

# Workshop 1: Infrastructure for Sustainable Communities

## *Neighbourhood Area / Parish = Area B: Central*

<b>Infrastructure Strengths</b>	<b>Infrastructure Weaknesses</b>	<b>Suggested Improvements</b>
<ul style="list-style-type: none"> <li>• It was recognised that this part of Swindon, especially in the Town Centre area, is well served by a wide range of infrastructure including retail and leisure facilities, public transport, mixed residential and entertainment.</li> <li>• Also recognised that the new canal would pass through part of this area adding value to the area and to be viewed as a positive asset.</li> <li>• The new precinct development on the NE edge of the town centre was also highlighted as a positive development.</li> <li>• Considered that in infrastructure terms this area was very well serviced to meet the needs of new housing.</li> <li>• Residential development already at a high density</li> </ul>	<ul style="list-style-type: none"> <li>• General comment was that despite its strengths, this area was now 'full' as far as opportunities for marrying additional housing provision with areas well served by essential infrastructure go.</li> <li>• All of the most suitable sites for re-development in the central area have already either been development or put forward / granted consent for such purposes, reducing the role that this area may play in making future provision.</li> <li>• Greenspace provision was highlighted as a concern being in short supply overall throughout this area. Where there was greenspace, further concerns were raised as to its current creativity of use.</li> <li>• Existing community facility infrastructure in the area was highlighted as being weak and outdated. Improvements were needed to existing provisions and new facilities required to supplement, although their lack</li> </ul>	<ul style="list-style-type: none"> <li>• As many of the issues raised recognised that the area was already in the process of significant redevelopment it was also recognised that the scope for improvements was low.</li> <li>• Key improvements identified included:               <ul style="list-style-type: none"> <li>• Creative re-use of existing green space</li> <li>• Upgrading the existing community facilities in the area</li> <li>• Provision of new community facilities to serve all parts of the area</li> <li>• Revisiting existing bus provisions to ensure service delivery is consistent and of high quality across all routes</li> <li>• Consideration of the provision of a tram service</li> </ul> </li> </ul>

	<p>of commercial viability was recognised.</p> <ul style="list-style-type: none"><li>• Particular reference was made to the Broad Green Community Centre as being in need of improvement.</li><li>• Existing transport infrastructure was raised as a concern in terms of routes allowing flows of traffic out of the central area and over the railway line – only two crossing points were known of and both considered to be under considerable stress from public transport and HGV movements.</li><li>• Public transport facilities were also considered to be weak: although the service is generally strong throughout the central area the accessibility of bus stops and access onto buses was considered to be inconsistent despite upgrades. These issues are to be discussed at a forthcoming meeting of the Swindon Women’s Liaison group and SBC were advised to follow this up.</li></ul>	<ul style="list-style-type: none"><li>• Consideration of improvements to existing railway crossings for public transport and HGVs.</li></ul>
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## Workshop 1: Infrastructure for Sustainable Communities

*Neighbourhood Area / Parish = Area H: Cheney Manor including Gorsehill and Pinehurst*

Infrastructure Strengths	Infrastructure Weaknesses	Suggested Improvements
<ul style="list-style-type: none"> <li>• The group felt that due to the high presence of housing stock and few associated supporting facilities this area was not particularly strong in any respect.</li> <li>• Transport links were highlighted as being of a high quality in terms of providing access from this area into the town centre</li> <li>• It was also highlighted that the trading estates in the SE of the area also provide a steady but limited range of employment</li> <li>• The potential for redevelopment at disused brownfield land in the west of the area (Cheney Manor Ind Est area) was highlighted as being an untapped strength, particularly for employment provision of new housing.</li> </ul>	<ul style="list-style-type: none"> <li>• The well established housing stock is considered to be of poor quality and poorly serviced by essential facilities at a district level.</li> <li>• Beech Avenue area was highlighted as being mainly pre-fab housing and in need of upgrading.</li> <li>• Social problems associated with Penhill or 'the Valley' were highlighted and linked to a lack of services and also community facilities.</li> <li>• Public transport to Moredon and throughout the area was highlighted as poor with no intra area services on offer – all links must go via town centre</li> <li>• Superstore to north west of area is not linked to main area of housing by public transport</li> </ul>	<ul style="list-style-type: none"> <li>• It was suggested that there may be an opportunity for redevelopment associated with replacing poor quality pre-fab housing stock at Beech Avenue – this may also allow for the provision of improvements to community facilities throughout the area.</li> <li>• Any existing SBC or Govt policies on Pre-fab housing?</li> <li>• Redevelopment could lead to an opportunity to mix up existing homogenous housing stock to provide greater variety of dwelling space and turn residents.</li> <li>• Limited scope for significant accommodation of new housing stock due to shortage of available land / well established existing housing areas.</li> </ul>