

Amplified Written Statement

3.1 Are all of the sites truly strategic in the sense that they are central to the achievement of the Core Strategy?

The proposed Core Strategy states that 12,400 new dwellings will be delivered before 2026. The allocations attached to the strategic sites add up to 6,000 dwellings, which have been judged as deliverable during the life time of the Core Strategy. The Core Strategy is aiming for an average delivery of 620 dwellings per year from 2015/16 totalling circa 6,200 dwellings, with a total of 8,000 to be provided through the addition of the saved local plan allocations and commitments, meaning 4,400 dwellings will have to be found outside of the strategic site allocations.

Policy H of the draft RSS requires that for the region as a whole the aim should be to achieve at least 50% of new housing development on previously developed land. The proposed Core Strategy states that due to the low level of previously developed land in South Wiltshire, a more appropriate target is 34% of new dwellings to be located on previously developed land.

The UKLF site will deliver at least 450 dwellings within the first five year periods of the lifetime of the Core Strategy at least 180 of which will be affordable. Therefore, the UKLF site will provide 3.62% of the entire dwelling allocation, on previously developed land.

The CS Spatial Vision states that new homes balanced with the economic growth will have provided local opportunities to work and live in the local area and will have successfully reduced the amount of out commuting. Strategic objection 2 states that as a desired outcome, the UKLF HQ site will have been regenerated with a significant number of new homes matched by employment opportunities. Strategic objective 3 states one of its desired outcomes is that the loss of 1200 jobs as the UKLF HQ relocates shall be mitigated. The allocation of the UKLF site as a strategic site is central to these desired outcomes.

Strategic objective 8 states a desired outcome is that people are provided with a viable range of transport choices which reflect a reduction in the need to travel and help contribute to reducing carbon emissions. Three of the desired outcomes of the Core Strategy are:

- that new development will have been located on sites with the best access to local services and employment;
- modest growth proportionate to the size of the settlements and range of facilities and jobs on offer will have taken place in the local centres; and
- that new growth is accommodated in a manner sympathetic to the existing pattern of settlement.



The UKLF site shall provide 450 dwellings and 3 ha of employment within walking distance of Wilton and adjacent to the park and ride scheme to Salisbury.

The vacation of the UKLF site is deemed a “major challenge” in the proposed CS, in terms of loss of jobs and a possible knock on effect on local services. As the UKLF site is deemed a strategic site, its delivery can come forward without waiting for the adoption of a Site Specific Allocations DPD. The Core Strategy has been developed to be deliverable and is underpinned by the use, wherever possible, of strategic housing and employment allocations to realise the strategic objectives without recourse to further policy work.

As the UKLF site is included as a strategic site, with a development template stating an appropriate number of dwellings and area of employment land, an outline application can be submitted as soon as possible after the adoption of the Core Strategy, relying on that document as a policy base, rather than having to wait for a Site Specific Allocations DPD to be adopted, which will take a considerable period of time. Work on collecting supporting studies to inform an outline application started some months ago and is progressing well. Our programme has been planned to enable the submission of an outline planning application later this year, and is only delayed past the proposed date for adoption of the Core Strategy by public consultation works, which we have delayed so as not to coincide with this EiP, and time dependant monitoring works, specifically bat surveys.

If the UKLF site were not be to included as a strategic site, the submission of an outline application for its redevelopment would have to wait for the adoption of a Site Specific Allocations DPD in order to have a policy base. Even with LPA support the application would have to be dealt with as a departure from the local plan, and delayed accordingly through the Government Office and possible call-in by the Secretary of State. This situation, at its worst, could lead to the UKLF site being vacant for many years, with the disadvantages of vandalism and anti-social behaviour and neighbourhood blight associated with large vacant sites on the edge of settlements.

3.2 Strategic Allocations – How and Why Selected?

The UKLF site is in a highly sustainable location as it is within walking distance of the established local service centre of Wilton and is adjacent to the park and ride scheme connecting Wilton to Salisbury. There are also good bus links, including to the railway station at Salisbury. As part of the master planning process a green link shall be developed to link the UKLF site with the proposed Fugglestone Red development and proposed primary school, and existing secondary school.

The UKLF site has existing residential elements, through the Single Family Dwellings that are within the ownership of Annington Homes and shall remain, and Single Living Accommodation through the Mess accommodation on site, and as such, has always had a mixed use element. The UKLF site is opposite an existing conservation area and the top most part of the site can be seen from Wilton House



and Gardens. The master plan shall be developed to consider the existing constraints of the site and find design solutions to respect local characteristics. An outline application for the redevelopment of the site shall be submitted as soon as possible after the adoption of the Core Strategy. The design of the proposed buildings shall be reserved to be dealt with at an appropriately detailed level at Reserved Matter stage, however, Defence Estates is committed to working with the LPA and local stakeholders to develop a design guide for the site where local characteristics and building styles shall be taken into account along with low carbon/energy building styles and materials.

Several studies have been undertaken to inform a master plan for the redevelopment of the site. One of the most important characteristics of the site in local ecology terms is its relationship with the local hydrology and the nearby River Avon SAC. In order to minimise the amount of water entering the SAC from the UKLF site, a comprehensive Sustainable Urban Drainage scheme shall form a corner stone of the master plan. The site does not have a high flora or fauna value, but all efforts shall be made to retain existing trees and reinforce planting to form attractive spaces and habitats as well as protecting the historic character and setting of Wilton House and Garden.

The UKLF site is within walking distance of all the existing local services, and the provision of 450 dwellings on the site shall booster the local economy. The loss of 1,200 jobs as the UKLF HQ relocates to Andover, shall be mitigated with the provision of 3 ha of employment space. This employment shall reduce out commuting to Salisbury and beyond, and help Wilton to become more self-sustaining as a settlement.

The selection of the UKLF site as a strategic site complies with the selection criteria as set out in "Identification of Strategic Growth Areas Papers 1 & 2 and PPS3 in that it is an efficient use of land and making use of surplus public sector land.

PPS3 recommends the use of previously developed/brownfield sites for strategic growth. Local evidence (SHLAA, Urban Capacity Study) demonstrates that there is no significant potential for strategic growth on brownfield sites across the district, outside of Salisbury. The UKLF site is one of the few strategic brownfield locations.

PPS3 further seeks to ensure that housing is developed in suitable locations that offer a range of community facilities and with good access to jobs, key services and infrastructure. The UKLF site is within walking distance of a range of local community facilities and key services and infrastructure, and has good access to jobs, including the 3ha of proposed employment and Wilton.

Question 3.3 Mixed Use and Self Containment. For the most part the Strategic Allocations would be mixed use sites. What evidence is there that this would reduce the number of trips by car, promote self containment?



Mixed use developments should reduce trip lengths and thereby car dependence. Conclusions reached by Hickman and Banister, 2005¹ with respect to the impacts of land use factors on travel distance identified that increased land use mix tends to reduce per capita vehicle travel and increase the use of alternative modes, particularly walking. Evidence from the United States implies that neighbourhoods with good land use mix typically have 5-15% lower vehicle miles.

Research reviewed by the Planning for Sustainable Travel project team (<http://www.plan4sustainabletravel.org/>) suggests that, overall, a mix of uses in primarily residential areas appears to influence mode share, trip distances and car ownership, and a mix of uses in primarily commercial areas appears to influence mode share. This is also likely to be linked to higher density and road networks.

A means of evaluating the degree of land use mix relates to proximity of local facilities to households. Analysis of the UK National Travel Survey (NTS) using data on proximity of local facilities suggests that this has a positive effect on mode choice (i.e. more non-car trips) but more so on car ownership, particularly multiple car ownership (Dargay and Hanly, 2004²). Therefore, there is a reduced need for multiple car ownership where local facilities are accessible by foot, cycle or public transport.

A recent Commission for Integrated Transport (CfIT) publication³ which reports on a detailed literature review, identifies that higher densities, a mixture of land uses, more open circulation patterns, and pedestrian 'friendly' environments are all associated with less car travel.

The UKLF site in Wilton is an existing employment site. The redevelopment of the site to a mix of residential and employment uses with local neighbourhood facilities and open space, will provide employment and local retail opportunities for the site residents and for the locality. This will help reduce the need for journeys by car through enabling a variety of services to be accessed locally by bicycle or on foot. Measures by which this will be achieved are as follows:

- A high quality public realm with active building frontages, street trees and avenues that will encourage pedestrian and cycle movement, both within the site and connecting to the surrounding neighbourhoods.

Increase in accessibility and connectivity to the surrounding areas:
improving pedestrian and cycle links along green corridors to offer easy access to public transport opportunities at the park and ride site along The Avenue and on the A36, Wilton town centre and surrounding residential areas.

¹ Hickman, R. and Banister, D. (2005) Reducing Travel by Design, in Williams, K. (Ed) *Spatial Planning, Urban Form and Sustainable Transport*, Ashgate, pp 102-122.

² Dargay, J. and Hanly, M. (2004) In World Conference on Transport Research Istanbul.

³ Halcrow Group Ltd, in association with Peter Headicar (Oxford Brookes University, Planning Department) Professor David Banister (Oxford University, Transport Studies Unit) Tim Pharoah (Independent Consultant), *Land Use and Transport: Settlement Patterns and the Demand for Travel*, October 2009