

Creating a Sustainable Swindon: Planning for OUR Communities' Future

Yellow Group

Workshop 2: Shaping our communities future: What infrastructure creates a sustainable community?

The Group began the task by identifying a central area and a number of smaller satellite areas each with their own specific identity and function. The community was designed to be relatively self-contained which the Group felt required a population of approximately 30,000.

The central core included a cultural quarter with theatres, museums restaurants and pubs as well as a multi-functional community centre, which would be capable of accommodating a library and meeting rooms for community groups. The central area also included shops, a market, schools, a leisure centre and areas of open space. This central core included areas of mixed-use development (housing and office/light industry) as well as areas of higher density housing. The Group decided to locate the rugby club in the central core to take advantage of the good access by public transport. The centre was well connected to the satellite areas by a network of footpath and cycle tracks and the canal.

A number of the smaller satellite areas were predominantly dominated by lower density housing, areas of open space, schools, local shops and health facilities. Each area had its own pub to promote a sense of community. Footpath and cycle links were identified within each of these areas.

One of the satellite areas was dominated by a country park and outdoor recreational space. Another included the university, hospital and brewery, which were the largest employers in the community. The heavy industry was located in a satellite on its own away from any housing, although with good public transport links to surrounding areas.

The community included a lake and canal which could be used for flood storage and for recreational purposes. The canal was also used as a public transport link to the central area and provided the community with a sense of identity.

The main distributor road linking each of the satellite areas was designed after the centres themselves. Crossing points were placed at key intersections to promote walking and cycling. Park and ride sites were located in a number of locations on the periphery of the settlement.

