



**Wiltshire Council
Local Development Framework**

**SOUTH WILTSHIRE CORE STRATEGY
DEVELOPMENT PLAN DOCUMENT REVIEW**

Examination

**Position Statement for Matter 5: Implications for
Strategic Allocations and Infrastructure**

July 2011

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Matter 5. Question 5.0 What are the implications of the revised housing and employment figures on the delivery of the Strategic Allocations identified in the Core Strategy and the infrastructure associated with these, including the Transport Strategy?

- 5.0 The sites within the South Wiltshire Core Strategy (SWCS) review have been identified as strategic in accordance with PPS12 which requires LPA's to allocate strategic sites that are 'those sites considered central to achievement of the strategy'.¹ Topic Paper 20 states 'One reason (but not the only one) that the allocations are 'strategic' is the contribution they make to the Planning Policy Statement 3 requirement of maintaining continuous 5 year supply of deliverable housing sites².
- 5.1 It should be noted that a key consideration of the review into the SWCS as described in paragraph 10.2 of Topic Paper 20 is that it 'examines in detail the current Strategic Site allocations to establish whether all of the sites are required at this time or if they can be reduced without jeopardizing the strategy itself'
- 5.2 The Planning Advisory Service CLG Plan Making Manual provides local authorities with principles for allocating sites and amongst other things guides local authorities to consider:
- Whether it is really necessary to allocate a site
 - If delivery targets of the plan cannot otherwise be met if not allocated
 - Is the site critical to the delivery of the spatial strategy for the area? A core strategy should only contain sites that are critical to realising the strategy
 - Would the local authority fail to meet the spatial vision for the district or borough if the site was not delivered in the plan period.
 - Which of the core strategy spatial objectives would the site help to deliver
- 5.3 Incorporating strategic sites within the core strategy is intended to ensure that more certainty is given to the delivery of the strategic objectives and therefore the success of the core strategy. The strategic sites proposed within the SWCS review ensure that there has been no change in the underpinning objective of the strategy of providing everyone with access to a decent, affordable home and delivering a thriving economy which provides a range of job opportunities to match a growing population.
- 5.4 In addition, the revision of the housing and employment figures proposed through the focussed changes have no impact on the delivery of the strategic allocations identified in the reviewed SWCS (TOP/20). However, the review has led to the conclusion that not all of the strategic development proposed is justified given the lower levels of growth and that the site at Netherhampton Road is not required at this time and will be deleted as an allocation. The site at Longhedge will be retained but reduced to deliver 450 homes (employment to remain unchanged). After the

¹ See PPS 12, paragraph 4.6, EIP document reference NPP/12

² See Topic Paper 20, Review of South Wiltshire Core Strategy, paragraph 13.2, EIP document reference TOP 20.

review, all allocated sites within the focussed changes to the Core Strategy will remain deliverable. However there are some minor implications with respect to the infrastructure associated with the sites beyond those described in the council statements to Matter 5 of the EIP during March / April 2010 (CD67) and Topic Paper 17 (TOP/17) and STU/50 (Transport Model). This is associated with transport and education detailed later in this statement.

- 5.5 The majority of strategic sites within the south Wiltshire Core Strategy, namely, Fugglestone Red, Hampton Park, Churchfields, former Imerys Quarry, UKLF, Kings Gate and the Maltings and Central Car Park remain the same with respect to housing numbers and employment land and their respective essential infrastructure detailed within the development templates at Appendix A of the SWCS submission draft is still required to ensure delivery of the sites is viable and successful. During the review no new evidence has come to light, in particular from statutory bodies, which indicates that these sites can no longer be delivered in line with these requirements.
- 5.6 The review results in the proposed reduction in housing numbers of the Longhedge site (from 800 to 450). However, even with this reduction the Longhedge site still remains deliverable and viable. The Strategic Sites Viability Study (STU/48) undertaken to inform the SWCS submission draft looked at delivering only 500 dwellings on the Longhedge site and (STU/48 para 4.15.1 page 37) notes in para 4.15.8 that a further 300 could also be provided. The viability study confirms that 500 dwellings on this site is viable and that 'further value would be produced' if the numbers were increased. The viability of the site takes into account the delivery of various essential infrastructure requirements including delivering 40% affordable housing. Although the viability study has concerns over whether 40% could be delivered on a total site of 500 dwellings, the study was undertaken at a time where there were uncertainties with respect to exact site location. Para 4.16.2 of STU/48 states that:

'from our visits to the area, it appears that parts of this land area may be in a variety of mixed uses – depending of course on the land area ultimately brought forward for development. We raise this point because such areas could well come with higher and varying land value expectations, as well as potentially a range of issues associated with previously developed land – potential remediation requirements..'

- 5.7 The site put forward at Longhedge in the review is a Greenfield site and therefore should not have a higher land value expectation as it will not need any remedial work. It is therefore considered that the conclusions of the viability study on 500 dwellings equally apply to 450 dwellings and therefore Longhedge is considered to be viable delivering 450 dwellings, especially given reduced educational need at this time and possible flexibility with respect to affordable housing provision. It should also be noted that up to date evidence, such as job forecasts from Cambridge Econometrics and ONS Household projections, has led to the focussed changes proposed to the SWCS. These changes are suggesting a slight easing of the rate of delivery, while still maintaining an ambitious growth agenda for South Wiltshire, focussed on Salisbury, which remains in general conformity with the dSWRSS. The review³ concludes that the additional housing at Longhedge is not needed now and

³ See Topic Paper 20, Review of South Wiltshire Core Strategy, paragraph 15.7, EIP document reference TOP 20.

that this site will be added to the long term reserve for the Strategy as a future area of search.

5.8 With respect to associated infrastructure needed on the strategic sites to ensure delivery it is confirmed that the essential infrastructure detailed within the site specific templates at Appendix A of the SWCS and detailed within the Council's statement to Matter 5 to the EIP in March 2010 is still required in order to ensure delivery of resilient communities. However continuing discussions with infrastructure providers has highlighted two areas where infrastructure requirements have evolved due to the review namely, Education and Transport.

5.9 Education

Primary infrastructure to be delivered in line with development templates. Revised figures at Longhedge (800 to 450) results in a site for a 1 Form Entry Primary School being needed together with primary financial contributions (rather than provision of a 2 form entry primary school). However it should be noted that in the longer term when further development comes along at Longhedge additional primary provision will be required. New secondary academy through re-build of Salisbury High School (now called Sarum Academy). Funding has been confirmed (£15.5 million) and it is intended that building commences in early 2012. This will provide an increase in secondary pupil provision. Secondary contributions will still be required in line with development templates at Appendix A of the submitted SWCS.

5.10 Transport

The Salisbury transport models⁴ have been amended to take account of the revised housing and employment numbers. Amendments include the removal of the Netherhampton Road site and the reduction in housing at Longhedge. In order to evaluate the impacts of these revisions, the transport models were re-run. This assessment provides evidence that the impact on the road network remains a significant issue⁵ and that a package of intervention measures is required to allow the reviewed Core Strategy to be delivered in a sustainable way. A broadly similar package of interventions to those tested for 12,400 dwellings and 13,900 jobs has been deemed appropriate and subsequently tested. The interventions include:⁶

- signalising Exeter Street Roundabout;
- re-designing Harnham Gyratory;
- shared space along Blue Boar Row and Minster Street;
- updates to traffic signals, lane allocations and general urban realm improvements;
- modifications to park and ride services, comprising improved frequencies to services to every ten minutes throughout the day and minor route changes;

⁴ EIP document reference, STU's 50 and 54

⁵ EIP document reference, STU 54 A. Problems and issues report addendum

⁶ EIP document reference, STU 54 C Technical note – revised scheme costs

- all new Core Strategy Strategic Sites and Site Specific Development Plan Document (DPD) developments to served by a minimum bus service of two per hour throughout the day;
- continued support for Smarter Choices, with dedicated staff posts and a marketing budget;
- improved use of existing ITS.

5.11 The financial implications of delivering these interventions has been assessed and it indicates that the cost of implementing the transport strategy will be approximately £3,200 per dwelling, which is within the £4,000 per dwelling⁷ that is assumed in the viability work⁸ undertaken for the submitted SWCS.

5.12 Therefore, in transport terms, the revised housing and employment figures do not compromise the delivery of the remaining Strategic Allocations identified in the Core Strategy because there is an identified and deliverable transport strategy capable of mitigating the impacts of growth.

5.13 Conclusion

In conclusion, while as set out clearly in the Review⁹ the revised housing and employment figures do mean that not all of the SSA's are now considered central to the delivery of the SWCS, those that are considered have been reviewed to assess the potential impacts on their deliverability. The review concludes clearly that the deliverability of the strategic allocations identified in the SWCS review, is not undermined. There are small implications with respect to the educational and transport requirements, but these do not affect negatively on the viability or deliverability of the Strategic sites now proposed.

⁷ EIP document reference, STU 54 C Technical note – revised scheme costs

⁸ EIP document reference, STU/48 para 4.22.3

⁹ EIP document reference, TOP 20. Section 10