development Requirements Policy SD:A and supporting para 2.3.17.  Policy SI 3: Education

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
							3FE during later phases.					
2.1B	2.5 form entry Primary School at land north of Garden Village	SD B	£4.5-5.5m	<b>Developer</b> to deliver <b>on-site</b> as part of SD:B. In consultation with CCoS Education Department.	<b>Developer</b>	Need generated by development. Not included in Band A or B.	Phasing in accordance with Policy SD:B and Policy SI:3 and determined in light of further detailed masterplanning work.  See Housing Trajectory for current position. Further updates to be provided by SOCG between CCoS and Site Promoter.  <b>Phasing suggested by IFVA:</b> 1.5FE Primary delivered by completion of 200th unit (Q4 2019 to Q2 2020). Remaining 1FE (Q1-Q2 2022).	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	Hybrid planning application 2016/1478 approved subject to s106	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and construction costs.	Development Requirements Policy SD:B and supporting para 2.3.25.  Policy SI 3: Education
2.1C	3 form entry Primary School at land south of A4240 Parc Mawr, Penllergaer	SD C	£4.5-6m	<b>Developer</b> to deliver <b>on-site</b> as part of SD:C. In consultation with CCoS Education Department.	<b>Developer</b>	Need generated by development. Not included in Band A or B.	Phasing in accordance with Policy SD:C and Policy SI:3 and determined in light of further detailed masterplanning work.  See Housing Trajectory for current position. Further updates to be provided by SOCG between CCoS and Site Promoter.  <b>Phasing suggested by IFVA:</b> Nursery unit delivered on completion of 350th unit (Q1 2020-Q3 2021). 3FE Primary on completion of 600th unit (Q2 2023-Q1 2024)	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	See IFVA.  Further updated information to be provided in SOCG.	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and construction costs.	Policy SI 3: Education.  Development Requirements Policy SD:C and supporting para 2.3.32.

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.1D	2.5 form entry Primary School for Penderry at land west of Llangyfelach Road, Penderry.	SD D	£4.5-5.5m	<b>Developer</b> to deliver <b>on-site</b> as part of SD:D. In consultation with CCoS Education Department.	<b>Developer</b>	Need generated by development. Linked to Band B/C.	Phasing in accordance with Policy SD:D and Policy SI:3 and determined in light of further detailed masterplanning work.  See Housing Trajectory for current position. Further updates to be provided by SOCG between CCoS and Site Promoter.  <b>Phasing suggested by IFVA:</b> 1FE Primary on completion of 150th unit (Q2 2018-Q2 2019). Increased to 2.5FE on completion of 400 homes (Q1 2020-Q4 2021)	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and construction costs.	Policy SI 3.  Development Requirements Policy SD:D and supporting para 2.3.40.
2.1E	2 form entry Primary School at land north of Clasemont Road, Morryston	SD E	£4-5.5m	<b>Developer</b> to deliver <b>on-site</b> as part of SD:E. In consultation with CCoS Education Department.	<b>Developer</b>	Need generated by development. Not included in CCoS Education plans or current WG Band A schemes	Phasing in accordance with Policy SD:E and Policy SI:3 and determined in light of further detailed masterplanning work.  See Housing Trajectory for current position. Further updates to be provided by SOCG between CCoS and Site Promoter.  <b>Phasing suggested by IFVA:</b> 1FE Primary on completion of 200 unit (Q3 2020-Q1 2021). Increased to 2FE on completion of 400th unit (Q1-Q2 2023)	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	None	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and construction costs.	Policy SI 3.  Development Requirements Policy SD:E and supporting para 2.3.47.  See NSA 29 - re typo in SDE education requirements.
2.1F	2.5 form entry Primary School at land north west of M4 J46, Llangyfelach.	SD G	£4.5-5.5m	<b>Developer</b> to deliver <b>on-site</b> as part of SD:G. In consultation with CCoS Education Department.	<b>Developer / CCoS Education</b>	Need generated by development. Not included in CCoS Education plans or current WG Band A schemes	Phasing to be agreed with Council at appropriate stages of development.  See phasing in Housing Trajectory.	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	None	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and	Policy SI 3.  Development Requirements Policy SD:G.

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									ESSENTIAL	REQUIRED	DELIVERED	
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
											construction costs.	
2.1G	3 form entry Primary School at land north of Waunarlwydd / Fforestfach	SD H	£4.5-6m	<b>Developer</b> to deliver <b>on-site</b> as part of SD:H. In consultation with CCoS Education Department.	<b>Developer</b>	Need generated by development. Not included in CCoS Education plans or current WG Band A schemes	Provide at initial phases of the development aligned with the construction process, with additional forms of entry made available where necessary in later phases, as agreed by the Council.  See phasing in Housing Trajectory.	Potential strain on catchment schools which may be at capacity at the time of application.  Lack of school at the heart of the new community hubs to be created on site.	Council would need to review future WG funding programme submissions to examine opportunities for funding for the facility.	See Statement of Common Ground between CCoS and Site Promoters for SDH.	Range of anticipated costs reflects flexibilities required to arrive at precise figure having regard to school design and construction costs.	Policy SI 3.  Development Requirements Policy SD:H and supporting paragraph 2.3.68
2.1H	Upgrades / extensions to existing Primary and Secondary schools in the catchment area.	SD F	To be determined in accordance with Planning Obligations SPG at time of application and subject to viability.	<b>Developer. Off-site</b> financial contributions under s106 to existing Primary and Secondary schools in the catchment area.	Relevant developers for Site/CCoS Education	No plans under Band A.	Phasing of financial contribution to be determined by s106 at application stage.	Potential strain on catchment schools which may be at capacity at the time of application.	Council would need to review future WG funding programme submissions to examine opportunities for funding for facilities in the catchment area.	Details of catchment schools will be provided in response to scheme details at detailed application stage.  See Policy SI 3: Education, para 2.7.18 Contributions to increase and or improve catchment schools to accommodate the additional pupils arising from development on Non-Strategic Housing Site allocations sought where evidence of need within catchment area.	None	Policy SI 3  Development Requirements Policy SD:F.
2.1I		SD I				No links to Band A or B.						Policy SI 3  Development Requirements Policy SD:I
2.1J		SD J				Not currently linked to Band A/B proposals						Policy SI 3  Development Requirements Policy SD:J.
2.1K		SD K				Not currently linked to Band A/B proposals						Policy SI 3  Development Requirements Policy SD:K.
2.1L		SD L				Not currently linked to Band A/B proposals						Policy SI 3  Development Requirements Policy SD:L.

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									ESSENTIAL	REQUIRED	DELIVERED	
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.1M	Upgrades / extensions to existing Primary and Secondary schools in the catchment area.	Policy H1:1 to Policy H1:42	To be determined in accordance with Planning Obligations SPG at time of application and subject to viability.	<b>Developer. Off-site</b> financial contributions under s106 to existing Primary and Secondary schools in the catchment area.	Relevant developers for Site / CCoS Education	Not currently linked to Band A/B proposals	Phasing of financial contribution to be determined by s106 at application stage.	Potential strain on catchment schools which may be at capacity at the time of application.	Council would need to review future WG funding programme submissions to examine opportunities for funding for facilities in the catchment area.	Details of catchment schools will be provided in response to scheme details at detailed application stage.  See Policy SI 3: Education, para 2.7.18 Contributions to increase and or improve catchment schools to accommodate the additional pupils arising from development on Non-Strategic Housing Site allocations sought where evidence of need within catchment area.	None	Policy SI 3 Para 2.7.18
2.1N	Upgrades / extensions to existing Primary and Secondary schools in the catchment area.	H1:21	Contribution in accordance with Application: 2017/1451/OUT	<b>Developer. Off-site</b> financial contributions under s106 to existing Primary and Secondary schools in the catchment area.	<b>Relevant developers for Site / CCoS Education</b>	Not currently linked to Band A/B proposals	Phasing in accordance with Application: 2017/1451/OUT.	Potential strain on catchment schools which may be at capacity at the time of application.	Council would need to review future WG funding programme submissions to examine opportunities for funding for facilities in the catchment area.	Application: 2017/1451/OUT 2018/1894/RES		Policy SI 3 Para 2.7.18
2.1O	Secondary Education contributions for specific Strategic Development Sites.	SD D	Estimated £6.8m	<b>Developer - Off site</b> Financial contributions to CCoS for secondary education.	<b>Developer / CCoS Education</b>	Band A/Band B proposals	<b>Phasing suggested by IFVA:</b> Financial contributions to Secondary education (Q4 2025 - Q1 2030)	Potential strain on catchment schools which may be at capacity at the time of application.	Council would need to review future WG funding programme submissions to examine	Secondary contributions are identified specifically on these two sites, given that the number of units	These values are estimated costs reflect existing s106	Policy SI 3  Development Requirements Policy SD:D.

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.1P		SD H	Estimated £2.5m	Developer - Off site Financial contributions to CCoS for secondary education.	Developer / CCoS Education	Band A/Band B proposals	Phasing suggested by IFVA: Financial contributions to Secondary education (Q4 2025-Q1 2030)		opportunities for funding for facilities in the catchment area.	justifies a contribution over and above the contribution to a Primary School. Secondary contributions may span beyond the plan period, given that the total number of units on the site will be delivered beyond 2025.	contributions based on number of units. Contribution in addition to required Primary School (see above).	Policy SI 3  Development Requirements Policy SD:H.
<b>2. Social Infrastructure - 2.2 Green Infrastructure</b>												
<p><b>Notes:</b> Provision of Green infrastructure is shown "red" to reflect that it is an essential requirement of the core design and placemaking policies which underpin the allocation of SD sites. Sub-elements of the green infrastructure (such as open space and biodiversity enhancements) are essential requirements of the schemes, but require further assessment to determine the level and nature of provision. In such instances where further assessment is required the infrastructure provision is shown "orange" to reflect the need for further information at the planning application stage. "Orange" notation does not denote that the infrastructure is an optional requirement. Such infrastructure is still required in order to ensure that the development is compliant with LDP Policies.</p>												
<b>2.2.1 Green Infrastructure/Accessible Natural Greenspace (ANGs)</b>												
2.2.1A	Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SDA.  • To include creation of a linear park along the route of the high pressure water main.	SD A	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with detailed GI Assessments.  To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)	To be provided as part of the development.  See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	Policy SI 6. Provision of Open Space.  Policy ER:2 Green Infrastructure Network.  Policy SD 2: Masterplanning Principles  Policy SD:A, para 2.3.18. .

Infrastructure Delivery Plan

										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.2.1B	<p>Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SDB. To include:</p> <ul style="list-style-type: none"> <li>• Provision of suitable replacement land for Mynydd Garngoch Common, CL44, ensuring the replacement land has full public access to ensure public rights for air and exercise, including access on foot and horseback.</li> <li>• Buffer area to immediate north of Garden Village to protect and enhance setting and act as prominent central area of community parkland.</li> </ul>	SD B	To be provided through on-site provision	Developer	Developer	<p>Green infrastructure provision to be determined in accordance with detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	Hybrid planning application 2016/1478 approved subject to s106	None	<p>Policy SI 6. Provision of Open Space.</p> <p>Policy ER:2 Green Infrastructure Network.</p> <p>Policy SD 2: Masterplanning Principles</p> <p>Policy SD:B para 2.3.27.</p>
2.2.1C	<p>Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SDC. To include:</p> <ul style="list-style-type: none"> <li>• provision of a Village Green with new planting and a LEAP, set within a prominent green copse within the east west Green Corridor</li> <li>• provisions of a major east west Green Corridor with new and retained planting, a NEAP, informal and formal recreation, play for older children, kick about areas and shared pedestrian cycle routes</li> </ul>	SD C	To be provided through on-site provision	Developer	Developer	<p>Green infrastructure provision to be determined in accordance with detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	<p>Policy SI 6: Provision of Open Space.</p> <p>Policy ER:2 Green Infrastructure Network.</p> <p>Policy SD 2: Masterplanning Principles</p> <p>Policy SD:C</p>

Infrastructure Delivery Plan

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.2.1D	<p>Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SDD. To include:</p> <ul style="list-style-type: none"> <li>opportunities for active travel creation of a series of e-w linear parks as key features of the site, retaining existing trees and hedgerows , integrating landscape and protecting biodiversity, including appropriate landscaping</li> <li>SUDs</li> <li>formal and informal play and recreation.</li> </ul>	SD D	To be provided through on-site provision	Developer	Developer	<p>Green infrastructure provision to be determined in accordance with detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	<p>Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.</p> <p>S106 negotiations to include consideration of GI provision</p>	None	<p>Policy SI 6: Provision of Open Space</p> <p>Policy ER:2 Green Infrastructure Network..</p> <p>Policy SD 2: Masterplanning Principles</p>
2.2.1E	<p>Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SDE. To include:</p> <ul style="list-style-type: none"> <li>linear green spaces which correspond with service easements</li> <li>retention of existing trees and hedgerows within the public realm with appropriate landscaping and habitat creation.</li> </ul>	SD E	To be provided through on-site provision	Developer	Developer	<p>Green infrastructure provision to be determined in accordance with detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	<p>Policy SI 6: Provision of Open Space.</p> <p>Policy ER:2 Green Infrastructure Network.</p> <p>Policy SD 2: Masterplanning Principles.</p> <p>Policy SD:E</p>



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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.2.2F	Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SDF. To include: <ul style="list-style-type: none"> <li>retention of existing trees and hedgerows within the public realm, and introduce appropriate landscaping and habitat creation.</li> </ul>	SD F	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with detailed GI Assessments.  To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	Policy SI 6: Provision of Open Space.  Policy ER:2 Green Infrastructure Network.  Policy SD 2: Masterplanning Principles.  Policy SD:F
2.2.1G	Create a multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SD G, with a particular emphasis on retaining trees and strengthening existing hedgerows, and appropriate landscaping and habitat creation. To include: <ul style="list-style-type: none"> <li>retention of mature trees conservation of important existing habitats and opportunities for biodiversity enhancement.</li> <li>creation of a village green/public realm as the focus of the new settlement.</li> </ul>	SD G	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with detailed GI Assessments.  To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	Policy SI 6: Provision of Open Space.  Policy ER:2 Green Infrastructure Network.  Policy SD 2: Masterplanning Principles.  Policy SD:G, Para 2.3.62
2.2.1H	Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SD H. To include: <ul style="list-style-type: none"> <li>New east-west linear park and nature reserve along the River Llan. To integrate the landscape, protect biodiversity, include appropriate</li> </ul>	SD H	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with detailed GI Assessments.  To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to	None. To be provided as part of the design and layout of the development	None	None	Policy SI 6: Provision of Open Space.  Policy ER:2 Green Infrastructure Network.  Policy SD 2: Masterplanning Principles  Policy SD H, Para 2.3.69

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	landscaping and opportunities for formal and informal play, recreation and Active Travel)  <ul style="list-style-type: none"> <li>Public open space providing buffer area between the employment area and new residential district.</li> </ul>							sustainability and well-being.				
2.2.1I	Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SD I. To include:  <ul style="list-style-type: none"> <li>Provide a major east west Green Corridor with new and retained trees and hedgerows, appropriate new landscaping, formal and informal play provision, and Active Travel.</li> </ul>	SD I	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with detailed GI Assessments.  To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	Policy SI 6: Provision of Open Space.  Policy ER:2 Green Infrastructure Network.  Policy SD 2: Masterplanning Principles  Policy SD I.
2.2.1J	Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SD J. To include:  <ul style="list-style-type: none"> <li>Improved accessibility of the beach and water space and associated infrastructure at Swansea Bay and River Tawe</li> <li>Provide opportunities for new and improved areas of public realm, incorporating space for public art, Green Infrastructure, play, events and activities.</li> </ul>	SD J	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with detailed GI Assessments.  To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	Policy SI 6: Provision of Open Space.  Policy ER:2 Green Infrastructure Network.  Policy SD 2: Masterplanning Principles  Policy SD:J

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2.2.1K	<p>Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SD K. To include:</p> <ul style="list-style-type: none"> <li>The canal route should be safeguarded and enhanced with appropriate Green Infrastructure, appropriate landscaping and Active Travel routes.</li> </ul>	SD K	To be provided through on-site provision	Developer	Developer	<p>Green infrastructure provision to be determined in accordance with detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	<p>Policy SI 6: Provision of Open Space.</p> <p>Policy ER:2 Green Infrastructure Network.</p> <p>Policy SD 2: Masterplanning Principles</p> <p>Policy SD K.</p>
2.2.1L	<p>Create a connected multifunctional Green Infrastructure network throughout the site in accordance with Policy ER2, SD2 and SD L. To include:</p> <ul style="list-style-type: none"> <li>Maximise access to river corridor as key area of public realm and green infrastructure</li> <li>Provide for river boat travel with pontoons at Morfa Stadium and Hafod Morfa Copperworks (linking to pontoons at Sailbridge site)</li> <li>Enhance East bank of river as a linear park with improved public access</li> <li>Enhance White Rock as a Heritage Park through landscaping and access works.</li> </ul>	SD L	To be provided through on-site provision	Developer	Developer	<p>Green infrastructure provision to be determined in accordance with detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	<p>Policy SI 6: Provision of Open Space</p> <p>Policy ER:2 Green Infrastructure Network.</p> <p>Policy SD 2: Masterplanning Principles</p> <p>Policy SD L, Para 2.3.89.</p>
2.2.1M	Provide green infrastructure network throughout the site in accordance with Policy ER 2.	All Non-Strategic Development Sites	To be provided through on-site provision	Developer	Developer	Green infrastructure provision to be determined in accordance with	To be provided as part of development.	Sites fail to meet the LDP's objectives of delivering high standards of placemaking and	Council would need to review future funding of green infrastructure provision on	All non-strategic development site allocations will be required to meet Green Infrastructure	None	Policy ER:2 Green Infrastructure Network.

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						<p>detailed GI Assessments.</p> <p>To be informed by emerging Green Infrastructure Strategy (to be adopted as SPG)</p>		<p>green infrastructure networks throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.</p>	<p>non-strategic sites.</p>	<p>requirements where appropriate.</p> <p>Requirements will be established through a Green Infrastructure Assessment. See Section 3 for further background information on the process of GI Assessment..</p>		
<b>2.2.2 Children's Play, Destination Play Areas and Teen Facilities</b>												
<b>Notes:</b>												
<p>1. Infrastructure requirements for Play are estimated based on the FiT guidance set out in the Six Acre Standards document. Exact requirements are subject to negotiation with individual site Promoters at the detailed application stage when the mix of open space typologies (LAPs/LEAPs/NEAPs/MUGAs) may be varied to those set out in the schedule below, in order to reflect the exact nature of each allocated site and information arising from open space assessments. Where negotiations are at an advanced stage/applications have been received, this is reflected in the "Notes" column.</p>												
<b>Local Areas for Play (LAP)</b>												
2.2.2A	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD A	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6.; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for early assumptions on LAP requirements.	None	Policy SI 6. Provision of Open Space. Policy SD:A
2.2.2B	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD B	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6.; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted	Hybrid planning application 2016/1478 approved subject to s106	None	Policy SI 6. Provision of Open Space. Policy SD:B

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									sums for upgrade of existing nearby open space provision."			
2.2.2C	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD C	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6.; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for early assumptions on LAP requirements.	None	Policy SI 6. Provision of Open Space.  Policy SD:C
2.2.2D	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD D	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6.; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for early assumptions on LAP requirements.  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.  S106 negotiation to include consideration of GI provision	None	Policy SI 6. Provision of Open Space.  Policy SD:D
2.2.2E	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning	SD E	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the	Policy SI 6.; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory	See IFVA for early assumptions on LAP requirements.	None	Policy SI 6. Provision of Open Space.  Policy SD:E

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	information at the application stage.					Open Space Strategy.		Strategic Site allocations.	statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."			
2.2.2F	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD F	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6:, para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for early assumptions on LAP requirements.	None	Policy SI 6. Provision of Open Space.  Policy SD:F
2.2.2G	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD G	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6:, para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."		None	Policy SI 6. Provision of Open Space.  Policy SD:G
2.2.2H	Provision of LAP's in accordance with the FiT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD H	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6:, para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for	See IFVA for early assumptions on LAP requirements.	None	Policy SI 6. Provision of Open Space.  Policy SD:H

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									commuted sums for upgrade of existing nearby open space provision."			
2.2.2I	Provision of LAP's in accordance with the FIT guidance set out in the Six Acre Standard Document. Level of provision to be determined in light of masterplanning information at the application stage.	SD I	To be provided predominantly through on-site provision	Developer	Developer - On site	In accordance with FIT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6.; para 2.7.30: "Where FIT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."		None	Policy SI 6. Provision of Open Space.  Policy SD:I
2.2.2J	The FIT standards recommended relate to residential developments involving non-specialist residential use. The standards need to be reviewed for the type of development proposed on this site.	SD J	Unknown	Developer (if required)	Developer (if required)	No guidance on non-residential uses.	If required, phasing of delivery to be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.		N/A	N/A	N/A	Policy SI 6. Provision of Open Space.
2.2.2K		SD K										
2.2.2L		SD L										
<b>Local Equipped Area for Play (LEAP)</b>												
<b>Notes:</b>												
Costs estimated at about £50k per LEAP. Subject to further refinement in light of masterplanning details.												
2.2.2M	Minimum of 4 LEAPs	SD A	200,000	<b>Developer</b>	Developer - On site	In accordance with FIT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.  Impacts on contribution made by site to sustainability and well-being.	Policy SI 6.; para 2.7.30: "Where FIT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for assumptions on extent of requirements and phasing for LEAP provision made as a result of ongoing discussions with Site Promoters.	None	Policy SI 6. Provision of Open Space.  Policy SD:A

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2.2.2N	Minimum of 4 LEAPs	SD B	200,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.  Impacts on contribution made by site to sustainability and well-being.	Policy SI 6; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for early assumptions on extent of requirements and phasing for LEAP provision.  Hybrid planning application 2016/1478 approved subject to s106	Subject to s106 negotiations.	Policy SI 6. Provision of Open Space.  Policy SD:B
2.2.2O	Minimum of 4 LEAPs	SD C	200,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for assumptions on extent of requirements and phasing for LEAP provision.	None	Policy SI 6. Provision of Open Space.  Policy SD:C
2.2.2P	Minimum of 6 LEAPs	SD D	300,000	<b>Developer</b>	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	See IFVA for early assumptions on LEAP requirements.  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.  S106 negotiation to include consideration of GI provision	None	Policy SI 6. Provision of Open Space.  Policy SD:D



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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.2.2Q	Minimum of 3 LEAPs	SD E	150,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	None	None	Policy SI 6. Provision of Open Space.  Policy SD:E
2.2.2R	Minimum of 2 LEAPs	SD F	100,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	None	None	Policy SI 6. Provision of Open Space.  Policy SD:F
2.2.2S	Minimum of 4 LEAPs	SD G	200,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	None	None	Policy SI 6. Provision of Open Space.  Policy SD:G
2.2.2T	Minimum of 4 LEAPs	SD H	200,000	Developer	Developer - On site	In accordance with FiT Guidance: Six	To be provided as part of the development scheme at appropriate	Site fails to meet the LDP's objectives of	Policy SI 6; para 2.7.30: "Where FiT	None	None	Policy SI 6. Provision of Open Space.

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									ESSENTIAL	REQUIRED	DELIVERED	
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
						Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."			Policy SD:H
2.2.2U	Minimum of 4 LEAPs	SD I	200,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6.; para 2.7.30: "Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision."	None	None	Policy SI 6. Provision of Open Space.  Policy SD:I
2.2.2V	The FIT standards recommended relate to residential developments involving non-specialist residential use. The standards need to be reviewed for the type of development proposed on this site.	SD J		Developer (if required)	Developer (if required)	No guidance on non-residential uses.	If required, phasing of delivery to be provided as part of the development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	N/A	N/A	None	None	Policy SI 6. Provision of Open Space.
2.2.2W		SD K										
2.2.2X		SD L										
<b>Neighbourhood Equipped Area of Play (NEAP)</b>												
<b>Notes:</b>												
1. Costs estimated at about £80k per NEAP. Actual costs will be subject to further refinement in light of masterplanning details.												
2.2.2Y	1 NEAP	SD A	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory	See IFVA for assumptions on extent of requirements and phasing for NEAP provision		Policy SI 6. Provision of Open Space  Policy SD:A

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
						Open Space Strategy.		Strategic Site allocations.	statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See SOCG for most up to date position..		
2.2.2Z	1 NEAP	SD B	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for early assumptions on extent of requirements and phasing for LEAP provision.  Hybrid planning application 2016/1478 approved subject to s106	None	Policy SI 6. Provision of Open Space.  Policy SD:B
2.2.2A A	1 NEAP	SD C	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for assumptions on extent of requirements and phasing for NEAP provision  SOCG to provide most up to dated position.	None	Policy SI 6. Provision of Open Space.  Policy SD:C

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.2.2A B	2 NEAPs	SD D	160,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for early assumptions on NEAP requirements.  Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.  S106 negotiation to include consideration of GI provision	None	Policy SI 6. Provision of Open Space.  Policy SD:D
2.2.2A C	1 NEAP	SD E	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for assumptions on extent of requirements and phasing for NEAP provision  SOCG to provide most up to date position.	None	Policy SI 6. Provision of Open Space.  Policy SD:E
2.2.2A D	1 NEAP	SD F	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for assumptions on extent of requirements and phasing for NEAP provision  SOCG to provide most up to date position.	None	Policy SI 6. Provision of Open Space.  Policy SD:F

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2.2.2A E	1 NEAP	SD G	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	SOCG to provide most up to date position.	None	Policy SI 6. Provision of Open Space.  Policy SD:G
2.2.2A F	1 NEAP	SD H	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	SOCG to provide most up to date position.	None	Policy SI 6. Provision of Open Space.  Policy SD:H
2.2.2A G	1 NEAP	SD I	80,000	Developer	Developer - On site	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	None	None	Policy SI 6. Provision of Open Space. Policy SD:I
2.2.2A H	FiT Standards do not relate to the non-residential uses	SD J		Developer (if required)	Developer (if required)	No guidance on non-residential uses.	If required, phasing of delivery to be provided as part of the	N/A	N/A	None	None	N/A

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2.2.2AI	proposed on these sites. Requirements to be considered in light of masterplanning details.	SD K					development scheme at stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.					
2.2.2AJ		SD L										
<b>Playing Fields</b>												
<b>Notes:</b>												
1. Playing Fields provided in accordance with FIT guidelines for playing pitches which take into account provision per population and accessibility issues at the time of application into account. The level of provision required will be determined when detailed site masterplanning is received and an assessment of the current levels of provision is made. Costs will therefore be determined when level of provision is known.												
2.2.2AK	Changing facilities available for community use in association with School Playing fields.	SD A	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for assumptions on extent of requirements and phasing for playing field provision made as a result of ongoing discussions with Site Promoters.	None	Policy SI 6. Provision of Open Space.  Policy SD:A
2.2.2AL	Playing pitches delivered as part of 2.5 form entry Primary school to incorporate changing facilities available to for community use in association with the school playing fields	SD B	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for early assumptions on extent of requirements and phasing for LEAP provision.  Draft s106 Heads of Terms currently being agreed for planning application 2016/1478.  SOCG to provide most up to date position.	None	Policy SI 6. Provision of Open Space.  Policy SD:B
2.2.2AM	Off-site contribution towards improvements to pitches and facilities at Gors Common, including required drainage measures.	SD C	To be confirmed in light of detailed assessment of level of	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to	See IFVA for assumptions on extent of requirements and phasing for playing field provision made	None	Policy SI 6. Provision of Open Space.  Policy SD:C

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
			provision required.			Consultation Draft Open Space Strategy.		networks throughout the Strategic Site allocations.	provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	as a result of ongoing discussions with Site Promoters.		
2.2.2A N	Provide 2 formal pitches and changing rooms to the North of the site as a focal point in the neighbourhood to be managed by local sports clubs/ Community Council or third party.	SD D	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for early assumptions on LAP requirements.  GI provision subject to current ongoing discussions relating to Planning Application: 2017/1822/OUT.	None	Policy SI 6. Provision of Open Space.  Policy SD:D
2.2.2A O	Provide new pitches as accessible focal point within the new neighbourhood.	SD E	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for assumptions on extent of requirements and phasing for playing field provision made as a result of ongoing discussions with Site Promoters.	None	Policy ER:2 Green Infrastructure Network.  Policy SD:E
2.2.2A P	Provide sport pitches on-site, potentially through the improvement of the existing pitch (or areas to the north).	SD F	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement.	See IFVA for assumptions on extent of requirements and phasing for playing field provision made as a result of ongoing	None	Policy ER:2 Green Infrastructure Network.  Policy SD:F

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								Strategic Site allocations.  SD F: Para 2.3.56 "The existing pitch on the hospital site is identified as a key element of outdoor sports facilities in the Open Space Assessment for Sketty Ward. Without this pitch there is a significant deficiency of accessible pitch space on the northern part of the ward."	Council may ask for commuted sums for upgrade of existing nearby open space provision.	discussions with Site Promoters.		
2.2.2A Q	Locate pitches as accessible focal points in the new neighbourhood.	SD G	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	None	None	Policy SI 6. Provision of Open Space.  Policy SD:G
2.2.2A R	New pitches will be provided as accessible focal point within the new neighbourhoods.	SD H	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	See IFVA for assumptions on extent of requirements and phasing for playing field provision made as a result of ongoing discussions with Site Promoters.	None	Policy SI 6. Provision of Open Space.  Policy SD:H



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2.2.2A S	Provision of sports opportunities on site with potential for accessible off-site improvements at the Ashlands playing field.	SD K	To be confirmed in light of detailed assessment of level of provision required.	Developer	Developer	In accordance with FiT Guidance: Six Acre Standard. Council's Open Space Assessment and Consultation Draft Open Space Strategy.	To be provided as part of the development scheme at appropriate stages to be agreed at the detailed application stage. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and green infrastructure networks throughout the Strategic Site allocations.	Policy SI 6: para 2.7.30: Where FiT standards are not achieved, Developer required to provide explanatory statement. Council may ask for commuted sums for upgrade of existing nearby open space provision.	None	None	Policy SI 6. Provision of Open Space.  Policy SD:I
<b>2.2.3 Biodiversity Measures and Environmental Enhancements</b>												
<b>Notes:</b> All sites are required to meet the requirements relating to biodiversity and environmental enhancements set out in the relevant LDP Policies, which may include the requirement to submit and agree ecological management plans. Infrastructure schemes set out below relate to those specifically required in the Strategic Development Site Policies and H1 Development requirements												
2.2.3A	Implement a range of potential environmental enhancements at the existing Pontarddulais Industrial Estate.	SD A	To be provided as part of the design and layout of the development	Developer	Developer	None	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to placemaking	None. To be provided as part of the development.	None	None	Policy SD:A  Policy SD 2: Placemaking
2.2.3B	Implement a range of biodiversity measures and environmental enhancements. Including: <ul style="list-style-type: none"><li>• Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat.</li><li>• Protection of water quality of the River Llan and its tributaries where they cross the site</li></ul>	SD B	To be provided as part of the design and layout of the development	Developer	Developer	Swansea Local Biodiversity Action Plan  Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	See IFVA for early assumptions on extent of requirements and phasing.  Draft s106 Heads of Terms currently being agreed for planning application 2016/1478.  SOCG to provide most up to date position.	None	Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.  Policy SD B, Para 2.3.28.

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2.2.3C	Implement a range of enhancements for biodiversity. Including: <ul style="list-style-type: none"> <li>Planting and long term management of Green Corridors</li> <li>Enhancement of retained wet semi improved fields to the north east for biodiversity.</li> <li>Incorporate Air Mitigation measures into development where necessary</li> </ul>	SD C	To be provided as part of the design and layout of the development	Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).  RD22 Air Quality Management Area (AQMA) Action Plans in Swansea (2004)  RD23 Local Air Quality Management Reports	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.  Policy SD C.  RP 2
2.2.3D	Implement a range of enhancements for biodiversity. Including <ul style="list-style-type: none"> <li>Retain and provide suitable buffers to habitats, trees, hedgerows and SINC.</li> <li>Exclude SINC from development and create suitable buffer strip along the western and northern site edge:</li> </ul>	SD D	To be provided as part of the design and layout of the development	Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	Current Planning Application: 2017/1822/OUT.	None	Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.  Policy SD D.

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2.2.3E	<p>Implement a range of enhancements for biodiversity. Including:</p> <ul style="list-style-type: none"> <li>Retain and provide suitable buffers to habitats, trees, hedgerows and wetlands, meadow common land and SINC on the edge of the site. Exclude SINC from development and provide appropriate management</li> <li>Protection, enhancement, and additional habitat creation in the mixed deciduous woodland nature reserve to the North of the site</li> <li>Appropriate management of remaining species rich neutral grassland will be required to encourage floristic diversity as lowland meadow grasslands</li> </ul>	SD E	To be provided as part of the design and layout of the development	Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	<p>Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.</p> <p>Policy SD E.</p>
2.2.3F	<p>Implement a range of enhancements for biodiversity. Including:</p> <ul style="list-style-type: none"> <li>Manage area to the North East of the site as nature reserve</li> <li>Retain 11.8 ha of land on the ridgeline to the north of the hospital which is subject to a legal agreement relating to use for recreation, open space, landscape and wildlife conservation purposes only.</li> <li>Incorporate Air Mitigation measures into development where necessary.</li> </ul>	SD F	To be provided as part of the design and layout of the development	Developer	Developer	<p>Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).</p> <p>RD22 Air Quality Management Area (AQMA) Action Plans in Swansea (2004)</p> <p>RD23 Local Air Quality Management Reports</p>	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	<p>Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.</p> <p>Policy SD F.</p> <p>RP 2: Air Noise and Light Pollution</p>

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	<ul style="list-style-type: none"> <li>Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat</li> </ul>											
2.2.3G	<p>Implement a range of enhancements for biodiversity. Including:</p> <ul style="list-style-type: none"> <li>Retain and provide suitable buffers to habitats, particularly trees, hedgerows and SINC's within the site.</li> <li>Manage and enhance retained area to the North West of the Village as a nature reserve.</li> <li>Retain, enhance and manage mature woodlands on the site and provide appropriate public access.</li> </ul>	SD G	To be provided as part of the design and layout of the development	Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	<p>Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.</p> <p>Policy SD G.</p>

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										ESSENTIAL	REQUIRED	DELIVERED
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
2.2.3H	<p>Implement a range of enhancements for biodiversity. Including:</p> <ul style="list-style-type: none"> <li>• Provide a minimum of 7m development free buffer to allow for access for maintenance of the River Llan.</li> <li>• Public open space should form part of a buffer area between the employment area and new residential district.</li> <li>• Retention and enhancement of significant areas of SINCs (212 and 30) and significant areas of priority habitats including wet woodland and purple moor grass and rush pasture .</li> </ul>	SD H	To be provided as part of the design and layout of the development	Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	<p>Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.</p> <p>Policy SD H. Para 2.3.70.</p>
2.2.3I	<p>Implement a range of biodiversity measures and environmental enhancements including:</p> <ul style="list-style-type: none"> <li>• Protection and enhancement of Llansamlet Nature Reserve and Llansamlet Ecology Park and manage invasive species across the area in accordance with agreed management plans.</li> <li>• Address ground condition issues</li> </ul>	SD I		Developer	Developer	<p>Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).</p> <p>RD25 Swansea Contaminated Land Inspection Strategy (2005)</p>	To be provided as part of the development. See phasing in Housing Trajectory.	<p>Site fails to meet Plan objectives relating to maintaining ecological resilience.</p> <p>Site fails to meet Plan objectives relating to preventing development resulting in significant risks to public health.</p>	None. To be provided as part of the development.	None	None	<p>Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.</p> <p>Policy SD I.</p> <p>RP 5: Land Contamination</p> <p>Policy RP6: Land Instability</p>

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2.2.3J	Implement a range of enhancements for biodiversity. Including <ul style="list-style-type: none"> <li>Management of foreshore and sand dunes</li> <li>Protection and enhancement of River Tawe Riparian Corridor</li> </ul>	SD J		Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.  Policy SD J.
2.2.3K	Implement a range of enhancements for biodiversity. Including <ul style="list-style-type: none"> <li>Incorporate Noise and Air mitigation measures into developments where necessary (including fronting Fabian Way and the railway line):</li> <li>Separate dock operations from more vulnerable receptor uses through provision of buffer uses</li> </ul>	SD K	To be provided as part of the design and layout of the development	Developer	Developer	RD22 Air Quality Management Area (AQMA) Action Plans in Swansea (2004)  RD23 Local Air Quality Management Reports  RD24 A Noise Action Plan for Wales 2013-2018, WG	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.  Policy SD K
2.2.3L	Implement a range of enhancements for biodiversity. Including: <ul style="list-style-type: none"> <li>Retention, enhancement and management of the Tawe Riverside SINC, along with the provision of opportunities for priority species and habitat creation.</li> <li>Appropriate levels of bat surveys where demolition or alteration of buildings is proposed</li> </ul>	SD L		Developer	Developer	Detailed biodiversity assessments at the planning application stage - informed by SEWales Biodiversity Record Centre (SEWBREC).	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to maintaining ecological resilience.	None. To be provided as part of the development.	None	None	Policy ER 9: Ecological Networks and Features of Importance for Biodiversity.  Policy SD L.
All H1 Non-Strategic Site allocations will be required to delivery environmental and biodiversity enhancements where appropriate in accordance with relevant LDP Policies. Sites set out below are where specific issues have been highlighted and mitigations measures identified through the H1 Development requirements, or through updated information contained in the Housing Trajectory.												
2.2.3M	Address noise pollution issues re proximity to Toyoda plant.	H1:19 Land east of Pontardula is Road		Developer	Developer	RD22 Air Quality Management Area (AQMA) Action Plans in Swansea (2004)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to preventing development resulting in	None. To be provided as part of the development.	See phasing in Housing Trajectory site information.	None	Policy RP 2 Air, Noise and Light Pollution.

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						RD23 Local Air Quality Management Reports  RD24 A Noise Action Plan for Wales 2013-2018, WG		significant risks to public health.				
2.2.3N	Stabilisation of old mine workings to improve public safety.	H1.21		Developer	Developer	RD25 Swansea Contaminated Land Inspection Strategy (2005)	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet Plan objectives relating to preventing development resulting in significant risks to public health.	None. To be provided as part of the development.	See Policy H1 development requirements.	None	RP 6: Land Instability
2.2.3O	Land remediation required for brownfield site.	H1:22		Developer	Developer	RD25 Swansea Contaminated Land Inspection Strategy (2005)	Prior to commencement of development. See Phasing trajectory.	Site fails to meet Plan objectives relating to preventing development resulting in significant risks to public health.	None. To be provided as part of the development.	Site information in Housing Trajectory indicates that demolition and clearance works commissioned.	None	RP 5: Land Contamination
<b>2.2.4 - Surface Water Drainage</b>												
<p><b>Notes:</b></p> <p>The impact of development on surface water drainage cuts across a range of LDP policies. All sites are required to meet the requirements relating to green infrastructure network, biodiversity and environmental enhancements set out in the relevant LDP Policies. See RP 3: Water Pollution and Protection of Water Resources; RP 4: Avoidance of Flood Risk; ER 2: Strategic Green Infrastructure Network; ER 9: Ecological Networks and Features of Importance for biodiversity. Details of surface water drainage infrastructure requirements will be determined at the planning application stage and be subject to further assessment to reflect need, environmental opportunities on and around the site and capacity within existing surrounding drainage systems and watercourses. In general schemes will be commensurate with the scale and nature of development and developers are encouraged to engage with the drainage authority as early in the development process as possible to determine the extent of provision required.</p> <p>Schemes will need to take into consideration the priorities of the Flood Risk Management Plan 2015. (RD14 Swansea Flood Risk Management Plan 2015)</p> <p>Fluvial and pluvial infrastructure will be funded by a combination of developers fully funding schemes where required by site constraints and/or contributions to offsite schemes and where available WG grants and internal revenue budgets.</p>												

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<b>2.0 Social Infrastructure – 2.3 Community and Commercial Uses</b>												
<b>Notes:</b>												
1. Community infrastructure and commercial uses are shown as "red" to reflect their role as an essential element of the design and placemaking requirements of the Strategic Development sites.												
2.3A	Community hub not required within the site. Site required to create sustainable extension, well connected to existing facilities. To include: <ul style="list-style-type: none"> <li>Retention and integration of existing farm buildings for sustainable uses</li> </ul>	SD A	To be provided as part of the design and layout of the development	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	Policy SD:A
2.3B	Community hub to include <ul style="list-style-type: none"> <li>commercial floor space at ground floor level located in area near to school/at the nodal point.</li> <li>potential Primary Healthcare facility</li> </ul>	SD B	To be provided as part of the design and layout of the development	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	Hybrid planning application 2016/1478 approved subject to s106  Negotiation on s106 to include discussion of how provision of commercial space could potentially be used to provide a primary healthcare facility.	None	Policy SD:B Para 2.3.4



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2.3C	<p>New community hub to Penllergaer to include</p> <ul style="list-style-type: none"> <li>• mixed uses with active frontages in northern part of site.</li> <li>• New community facility utilising the existing farmhouse building, to provide space 'for hire' by groups and individuals and to be developed in association with opportunities for allotments and food growing.</li> <li>• potential Primary Healthcare facility</li> <li>• potential Extra Care home facility</li> </ul>	SD C	To be provided as part of the design and layout of the development	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	None	None	<p>Policy ER:2 Green Infrastructure Network.</p> <p>Policy SD:C, Para 2.3.36</p>
2.3D	<p>New district centre</p> <ul style="list-style-type: none"> <li>• with commercial units and/or community uses with residential above. New local centre uses will be provided adjacent to and facing Clasemont Road adjacent to Long View Road junction to accommodate a range of retail, business and community facilities with active frontages and residential above.</li> <li>• potential Primary Healthcare facility</li> <li>• potential Extra Care home facility</li> </ul>	SD D	To be provided as part of the design and layout of the development	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations. Impacts on contribution made by site to sustainability and well-being.	None. To be provided as part of the design and layout of the development	Outline Planning Application: re SD D - 2017/1822/OUT approved subject to s106.	None	Policy SD D.

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2.3E	New Community hub/new local centre provided adjacent to and facing Clasemont Road adjacent to Long View Road junction  <ul style="list-style-type: none"> <li>to include commercial units/new community uses with residential above.</li> <li>co-located with new Primary School adjacent to Clasemont Road</li> </ul>	SD E	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations.	None. To be provided as part of the design and layout of the development	None	None	Policy SD E.
2.3F	New district centre with commercial units and new community buildings as part of new local hub.	SD G	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations.	None. To be provided as part of the design and layout of the development	None	None	Policy SD G.
2.3G	New local centre for Tregof Village Development  <ul style="list-style-type: none"> <li>Infill within Peniel Green Community for combination of residential / convenience retails and locally focussed commercial opportunities.</li> </ul>	SD I	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations.	None. To be provided as part of the design and layout of the development	None	None	Policy SD I.
2.3H	New local centre at the rear of Bevans Row. Small scale local commercial & convenience units.	SD K	Developer	Developer	N/A	To be provided as part of the development. See phasing in Housing Trajectory.	To be provided as part of the development. See phasing in Housing Trajectory.	Site fails to meet the LDP's objectives of delivering high standards of placemaking and community infrastructure provision throughout the Strategic Site allocations.	None. To be provided as part of the design and layout of the development	None	None	Policy SD K.

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<b>3.0 Utilities</b>												
<b>Notes:</b>												
<p>1. Statements of Common Ground between CCoS and DCWW, and CCoS and Site Promoters will be prepared for submission for the relevant Examination Hearing Session and will provide the most up to date position.</p> <p>2. Welsh Water cannot advise on specific scheme costs at this stage as potential solutions to identified infrastructure constraints have yet to be developed. However, the DCWW SOCG will provide High/Medium/Low Cost estimates which are designed purely to assist in providing a high level indication of the anticipated cost implications of the reinforcement works required. These estimates are provided in the schedule below in advance of the submission of the SOCG. The definitions of cost estimates are as follows:</p> <ul style="list-style-type: none"> <li>• <b>Low Cost</b> - Where the water mains and/or public sewers are either:- a) located adjacent to the site and are capable of providing the service to the development; b) within a reasonable distance from the development and that the development is of a density which will likely make it economically viable to procure.</li> <li>• <b>Medium Costs</b>: Where the water mains and/or public sewers are either:- a) located further away and that the distance for connection would result in higher costs to procure e.g. offsite water distances of 500m; b) where there may be problems associated with the water supply (low pressure) and/or the public sewerage network (flooding / size) and these would need to be resolved to allow the development to proceed. For above medium cost instances, the requisition provision of the Water Industry Act 1991 can apply – [Sections 41-44 'Duty to comply with water main requisition' and Sections 98-101 'Duty to comply with sewer requisition']. Whereby the cost of the scheme is offset by the income generated from the development over a period of 12 years. Therefore, developers' contribution may or may not be applicable.</li> <li>• <b>High Costs</b>: Reinforcement works to Water Treatment Works (WTW) and Waste Water Treatment Works (WwTW) are normally undertaken by Dwr Cymru Welsh Water through its Asset Management Plan. That said, dependant on the density proposed and the extent of reinforcement works required it may be feasible for developers to fund the reinforcement works in advance of DCWW planned Regulatory investment. DCWW have several examples of where developers have entered into a S106 T&amp;CP Act Agreement to fund the necessary reinforcement works at a WwTW to enable their development to connect in isolation in advance of DCWW regulatory investment. It is however a decision for them to make dependant on the unit cost per property. The Water Industry Act does not allow the Requisition provisions/offsetting of income for reinforcement works to WTW and WwTW.</li> </ul> <p>3. Appendix 3 of DCWW SOCG will provide a full explanation of the requisition provisions under Water Industry Act 1991</p> <p>4. All public utilities infrastructure will be required in accordance with Policy EU4: Public Utilities and New Development which also sets out the process relating to provision of infrastructure through the AMP, s106 contributions and requisitioning of works from DCWW.</p> <p>5. Development in Gowerton WwTW catchment must also accord with the Bury Inlet <i>Memorandum of Understanding</i> agreed between the Council, Carmarthenshire CC, NRW and DCWW.</p>												
<b>3.0 Utilities - Waste Water and Public Sewerage Network – 3.1 WwTW Provision and Improvements</b>												
3.1A	Gowerton WwTW: No issues in the WwTW accommodating the foul flows from the LDP allocations	SD B, SD C, SD D, SD G, SD H, H1:19, H1:20, H1:21, H1:22, H1:23, H1:24, H1:26, H1:27, H1:33, H1:34, H1:35, H1:41, H5:2, H5:3	N/A	N/A	N/A	DCWW SOCG confirms that investment schemes completed at Gowerton WwTW during the previous <b>AMP5</b> period (following the adoption of the UDP) have created sufficient hydraulic and biological capacity to accommodate the allocated growth proposed in the LDP.	N/A	N/A	N/A	DCWW SOCG will confirm that there are no issues in the WwTW accommodating the foul flows from the LDP allocations	N/A	N/A

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3.1B	Maintenance scheme at <b>Reynoldston WwTW</b>	H5:1	See DCWW SOCG:  High cost if developer funded.	DCWW or Developer	DCWW or Developer	A maintenance scheme is set for delivery in <b>AMP6</b> which will create capacity for LDP growth. Set for completion by 31st March 2020.	DCWW SOCG advises that communication of flows from development in this catchment is managed to align with the completion of the scheme. Set for 31st March 2020.	Insufficient capacity at WwTW to accommodate foul flows generated by development. Reinforcement works must be complete before site can connect.	Developers can either wait for the necessary reinforcement works to be delivered as part of AMP6 (scheduled for 31st March 2020) or alternatively fund the works themselves via s106 of the T&CPAct 1990.	DCWW SOCG will confirm WwTW is currently at capacity and cannot accommodate any additional flows.	DCWW SOCG Appendix 2 to show High Costs if developer funded	Policy EU4: Public Utilities and New Development.
3.1C	Reinforcement works at <b>Southgate Hael Lane WwTW</b>	H5:4	See DCWW SOCG:  High cost if developer funded.	<b>DCWW</b> (future AMP programmes) <b>or Developers</b>	DCWW or Developer	No schemes planned for delivery within <b>AMP6</b> . Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in <b>AMP7</b> .	Reinforcement works must be complete before site can connect. Developers can either wait for the necessary reinforcement works to be delivered through future AMP programmes or alternatively fund the works themselves via s106 of the T&CPAct 1990.	Insufficient capacity at WwTW to accommodate foul flows generated by development. Reinforcement works must be complete before site can connect.	Developers can either wait for the necessary reinforcement works to be delivered through future AMP investment or alternatively fund the works themselves via s106 of the T&CPAct 1990.	DCWW SOCG will confirm Southgate Hael Lane WwTW is currently at capacity and cannot accommodate any additional flows with no scheme proposed for delivery in AMP 6.	DCWW SOCG Appendix 2 to show High Costs if developer funded	Policy EU4: Public Utilities and New Development.
3.1D	Swansea Bay WwTW	SD E  H5: 5 H5: 6	N/A	N/A	N/A	DCWW SOCG will confirm that investment schemes completed at Swansea Bay WwTW during the previous <b>AMP5</b> period (following the adoption of the UDP) have created sufficient hydraulic and biological capacity to accommodate the allocated growth proposed in the LDP.	N/A	N/A	N/A	DCWW SOCG will confirm that there are no issues in the WwTW accommodating the foul flows from the LDP Allocations.	N/A	N/A

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3.1E	Reinforcement works at Llanant WwTW	SD A ,  H1:25 H1:28 H1:29 H1:30 H1:31 H1:32	DCWW SOCG: High cost if developer funded.	<b>DCWW</b> (future AMP programmes) <b>or Developers.</b>	DCWW or Developer	No schemes planned for delivery within <b>AMP6</b> . Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in <b>AMP7</b> .	Insufficient capacity at WwTW to accommodate foul flows generated by all allocations proposed. Reinforcement works must be complete before all allocations can connect.	Insufficient capacity at WwTW to accommodate foul flows generated by all allocations proposed. Reinforcement works must be complete before all allocations can connect.	Developers can either wait for the necessary reinforcement works to be delivered through future AMP investment or alternatively fund the works themselves via s106 of the T&CPAct 1990.	DCWW have indicated that WwTW has limited capacity to accommodate the foul flow from the total LDP growth proposed. Whilst capacity is available to take some of the flows, reinforcement works will be required at the WwTW if all the growth proposed in the LDP is to be realised with no schemes planned for delivery within AMP6.	DCWW SOCG Appendix 2 to show High Costs if developer funded	Policy EU4: Public Utilities and New Development.

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<b>3.0 Utilities - Waste Water and Public Sewerage Network – 3.2 Foul Network</b>												
3.2A	On and off-site measures including any appropriate reinforcement works to the public sewerage network. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7. Alternatively, developers can fund necessary reinforcement works themselves identified through the commissioning of a Hydraulic Modelling Assessment.	SD A, SD B, SD C, SD D, SD E, SD F, SD G, SD H, SD I, SD K, SD L, H1:12 H1: 35 H5:1	DCWW SOCG: Medium Cost if developer funded	<b>DCWW or Developers.</b> Developers can either wait for the necessary reinforcement works to be delivered through future AMP programmes or alternatively fund the works themselves.	DCWW or Developer	No schemes planned for delivery within AMP 6. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7.	Required reinforcement works must be in place prior to commencement of development. See phasing in Housing Trajectory.	DCWW SOCG will confirm that requirements are normal routine prerequisites for developers in the progress of development sites and are not expected to impede delivery of site allocation.	Developer can requisition DCWW to carry out reinforcement works in advance of AMP7.	DCWW SOCG: To confirm that due to the size of the development a Hydraulic Modelling Assessment will be required in order to determine the extent of off-site sewers/reinforcement works required.	DCWW SOCG Appendix 2 to show Medium costs if developer funded	Policy EU4: Public Utilities and New Development.  SD Policies SD:A though SD:L (and relevant NSA proposed amendments: NS18)
3.2B	No network reinforcement works required	SD J	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCWW SOCG: Will confirm <b>no problems envisaged</b> with the public sewerage network accommodating domestic flows from the proposed development.	N/A	N/A
3.2C	Reinforcement works to resolve isolated incidents of flooding in the public sewerage system.  Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7. Alternatively, developers can fund necessary reinforcement works themselves which will be identified through the commissioning of a Hydraulic Modelling Assessment.	H1: 36	DCWW SOCG: Medium Cost if developer funded	<b>DCWW or Developers.</b> Developers can either wait for the necessary reinforcement works to be delivered through future AMP programmes or alternatively fund the works themselves.	DCWW or Developer	No schemes planned for delivery within AMP 6. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7.	Required reinforcement works must be in place prior to commencement of development. See phasing in Housing Trajectory.	DCWW SOCG confirms that requirements are normal routine prerequisites for developers in the progress of development sites and are not expected to impede delivery of site allocation.	Developer can requisition DCWW to carry out reinforcement works in advance of AMP7.	DCWW SOCG: There are isolated incidents of flooding in the public sewerage system that will need to be resolved to allow development to proceed.	DCCW SOCG Appendix 2. to show Medium Cost if developer funded	Policy EU4: Public Utilities and New Development
<b>3.0 Utilities - Waste Water and Public Sewerage Network –:3.3 Clean Water Supply Network</b>												

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3.3A	On and off-site measures including any appropriate reinforcement works to the water network. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7. Alternatively, developers can fund necessary reinforcement works themselves identified through the commissioning of a Hydraulic Modelling Assessment.	SD A, SD B, SD C, SD D, SD E, SD F, SD G, SD H, SD I, SD J, SD K	Medium	<b>DCWW or Developers.</b>  Developers can either wait for the necessary reinforcement works to be delivered through future AMP programmes or alternatively fund the works themselves.	DCWW or Developer	No schemes planned for delivery within AMP 6. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7.	Required reinforcement works must be in place prior to commencement of development. See phasing in Housing Trajectory.	DCWW SOCG will confirm that requirements are normal routine prerequisites for developers in the progress of development sites and are not expected to impede delivery of site allocation.	Developer can requisition DCWW to carry out reinforcement works in advance of AMP7.	DCWW SOCG will confirm that a water supply can be made available to service the Strategic Site allocations. However, an assessment will be required in order to understand the extent of off-site mains / reinforcement works required.	DCWW SOCG App 2 to show Medium costs if developer funded	Policy EU4: Public Utilities and New Development  SD Policies SD:A though SD:L (and relevant NSA proposed amendments: NS18)
3.3B	On and off-site measures including any appropriate reinforcement works to the water network. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7. Alternatively, developers can fund necessary reinforcement works themselves identified through the commissioning of a Hydraulic Modelling Assessment.	H1:3 H1:25 H1:28 H1:30 H1:34 H1:32 H1:33	Medium	<b>DCWW or Developers.</b>  Developers can either wait for the necessary reinforcement works to be delivered through future AMP programmes or alternatively fund the works themselves.	DCWW or Developer	No schemes planned for delivery within AMP 6. Schemes to accommodate growth proposed in Adopted LDP will be considered for inclusion in AMP7.	Required reinforcement works must be in place prior to commencement of development. See phasing in Housing Trajectory.	DCWW SOCG will confirm that requirements are normal routine prerequisites for developers in the progress of development sites and are not expected to impede delivery of site allocation.	Developer can requisition DCWW to carry out reinforcement works in advance of AMP7.	DCWW SOCG will confirm that a water supply can be made available to service the Strategic Site allocations. However, an assessment will be required in order to understand the extent of off-site mains / reinforcement works required.	DCWW SOCG App 2 to show Medium cost.	Policy EU4: Public Utilities and New Development
3.3C	No network improvements required	SD L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCWW SOCG will confirm A water supply can be made available to service the proposed development site.	N/A	N/A

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ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
<b>3.0 Utilities Infrastructure – Waste Water and Public Sewerage Network – 3.4 Easements and diversions of Public Sewers, Water Mains and Pumping Stations</b>												
<b>Notes:</b> Where sewers/mains can be incorporated into the design of the development, costs cannot be estimated until detailed site layouts are known. Where diversions are necessary costs will be determined in consultation with DCWW.												
3.4A	Measures to protect a public sewer or a number of public sewers crossing allocated Strategic Sites in the form of an easement width or diversion.	SD A; SD B SD D SD F SD G SD H SD I SD J; SD K; SD L;	Costs to be identified in consultation with DCWW	Developer	DCWW/ Developer	N/A	Where appropriate to be provided as part of the development of the site and incorporated into the Green Infrastructure network at the appropriate stage of the development. See phasing in Housing Trajectory.	Unacceptable impact on the ability of DCWW to access and maintain the foul water network	Contingency dependent on solutions agreed in consultation with DCWW.	None	None	Policy EU4: Public Utilities and New Development.
3.4B	Measures to protect a public sewer or a number of public sewers crossing allocated Non-Strategic Strategic Sites in the form of an easement width or diversion.	H1:7 H1:8 H1:14 H1:21 H1:26 H1:39 H1:41 H1:42 H5:3										
3.4C	Measures to protect a Sewage Pumping Station on allocated Non-Strategic sites in the form of an easement width or diversion.	H1:26 H1:42										
3.4D	Address issue of DCWW strategic water main which crosses site.	SD A		Developer	DCWW/ Developer	N/A			Contingency dependent on solutions agreed in consultation with DCWW.	DCWW and Site Promoter SOCG to provide updated position on Strategic 66" water main on the site.	None	Policy EU4: Public Utilities and New Development.
3.4E	Protection measures (easement width or diversion) re trunk water main crossing site.	SD D SD E SD I H1:13 H1:39 H1:41 H5:2	Where appropriate - to be provided as part of the development of the site and incorporated into the Green Infrastructure network at the appropriate stage of the development.	Developer	DCWW/ Developer	N/A		Unacceptable impact on the ability of DCWW to access and maintain the strategic clean water network.	Contingency dependent on solutions agreed in consultation with DCWW.	None	None	Policy EU4: Public Utilities and New Development.
3.4F	Protection Measures (an easement width or diversion) re water mains (or a number of water mains) crossing site.	SD E SG G SD H SD I SD J SD K SD L H1:13 H1:18 H1:26 H1:33										



Infrastructure Delivery Plan

									ESSENTIAL	REQUIRED	DELIVERED	
ID	Infrastructure Scheme	Related Allocated Site	Anticipated Costs (£)	Funding Source	Parties responsible for delivery	Relationship to priorities, schedules and plans	Likely Phasing	Summary Risks of non-delivery	Contingency provisions	Notes	Cost Note	Policy Requirement
3.4G	Protection measures (easement width or diversion) re Water pumping station on site.	H5:2							Contingency dependent on solutions agreed in consultation with DCWW.	None	None	
<b>3.0 Utilities Infrastructure –3.5 National Grid Infrastructure and other Key Infrastructure</b>												
3.5A	Protection measures re high pressure gas main to the north and north west of the site.	SD B	Where appropriate - to be provided as part of the development of the site and incorporated into the Green Infrastructure network at the appropriate stage of the development.	Developer	Developer	N/A	N/A	Site fails to meet Plan objectives relating to preventing development resulting in significant risks to public health.	None. To be provided as part of the design and layout of the development	Consult National Grid. <a href="http://www.beforeyoudig.nationalgrid.com">www.beforeyoudig.nationalgrid.com</a>	None	<b>None</b>
3.5B	Measures to address electric pylons, high pressure gas pipeline and buffers affecting the site	SD i	Where appropriate - to be provided as part of the development of the site and incorporated into the Green Infrastructure network at the appropriate stage of the development.	Developer	Developer	N/A	N/A	Site fails to meet Plan objectives relating to preventing development resulting in significant risks to public health.	None. To be provided as part of the design and layout of the development	Consult National Grid. <a href="http://www.beforeyoudig.nationalgrid.com">www.beforeyoudig.nationalgrid.com</a>	None	<b>None</b>
3.5C	Swansea port and the railway line into the docks is key infrastructure which must be safeguarded.	SD K	Where appropriate - to be provided as part of the development of the site and incorporated into the Green Infrastructure network at the appropriate stage of the development.	Developer	Developer	N/A	N/A		None. To be provided as part of the design and layout of the development		None	<b>None</b>

## 3.0 Background Information

### A. EDUCATION

- 3.1 **Identification of Measures:** Education infrastructure measures included in the Infrastructure Delivery Plan are derived from the ongoing process of collaboration between council Education and Planning departments to ensure that all identified measures are informed by the current council Education strategy, levels of existing provision and the needs likely to be generated by future development as defined in the LDP. Where available, up to date information has been drawn from the Independent Financial Viability Appraisals, which provides assessments of the viability of providing the specified infrastructure on the Strategic Development sites.
- 3.2 LDP *Policy SI 3: Education* sets out the requirement for the provision of education infrastructure and explains the background and process by which applications will be assessed to determine the appropriate contribution to be requested. Specific education requirements are, in some instances, expressed in the site specific Strategic Development Site allocation policies SDA through SD L. The size of schools and indications of phasing set out in the SD policy requirements reflect initial assessments based on existing planned schools infrastructure LDP planned growth, however the exact size of school required will be considered at application stage to take account of the most up to date position on education provision.

#### **Education Strategy Background:**

- 3.3 The Education policy for the Local Authority seeks to create all through primary schools catering for the age range 3-11. Where possible, schools are at least 2 Forms of Entry (420 pupil places) however the size of the school is dependent on the pupil population of specific areas. The Local Authority also seeks to create a mix of schools including community use, voluntary aided, English medium and Welsh medium. Specialist Teaching Facilities (STF) and Special schools are also part of the planning of school places process.
- 3.4 **Existing Provision:** As at January 2017 schools across the Local Authority consist of the following:
- 63 English Primary all including Nursery provision
  - 11 Welsh Primary all including Nursery provision
  - 18 Flying Start settings, within or adjacent to Primary schools
  - 5 Faith Primary schools
  - 11 English Secondary schools
  - 2 Welsh Secondary schools
  - 1 Faith based Secondary school
  - 7 schools have sixth form provision
  - 2 Special schools in Swansea
  - 1 Pupil Referral Unit (on 3 sites)
  - There are 20 Primary Specialist Teaching Facilities and 13 Secondary Specialist Teaching Facilities. In January 2018 an additional 2 Primary STFs will open and an additional 1 Secondary STF.

#### 3.5 **The Current School Improvement Strategy**

Within Swansea is the *Quality in Education (QEd) Programme* which aligns with Welsh Government's *21st Century Schools Programme*:

**Band A** of the programme of school improvement commenced in 2013/14.

*The aims of the QEd Programme include:*

- *raise standards of achievement and attainment for all children and young people;*
- *improve the quality of the learning environment;*
- *make the best use of human, physical and financial resources.*

*The supply of and demand for places varies by area, along with language and faith preference.*

**Band B** of the 21<sup>st</sup> Century Schools Programme is expected to be announced shortly and will run from April 2019. This phase of investment remains consistent with local policies, priorities and commitments, as well as the priorities and specific criteria set down by the WG for Band B as follows:

- *To provide an efficient and effective educational infrastructure that will meet current and future demand for places by 2024*
  - *Ensuring the right size schools in the right location, with enough places to deliver Welsh and English medium education, whilst ensuring effective and efficient use of the educational estate*

- Reducing backlog maintenance costs by at least 50% whilst improving any category C or D condition buildings to A or B
- To optimise the use of infrastructure and resources to deliver public services for our communities by 2024. This includes:
  - Flexibility of assets with the aspiration that all facilities receiving investment commit to making assets available for community use if local demand exists
  - Co-located public services on site if local demand exists

### **Education infrastructure requirements arising from LDP Proposals**

3.6 **Requirement for Additional Education Places:** Additional education places will in many instances be required to serve the increase in the school population from the proposed developments included in the LDP. When expanding school provision to meet additional demand for school places, consideration is given to:

- Expansion of existing schools on unconfined sites
- Expansion of existing school sites that abut proposed development land
- Relocation of an existing school to a new site, to maximise school effectiveness and sustainability
- New build sites
- Future proofing new builds for future expansion

It is recognised that composition of dwellings will vary between and within new developments, which may impact on school provision and requirements. Where the scale of a development is not sufficiently large enough to support the building of a new school, careful consideration will need to be given to the timing and combinations of contributions (including provision of land where appropriate) to support the education needs of the additional pupils from the developments. The Council seeks contributions to meet the demand for all pupils generated from within each proposed housing development. Contribution requests would be based upon circumstances known/data available at the time of developments and in some instances consideration will be given to developers building schools to agreed quality and performance standards.

3.7 **Requirements for New Primary Buildings on Strategic Sites:** Certain Strategic Sites generate a specific need for a new primary school building, and in such instances consideration will be given to these being provided by the developer to be constructed in accordance with required national education guidance and standards. In some instances the contributions that would be sought for both primary and secondary school places can be pooled, by means of the same monetary value being 'converted' into delivering the primary school required for the development in full – as set out in the Infrastructure Delivery Plan

3.8 **Phasing of School Provision:** School provision needs to be carefully phased in order to achieve a balance between demand for and supply of school places. Where extension to provision is required, contributions will need to be made available at agreed milestones to ensure effective supply of places and effective use of resources for the construction of the places.

3.9 **Shared use of buildings and facilities:** Where possible the Council would consider opportunities to share buildings and facilities with other service users to incorporate:

- Community facilities
- Childcare facilities (inclusive of after school club, wrap around)
- Adult education facilities

## **B. TRANSPORT**

3.10 **Identification of Measures:** Transport infrastructure measures included in the Infrastructure Delivery Plan are derived from the measures identified in the LDP, either in Appendix 5: Transport Measures Priority Schedule (linked to the T Policies and SD Policies) or through specific transport requirements identified against the Non-Strategic Housing Sites (Policy H1).

3.11 The LDP Transport infrastructure measures are informed by

- The ARUP Strategic Transport and Development Study Report<sup>1</sup>;
- The Independent Financial Viability Appraisal (IFVA);<sup>2</sup>
- The Active Travel Integrated Network Map; and<sup>3</sup>
- The Joint Transport Plan for South West Wales 2015-2020<sup>4</sup>.
- The Countryside Access Plan 2007-2017<sup>5</sup>

<sup>1</sup> [Strategic Transport Assessment 2015](#)

<sup>2</sup> [2017 Review and Update of Viability Evidence for the Swansea Local Development Plan \(July 2017\)](#)

<sup>3</sup> <http://www.swansea.gov.uk/activetravelact>

<sup>4</sup> [Joint Transport Plan for South West Wales 2015-2020](#)

<sup>5</sup> The Countryside Access Plan.

- 3.12 **Costings:** All costings for transport measures within the Infrastructure Delivery Plan are based on high level estimates, either from the IFVA, the ARUP Strategic Transport and Development Study Report or estimates based upon standard per km costings used by Swansea Council's Transport Department dependant on whether off road, on road or adjacent to road.
- 3.13 **Phasing:** The phasing information is primarily based upon the theoretical IFVA that has been undertaken, and therefore any phasing stated as based on the IFVA is indicative and will be subject to detailed negotiations between any developer and Swansea Council, inclusive of the Transport Department.
- 3.14 **Contingencies:** Have been discussed and agreed with Swansea Council's Transport Department, however many development schemes could not go ahead without the stated transport measures.
- 3.15 **Attributing LDP sites to Transport Measures:** Appendix 5: Transport Measures Priority Schedule clearly links relevant transport measures to Strategic Development Sites and this linkage is referenced in the Infrastructure Delivery Plan where appropriate. Where measures have been associated with an H1 Non-Strategic Site Allocation, the relevant allocation reference has been provided. Where there is no firm site attribution through either the Strategic Transport and Development Study Report or the Independent Financial Viability Appraisal (IFVA), related sites have been highlighted on the basis of proximity. However, further detail may emerge at the individual application stage through the submission of transport studies and negotiations with Swansea Council's Transport Department, which may justify additional sites being related to a particular infrastructure measure. There are also instances of Active Travel measures which also fall partly within the boundary of an H1 Non-Strategic Site Allocation. Where this is the case, this has been highlighted within the notes column, regardless of whether there is an attributed Strategic Development site. Where there is a Public Right of Way (PROW) on, adjacent or near to a site these have been highlighted and linked to the relevant site.

## C. GREEN INFRASTRUCTURE

- 3.16 **Identification of Measures:** The requirement to create/maintain or enhance the green infrastructure network throughout all new development is a fundamental objective of the LDP which is set out in Policy ER 2: Strategic Green Infrastructure Network, and reiterated in the Placemaking principles set out in PS 2: Placemaking and Place Management. The requirement is implemented on Strategic Development Sites through Policy SD 2: Masterplanning Principles, and site specific requirements in the Strategic Development site Policies SD A through to SD L.
- 3.17 Policy ER 2 makes clear that green infrastructure is "the network of multifunctional green (and blue/water) spaces, corridors and environmental features which surround, thread through, shape and help form settlements and the wider countryside.". The Green infrastructure ecosystem covers a diverse range of infrastructure which will generate a number of overlapping complimentary infrastructure requirements across the LDP.
- 3.18 These may include:
- Accessible natural greenspace/open space/play requirements/community food growing/common land
  - Biodiversity measures/environmental enhancements including landscaping
  - Sustainable Drainage schemes/Surface Water drainage schemes/ Flood prevention/mitigation measures
  - Active Travel
- 3.19 Each element of green infrastructure requirements are supported by detailed policies such as:
- T 2: Active Travel
  - SI 6: Provision of New Open Space
  - ER 9: Ecological Networks and Features of Importance for Biodiversity
  - ER 5: Landscape Protection
  - RP 1: Safeguarding Public Health and Natural Resources
  - RP 2: Air, Noise or Light Pollution
  - RP 3: Water Pollution and the Protection of Water Resources
  - RP 4: Avoidance of Flood Risk
  - RP 5: Land Contamination
  - RP 6: Land Instability
- 3.20 **Evidence Base & Partnership Working:** The exact nature of Green infrastructure requirements will be determined at the application stage. The Council has made a commitment at para 2.9.13 of the supporting text to Policy ER 2 to carry out an assessment of green infrastructure provision which will inform the detail of requirements.

3.21 The Council is currently working in partnership with NRW on the preparation of a Green Infrastructure Strategy (which will be adopted as SPG) and will inform the individual GI Assessments of allocated sites.

3.22 GI Assessments will also be supported by other existing Council plans and strategies. The Council have worked closely with relevant internal council departments to establish the impact of LDP allocations and their relationship to relevant Council Plans and strategies. Key strategies include:

<p><b>Open Space</b> LDP Open Space assessment (2016) Guidance for Outdoor Sport &amp; Play: Beyond the 6 Acre Standard - England (Fields in Trust Oct 2015)</p> <p><b>Active Travel:</b> South West Wales Regional Transport Plan (2010-2015) Countryside Access Plan 2007-2017 Gower AONB Management Plan 2016</p>	<p><b>Environmental Management</b> Swansea Bay Shoreline Management Plan (2001) Swansea Flood Risk Management Plan 2015 Air Quality Management Area (AQMA) Action Plans in Swansea (2004) Local Air Quality Management Reports A Noise Action Plan for Wales 2013-2018, WG Swansea Contaminated Land Inspection Strategy (2005) Review of SINCS in Swansea</p>
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3.23 **Costings:** The exact costings cannot be determined until the detailed requirements are known. The majority of measures will be provided on site by the developer as an integral part of the design and layout of the development.

#### D. UTILITIES

3.24 **Identification of Measures:** Water infrastructure measures included in the Infrastructure Delivery plan are derived from the measures identified in consultation with DCWW.

3.25 The Council have worked closely with DCWW throughout the candidate site assessment and site allocation process to understand the extent to which clean water and foul water network issues will affect the delivery of allocations. DCWW have provided site specific comments on the capabilities of DCWW infrastructure to accommodate the allocated housing sites. The most recent published response is contained in Appendix 1 to DCWW's response to the Deposit LDP consultation<sup>6</sup>.

3.26 The Council are currently working on a Statement of Common Ground with DCWW which will be submitted to inform the examination. This will include an update to the site specific comments contained in DCWW Appendix 1. The infrastructure measures contained in this Infrastructure Delivery Plan are based on the draft of the SOCG, and DCWW have been consulted on the content of the Infrastructure Delivery Plan.

3.27 **Costings:** DCCW have clarified that they cannot advise on specific scheme costs as potential solutions to identified infrastructure constraints have yet to be developed. The updated Appendix 1 will provide an indication of "High/Medium/Low costs estimates" and set out an explanation of each level of costs.

- **Low Cost** - Where the water mains and/or public sewers are either:-
  - *located adjacent to the site and are capable of providing the service to the development;*
  - *within a reasonable distance from the development and that the development is of a density which will likely make it economically viable to procure.*
- **Medium Costs:** Where the water mains and/or public sewers are either:-
  - *located further away and that the distance for connection would result in higher costs to procure e.g. offsite water distances of 500m;*
  - *where there may be problems associated with the water supply (low pressure) and/or the public sewerage network (flooding) and these would need to be resolved to allow the development to proceed. For above medium cost instances, the requisition provision of the Water Industry Act 1991 can apply – [Sections 41-44 'Duty to comply with water main requisition' and Sections 98-101 'Duty to comply with sewer requisition']. Whereby the cost of the scheme is offset by the income generated from the development over a period of 12 years. Therefore, developers' contribution may or may not be applicable.*

<sup>6</sup> Deposit Representation ID: [45465](#)

- **High Costs:** Reinforcement works to Water Treatment Works (WTW) and Waste Water Treatment Works (WwTW) are normally done by Dwr Cymru Welsh Water through its Asset Management Plan as it is unreasonable for developers to fund. That said, dependant on the density proposed and the extent of reinforcement works required it may be feasible for developers to fund the reinforcement works in advance of DCWW planned Regulatory investment.

DCWW have examples of where developers have entered into Unilateral Undertakings for such reinforcement works but ultimately it is a decision for them to take dependant on the unit cost per property. The Water Industry Act does not allow the Requisition provisions/offsetting of income for reinforcement works to WTW and WwTW

- 3.28 **Phasing and Contingencies:** The phasing of infrastructure is dependent on the relationship of schemes to planned improvements in DCWW's Asset Management Programme. The Statement of Common Ground will set out information relating to DCWW's investment programme through the Asset Management Plan. It will also explain the processes through which developers can progress the provision of schemes in advance of works included in the AMP, with a detailed explanation of the requisition provisions under Water Industry Act 1991.