WILTSHIRE COUNCIL
LOCAL DEVELOPMENT FRAMEWORK

SOUTH WILTSHIRE CORE STRATEGY
EXAMINATION IN PUBLIC

MATTER 5 : CORE POLICY 2
DELIVERY OF DEVELOPMENT
STRATEGIC ALLOCATIONS

ON BEHALF OF
PERSIMMON HOMES AND
THE WILTON ESTATE

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Q5.1 Amount and Mix of Development

Would the strategic allocations be capable of delivering the amount and mix of development proposed?

5.1.1 It is a matter for the promoters of the Strategic Allocations to justify and formulate an appropriate delivery trajectory for their own sites. However, given that there are approximately 16 years remaining of the plan period and that each Allocation would need to make efficient use of land, in accordance with PPS3 and RSS10 H2, Persimmon and Wilton consider that the Strategic Allocations would be capable of delivering the amount and mix of development proposed. Information regarding the Allocations is set out in Topic Paper 19 Paper 2.

5.1.2 At Fugglestone Red, the emerging site assessment and Masterplan work undertaken to date demonstrates that the site is capable of accommodating at least 1,250 dwellings, 8 hectares of employment land, together with new social and physical infrastructure and open space. (See Appendix 1 Draft Masterplan and Context Plan).

Conclusions

5.1.3 The Strategic Allocations, including Fugglestone Red, would be capable of delivering the amount and mix of development.

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1 PPS3 Housing (2006) NPP/03
2 RSS10 Proposed Changes Policy H2 (2008) RPP/02
4 Indicative Concept Masterplan PPG (2010)
Q5.2 Frontloading

The CS is based on the frontloading of housing and economic development. In other words the intention is that much of the proposed development would occur in the early years of the plan. What is the justification for this approach?

5.2.1 The justification is the need to respond to national\(^5\) and regional planning policy requirements\(^6\) and the insufficient delivery of housing development in previous years\(^7\), which underpin specific affordability and access to affordable housing problems experienced at Salisbury SSCT. The scale of development in RSS10 Policy HMA11 is now greater than the level previously sought by the Adopted Wiltshire and Swindon Structure Plan 2016 Policy DP4\(^8\).

5.2.2 The Council is to be commended for recognising the issue and importance of “Frontloading” and for preparing a plan to respond to it. Persimmon and Wilton support the proposed “Frontloading”, given the desire to bring forward the Fugglestone Red urban extension in parallel with the West Salisbury Academy. Fugglestone Red will be “Frontloaded”, Persimmon and Wilton intend to submit an outline planning application, based on an agreed Masterplan following the publication of the Inspector’s Report. It is intended to co-ordinate the design and delivery of the urban extension with the associated West Salisbury Academy new buildings proposals, in respect of highway infrastructure, services and potential dual use of facilities. Timely contributions, on a pro-rata and at a fair and reasonable level, from Fugglestone Red will assist the delivery of enhanced secondary education provision at West Salisbury.

5.2.3 Good planning ensures that we get the right development, in the right place and at the right time\(^9\). PPS1 Para 27 states planning authorities should seek the “bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing\(^10\). PPS3 Para 3 seeks the necessary “step-change” in housing delivery, through a new more responsive approach to land supply at the local level\(^11\). PPS3 Para 10 states that a specific outcome of the planning system is to

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\(^5\) PPS3 Housing Para 2 (2006) NPP/03  
\(^6\) RSS10 Proposed Changes Policies HD1, H1 and HMA11 (2008) RPP/02  
\(^7\) Housing Land Availability 2009 Wiltshire Council  
\(^8\) Wiltshire and Swindon Structure Plan 2016 Policy DP4 (2006) CPP/02  
\(^9\) PPS1 Delivery Sustainable Development Para 1 (2005) NPP/01A  
\(^10\) PPS1 Delivering Sustainable Development Para 27 (2005) NPP/01A  
\(^11\) PPS3 Housing Para 2 (2006) NPP/03
deliver a sufficient quantity of housing taking into account need and demand and seeking to improve choice\(^\text{12}\) PPS3 para 52 emphasises the Government’s objective is to ensure that the planning system delivers a flexible, responsive supply of land. Local planning authorities should ensure that sufficient, usable land is available to achieve their housing delivery objectives.

Conclusions

5.2.4 The justification for “Frontloading” is to rectify the problems associated with the underperformance in housing delivery, relative to the Adopted Structure Plan, and having regard to the need to further accelerate housing delivery at Salisbury SSCT to achieve the “Urban focus”, central to emerging RSS10.

5.2.5 The Fuggelstone Red scheme will be “frontloaded” to play its part in the delivery of accelerated mixed use growth at Salisbury SSCT and the provision of key social and physical infrastructure.

\(^{12}\) PPS3 Housing Para 10 (2006) NPP/03
Q5.3 Rate of Development

All of the strategic allocations have been selected because of their ability to deliver development in the early years of the plan. How many houses and how much employment land is it anticipated that each of the Strategic Allocations would yield per year? What evidence is there to suggest that these sites would be able to deliver development at this rate?

How many houses and how much employment land is it anticipated that each of the Strategic Allocations would yield per year?

5.3.1 Persimmon and Wilton have formulated a delivery timetable and development trajectory for Fugglestone Red. (See Appendix 2).

5.3.2 The delivery of development will be influenced by the number of developer outlets and social housing providers on site. The initial year of development will inevitably be lower than subsequent years for a variety of practical reasons. Contemporary construction methods will be utilised at Fugglestone Red, including the “Space 4” timber frame construction technology. This achieves a more efficient delivery of housing than conventional construction methods.

5.3.3 Persimmon and Wilton anticipate that once the site is fully operational, a build rate of 250 dwellings per annum can be achieved, including the social housing element. This assumes 40% provision of social housing (rented/shared equity mix subject to negotiation) i.e. 100 dwellings. The remaining 150 general market units would be delivered by Persimmon Homes, Charles Church and potentially another developer outlet.

What Evidence is there to suggest that those sites would be able to deliver development at this rate?

5.3.4 The delivery of development at Strategic Allocations is influenced by many variables, from market demand and the degree of social housing need to the delivery of key infrastructure.

5.3.5 Persimmon and Wilton shall seek a Planning Performance Agreement with the Council to streamline the process of application submission.
5.3.6 The DCA Local Housing Needs Study (2006)\textsuperscript{13}, the extent of the Council’s housing waiting lists and forecast levels of future need suggest that the need for affordable housing will continue to be strong.

5.3.7 Once the site is fully operational, the general market element will be delivered at an approximate average rate of 150 dwellings per annum. Based on experience elsewhere at other Strategic Allocations, the Salisbury Housing Market is considered to be sufficiently robust to sustain this level of market demand and sales at Fugglestone Red.

5.3.8 Persimmon and Wilton have sought to engage with the infrastructure providers at an early stage. Based on known information, it is not envisaged that infrastructure issues will impede the delivery of development at Fugglestone Red.

5.3.9 Persimmon and Wilton note that the information depicted in Figure 3 Housing Trajectory on page 53 and in Appendix H, in particular Graph Two Page 228, is no longer accurate. The assumptions that underpin Graph Two, and in turn Figure 3, have clearly been overtaken by events and should be updated through further minor changes.

5.3.10 Persimmon and Wilton note an inconsistency between the templates and Appendix H. The key delivery milestones, monitoring and review section notes that sites have been chosen as they can be brought forward within the first five years. A planning application, accompanied by a Masterplan and design code, must be submitted within 18 months of adoption of the Core Strategy. The templates also require a Section 106 agreement that the site will start delivering housing within 12 months from the grant of permission. Whereas, Graph Two of Appendix H shows completions at Longhedge, Fugglestone Red, Hampton Park, Kings Gate and UKLF during 2010/11. Given that the Examination in Public stage will not have been completed by 1\textsuperscript{st} April 2010 and that the EIP Inspector’s Report will not be published until Summer 2010, the assumptions for 2010/11 and potentially 2011/12 appear unrealistic. None of the sites currently have an implementable consent nor has account been given to the usual ‘lead in’ period, post consent, that is associated with “opening up” and commencing large Strategic Sites, in terms of provision of advance infrastructure before first occupations can be achieved.

\textsuperscript{13} DCA Local Housing Needs Survey (2006) STU/03
Conclusions

5.3.11 Persimmon and Wilton are firmly committed to the timely delivery of development at Fugglestone Red and will seek to expedite the planning and construction stages to achieve this goal. This will be closely aligned with the target date for the opening of the new buildings to accommodate the West Salisbury Academy in September 2013.
Q5.4 Development Milestones and Phasing

With the exception of the Central Car Park site the intention is that all of the Strategic Allocations will have been the subject of a planning application within 18 months of the adoption of the CS, that delivery will start within a further 12 months and that thereafter it would proceed in accordance with an agreed phasing plan. How reasonable is this and how feasible? Why is the Central Car Park not subject to such requirements when the housing trajectory appears to show it delivering housing from 2012/2013 onwards? Why is Churchfields the subject of such requirements when the CS acknowledges that it is a longer term project because of its complex nature?

How reasonable is this and how feasible?

5.4.1 Persimmon and Wilton restrict their comments to the reasonableness and feasibility of Fugglestone Red.

5.4.2 Persimmon and Wilton consider that the proposed approach is broadly reasonable and feasible. However, a further minor revision to the Fugglestone Red template would be desirable to delete the sentence beginning “Failure to meet”. Inclusion of this text does little to foster or sustain investor confidence or provide certainty and predictability, particularly during economic recovery. Given the relationship to the delivery of the West Salisbury Academy, it is difficult to see how or where an alternative site could be provided on the scale of Fugglestone Red that will, as effectively, be able to assist in the delivery of the Academy. The final sentence of the template is unnecessary. There should be no need to undertake a separate review given that the Core Strategy should be regularly reviewed in any event.

5.4.3 Persimmon and Wilton shall seek prepare draft S106 Heads of Terms to accompany the Outline Planning application to assist in expediting the negotiations on the Fugglestone Red S106 Agreement. It is estimated that the completion of the S106 agreement could take at least 6 months, following a favourable resolution to grant planning consent, to enable the consent to be issued.

5.4.4 Delivery of all the Strategic Allocations will be influenced by practical considerations, such as the requisition and construction of advance infrastructure and highway accesses. There will inevitably be a ‘lead in’ period between final consent and the actual start, and first completions, on site. Persimmon and Wilton will seek to identify the necessary stages and manage the programme efficiently to ensure the timely delivery of development at Fugglestone Red.
Why is the Central Car Park not subject to such requirements when the housing trajectory appears to show it delivering housing from 2012/2013 onwards?

5.4.5 No comment.

Why is Churchfields the subject of such requirements when the CS acknowledges that it is a longer term project because of its complex nature?

5.4.6 No comment.

Conclusions

5.4.7 It is inappropriate and unrealistic to seek to impose a rigid and standard approach to the delivery of the Strategic Allocations. Fugglestone Red will be delivered in a timely manner to agreed milestones and phasing.
Q5.5 Transport. An Insurmountable Barrier?

The CS states that there are in, highways and transportations terms, no insurmountable barriers to delivery; that the transport network, with improvements, will be able to support the levels of growth over the plan period; and that it is unlikely that new road building will be required. What is the evidence to support these statements?

5.5.1 The initial Core Strategy Transport Assessment\(^{14}\) comprised a review of accessibility whilst the more recent Options Assessment Report (January 2010)\(^{15}\) identifies two possible options to support the planned growth and to ensure that the transport requirements for that growth are adequately provided for and the traffic impacts adequately mitigated.

5.5.2 A series of potential interventions have been identified which have been assessed to ensure that only those intervention measures which can be delivered without an unacceptably high risk have been taken forward.

5.5.3 The two options identified in the report comprise an “Established Approach” and a “Radical Option”. The performance of both options has been assessed against 5 primary objectives. Neither of the options includes new road building, although some minor improvements to important junctions are identified.

5.5.4 Table 6.2 identifies that, as may reasonably be expected, there is an increase in total traffic kilometres as a consequence of the additional development. However, the average speed of vehicles throughout the network remains at a reasonable level indicating that the network would still function in an acceptable manner. In particular, in respect of development at Fugglestone Red, which impacts upon the A30/A36 and the A360 approaches into the City Centre, Figure 6.4 of the report identifies only a very modest change in journey times, even in a ‘Do Nothing’ scenario.

5.5.5 It is clear that, particularly in respect of Fugglestone Red, the new growth can be accommodated over the plan period without the need for new road building and that either of the mitigation options identified in the report will provide sufficient mitigation.

Conclusions

\(^{14}\) Core Strategy Transport Assessment (2008) STU/17

\(^{15}\) Salisbury Transport Study – Options Assessment Report (2010) STU/50
5.5.9 Persimmon Homes and the Wilton Estate consider that there are no fundamental insurmountable barriers to the delivery of the scale of development proposed and that the transport network, with improvements, will be able to support the levels of growth over the plan period.
Q5.6 Transport. What, Who and When?

What are the highway and transportation measures, or range of potential measures, that would need to be put in place in order to ensure that the transport network would be able to support the Strategic Sites? In developing these sites can congestion and safety problems on the major transport corridors of the A303 and A36 be overcome, can pressure on the Salisbury Ring Road be accommodated and can meaningful alternative transport choices to the private car be provided? Who would be responsible for financing and implementing any measures that would be required and when would they be implemented?

5.6.1 If the ‘Established Approach’ is adopted, the transport intervention measures are set out at paragraph 4.4 of the report\(^{16}\). The developers will be responsible for financing and implementing any Travel Plan measures, which would need to be put in place at first occupation in order to instil a “Sustainable Travel” culture at the Strategic Allocations.

5.6.2 The development would also, by way of subsidies, improve public transport services from the outset but it is anticipated that there would be a phased improvement of signals and the existing UTC system which would be funded by contributions from the developers of all new development at the City, including Fugglestone Red.

5.6.3 If the “Radical Option” is adopted, this will comprise more extensive public transport measures with some modest highway improvements and some traffic restraint measures.

5.6.4 It is for the Council to determine which option it wishes to pursue – Persimmon and Wilton are content that with a combination of intervention measures provided directly by the developers, and contributions from developers, including Fugglestone Red, to enable the Council to provide other intervention measures, phased over the lifetime of the Core Strategy, both options viable and realistic.

\(^{16}\) Salisbury Transport Strategy (2010) STU/50
Q5.7 Do any Key Strategic Elements of Infrastructure need to be in place before commencement of development?

The CS acknowledges that proposed development would need to be supported by the key strategic elements of infrastructure set out in Core Policy 2. However, the gist of paragraph 5.31 is that the implementation of all the Strategic Allocations and the Saved Local Allocations could start in the short term without awaiting any of the key strategic elements of infrastructure referred to in Core Policy 2. What is the evidence for this?

Physical Infrastructure

5.7.1 At Fugglestone Red, the key elements of physical infrastructure which need to be in place at an early stage are the new accesses to the development as identified on the masterplan and development template. The new access onto the A360 will need to be in place prior to first occupation. A new access, which will include improvements to the junction between the A360 and The Avenue, will need to be in place prior to the occupation of any employment development. It is not, however, considered that these works preclude “commencement” of development, which can occur with the creation of temporary ‘works accesses’ to expedite delivery, including the new Academy.

5.7.2 Discussions with Wessex Water have identified that a water supply will be readily available from existing mains, although a new booster station will be required to provide an adequate pressure supply to the extreme northern periphery of the site. The development, however, can be phased such that development can commence in the short term, without such an upgrade.

5.7.3 The development template for Fugglestone Red also identifies that a “long off-site connecting sewer” will be required to connect to a point where capacity is available to accept the future foul flows. Clearly, such an off-site sewer is not required in order to enable development to “commence” and the gant chart attached at Appendix 2 demonstrates how the construction of this off-site sewer can take place during the initial stage of development prior to first occupation.

Social Infrastructure

5.7.5 The Fugglestone Red urban extension is adjacent to the existing Salisbury High School. The emerging West Salisbury Academy will increase capacity to 1,450
pupils, including sixth form, on a larger ‘footprint’. Fugglestone Red will contribute to the delivery of additional secondary places, on a pro-rata basis, and facilitate the delivery of land and infrastructure necessary to enable the enlarged school to be achieved. Therefore, there will be sufficient capacity to accommodate the secondary school pupils arising from Fugglestone Red.

5.7.6 Fugglestone Red will include a new primary school to serve the new development. This will be provided at an appropriate stage in the development, subject to negotiation and viability considerations.

5.7.7 Fugglestone Red will include a local centre with sufficient capacity to accommodate a new doctor and/or dentist surgery. Alternatively, a contribution to off-site provision, subject to viability and the tests of Circular 05/05, could be made.

5.7.8 Persimmon and Wilton note that an adequate fire service response to the areas of new growth is considered central to the delivery of the plan. However, the best means to secure such an adequate fire service response at Salisbury has yet to be agreed. Any off-site contribution sought towards the proposed additional provision will need to be robustly justified.

Green Infrastructure

5.7.9 Persimmon and Wilton do note consider that ‘Green Infrastructure linkages’ should be regarded as “central to the delivery of the plan”. The importance of ‘Green Infrastructure’ is noted and should be incorporated in the proposed Strategic Allocations. Whilst ‘desirable’, the provision of green infrastructure should not be given an “elevated” status in policy terms.

5.7.10 The bullet point regarding the retention of important green infrastructure to the northern slopes and the green lung running south from land east of Old Sarum and West of Hampton Park is “site specific” to the relevant Strategic Allocations and should be included in the respective templates. Its retention should not, or cannot, be a pre-requisite of the other Strategic Allocations, which are unrelated and cannot reasonably be expected to “deliver” such retention.

5.7.11 Persimmon and Wilton consider that a strategy for mitigating phosphate levels in the watercourses should not be regarded as central to the delivery of the plan (see
response to Matter 12.3 Phosphates). This matter is adequately covered by Core Policy 20.

5.7.12 An integrated ‘water grid’ to ensure water supply need not be regarded as central to the delivery of the plan. The developers of each of the Strategic Allocations in conjunction with the water company will need to ensure that there is an adequate water supply to serve their proposal development.

5.7.13 The Fugglestone Red has been formulated so that it can start without having to await the key strategic elements of infrastructure.

5.7.14 The templates identify what infrastructure is required to serve a particular Strategic Allocation. They define “Essential Infrastructure Requirement”. Therefore, any pre-requisite infrastructure should be clearly set out in the Templates.

Conclusions

5.7.15 The Council’s Evidence Base summarises the key strategic elements of infrastructure which are required to accommodate the Strategic Allocations. However, the CS also recognises that the Strategic Allocations need to come forward in order to help pay for the infrastructure identified.

5.7.16 The delivery of housing to meet the identified shortage is a key strategic element which should be regarded as central to the delivery of the plan strategy.
Q5.8 Key Strategic Elements of Infrastructure. What, Who and When?

What measures are proposed to ensure: that additional pressures on the sewerage network, particularly around Salisbury, be accommodated; that phosphate and pollution levels in local watercourses can be controlled (see also CP 20); that an adequate water supply can be provided to new developments; (See also CP 19); that the additional demand for emergency services, healthcare and school places be dealt with; and that important green infrastructure is provided or retained? Who would be responsible for financing and implementing these various measures and when would they be implemented?

5.8.1 Topic Paper 18: Water Management (July 2009) identifies that studies undertaken by the Environment Agency conclude that future growth can be accommodated within the limits set out in the recent “Review of Consents” and that the water quality in the SAC will be “no worse”. Notwithstanding this, it has been agreed that an integrated Phosphate Management Plan will be produced to ensure that there is a focus on the continued ecological improvement of the SAC. The Strategic Allocations are expected to contribute towards this Management Plan to ensure that the specific developments do not cause detriment to watercourses, in particular the SAC.

5.8.2 The topic paper goes on to identify that water supply issues were considered by the Environment Agency in a study undertaken to inform the production of the RSS. This study concluded that the proposed level of growth would not result in deficits of water supply within the Wessex East Zone. Refinements to the modelling work to include greater precision over the allocation of growth within each Local Authority boundary confirms that the levels of growth do not trigger water deficits within the resource zone and, specifically at Salisbury, the resource zone has a surplus of water.

What measures are proposed to ensure that additional pressures on the sewerage network, particularly around Salisbury, can be accommodated?

5.8.3 The measures proposed are set out in Topic Paper 17.

5.8.4 Each template identifies the specific drainage and water essential infrastructure requirements. The schemes, as they progress to detailed design stages, will need to resolve any sewerage network pressures with Wessex Water. At Fugglestone Red, an on-site foul water pumping station is required with a rising main to Devizes Road.

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17 Topic Paper 18 Water Management (2009) TOP/18A
18 Topic Paper 17 Infrastructure (2009) TOP/17A
South Wiltshire Core Strategy - Examination in Public
Response on behalf of Persimmon Homes and the Wilton Estate (No. 2760) Matter 5

and a long off-site connecting sewer to an agreed point of connection, where planned capacity is available to accept future foul flows. Persimmon, as developer, will be able to requisition off-site sewers from Wessex Water. Persimmon and Wilton’s engineering consultants, PFA Consulting, are liaising with Wessex Water on the emerging Fugglestone Red proposals.

**What measures are proposed to ensure that phosphate and pollution levels in local watercourses can be controlled (See also CP20)?**

5.8.5 Persimmon and Wilton object to Core Policy 20 and have concerns over the relationship to phosphates and pollution levels in the local water courses and the proposed Strategic Allocations (see Response to Matter 12.3).

5.8.6 The control of phosphates and pollution arising from the Strategic Allocations can be achieved through enhanced sewage treatment and on-site pollution control measures.

5.8.7 This issue is better addressed at the site specific level through the Environmental Impact Assessment process.

**What measures are proposed to ensure that an adequate water supply can be provided to new developments (See also CP19)?**

5.8.8 Persimmon and Wilton are working with the water company to ensure that an adequate water supply can be provided at Fugglestone Red.

5.8.9 Persimmon will incorporate water efficiency measures at Fugglestone Red as part of the response to the Code for Sustainable Homes.

5.8.10 The Fugglestone Red template identifies a boosted supply from the existing local reservoir is required, together with a dedicated spine main to serve local distribution mains.

**What measures are proposed to ensure that the additional demand for emergency services, healthcare and school places are set out in the Strategic Allocation templates?**

5.8.11 Each template requires a contribution towards a new Fire Station or improved fire stations to provide a comprehensive and flexible response to future emergencies.

5.8.12 Topic Paper 17 section 6 identifies a preference for a new Fire Station at the UKLF site but subsequently suggests that there is potentially not enough land available for a fire station on the UKLF site.
5.8.13 Each template identifies a need for a financial contribution towards new or improved doctors and dentist surgeries. Topic Paper 17 states the PCT’s preference is for contributions towards the re-provision of the Castle Street Surgery and the development of a primary care centre (“Super Surgery”) at Fountain Way. These proposals are progressing and pro-rata contributions from the Strategic Allocations would contribute the proposed new and improved doctors and dentist surgeries at the SSCT.

5.8.14 In terms of school places, several of the Strategic Allocations, including Fugglestone Red, have been identified to provide primary schools as part of the mixed use urban extension proposals. The remainder are to make contributions towards off-site primary provision.

5.8.15 The Strategic Allocations are expected to contribute toward off-site secondary school provision. However, Fugglestone Red and the UKLF site either make a secondary contribution or assist towards the construction of a new “Salisbury High School”.

5.8.16 The West Salisbury Academy proposal is being progressed by the Diocese of Salisbury, Bryanston School and Wiltshire Council. A new head teacher has been appointed and the Academy will become live from September 2010. In the short term the Academy will occupy the current Salisbury High School buildings. In the longer term a larger site will be required to accommodate the expected 1,450 pupils, including sixth form. The Council currently estimate that the new enlarged Academy will move into new buildings in September 2013.

What measures are proposed to ensure that important green infrastructure is provided or retained?

5.8.17 The CS covers Green Infrastructure through Core Policy 23 and the individual templates. The templates seek to identify specific green infrastructure that relates to particular Strategic Allocations. Therefore, the operation of the development control process will be the mechanism to ensure that important Green Infrastructure is provided or retained.

5.8.18 Fugglestone Red will incorporate Green Infrastructure elements, including formal and informal open space, retained trees and hedgerows, new habitat creation through strategic landscaping and retained wildlife corridors.
Who would be responsible for financing and implementing these various measures and when would they be implemented?

5.8.19 The responsibility for financing and implementing the various measures would rest with a variety of bodies, depending on whether the measures are to be provided on-site or off-site. On-site provision will largely be provided by the developers. However, for example, the new primary school at Fugglestone Red could be built either by Persimmon or the Council. Therefore, a degree of flexibility is useful within the plan.

5.8.20 The timing of the various measures identified in the CS will vary. Some measures will need to be provided at an early stage and others will be delivered on a phased basis through the life of the development.

5.8.21 At Fugglestone Red, it is envisaged that contributions will be made for off-site works, on a phased basis linked to the development of the site. On site provision will be funded by the developer, as appropriate.

Conclusions

5.8.22 Whilst there remain some uncertainties, which is normal for this stage in the planning process, in respect of the likely costs for some infrastructure items, the plan is broadly clear as to what is required, who will be responsible for the works required and when will they be needed.
5.9  Fugglestone Red Template Further Minor Changes

5.9.1 Appendix 3 sets out Persimmon and Wilton’s suggested Further Minor Changes to an Alternative Fugglestone Red Template which would address the objections to the Template included in the Core Strategy.
APPENDIX 1

INDICATIVE MASTERPLAN

CONTEXT PLAN
APPENDIX 2

EXPECTED FUGGLESTONE RED DELIVERY TRAJECTORY
Fugglestone Red Delivery Trajectory

This trajectory is based on the assumption that the Core Strategy will be Adopted by 1st October 2010. Persimmon intend to undertake Stakeholder Consultation on the emerging Masterplan in Summer/Autumn 2010 following publication of the Inspector’s Report. The Environmental Impact Assessment will be prepared Autumn 2010 – Spring 2011. A Screening Opinion has already been issued by the Council for the EIA and the ES Scope agreed, in principle. The Design and Access Statement will be prepared, in parallel, to be available by Spring 2011. This will include engagement with the South West Design Review Panel on the emerging masterplan.

The Outline planning application, including details of the main points of access, will be submitted in Spring 2011.

Assuming the Council determine the outline planning application within 16 weeks, it is expected that a favourable resolution to grant outline planning consent, subject to the completion of a legal agreement, will be made by September 2011. The S106 Agreement will be negotiated, based on Draft Heads of Terms submitted in support of the outline application, and completed within 6 months, by 1st March 2012. This would include a commitment to start the delivery of housing on-site by 1st March 2013. Reserved Matters will be prepared in parallel to the S106 Agreement negotiations and subject to pre-application discussions to expedite their approval of post March 2012 and the subsequent discharge of conditions. First occupations are expected at Fugglestone Red by Summer 2013 and the delivery of housing completions is expected to occur as set out in Table 1.

A Draft Phasing plan for Fugglestone Red has been prepared by Pegasus Planning Group, which will evolve through further detailed negotiations with the Council and others as the scheme progresses. (See Phasing Plan).
PFA Consulting have prepared a gant chart to illustrate the lead-in period to housing delivery at Fugglestone Red and demonstrate how infrastructure provision will be co-ordinated. (See gant chart).

Table 1 Fugglestone Red Expected Delivery Scenario

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<td><strong>1,250</strong></td>
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Notes:

*West Salisbury Academy New Buildings expected to open September 2013.
N.B. Assumed approximately 250 dwellings per phase
APPENDIX 3

ALTERNATIVE FUGGLESTONE RED TEMPLATE
INCORPORATING SUGGESTED MINOR CHANGES

Deletions from Template shown as strikethrough.

New minor changes shown as **bold**.
Description of site

The site is to the north west of Salisbury and is bounded by The Avenue to the north west, the A360 Devizes Road to the north east, the extent of the built envelope of Salisbury (Fugglestone Red and Bemerton Heath to the south east and the Imerys quarry site, a significant dry valley and the UK Land Forces site to the south) The site is mainly agricultural land but with significant treed features. It also includes an existing secondary school
(Salisbury High School) to the south east of the site. The “townscape/countryside interface” of the whole area is of "elevated views, little/no foreground, generally harsh, abrupt settlement edge”.

Objectives for the Development
To develop 1250 new homes and 8 hectares of employment land, through a high quality development which delivers an appropriate sense of place in accordance with the South Wiltshire Design Guide, 'Creating Places', in a sustainable location close to Wilton and Salisbury, in a manner which complements the existing communities and makes a significant strategic contribution to meeting the local housing needs of South Wiltshire and helps facilitate the delivery of the proposed West Salisbury Academy or a replacement of Salisbury High School. Specific issues to be addressed are:

- The delivery of a new local centre for the Fugglestone Red area.
- Assistance with and/or contribution towards improving the secondary school or the proposed West Salisbury Academy.
- Retention of a Strategic gap of open countryside to ensure that Wilton retains its independent character and does not become merged with Salisbury.
- To deliver a development which conserves and, in places, enhances the natural environment, including the quality of the Camp Down SSSI and the River Avon SAC.
- To conserve and where possible enhance views from the Wilton Estate and Old Sarum SAM.
- Conservation of the historic Avenue.

Site constraints
- Potential coalescence between Salisbury and Wilton and the need for a strategic landscape belt to be retained.
- The sensitive landscape, especially the north eastern edge and the setting of Old Sarum SAM.
- Copses, wooded belts, and other tree planting
- Overhead power cables (several running N-S and E-W)
- Existing residential amenity to the east of the site.
- Salisbury Air Quality Management Area on Devizes Road and Wilton Road
- Setting of Wilton House and its historic park and garden.

Land uses and quanta of development
- 1250 new dwellings of which a minimum of about 40% will be affordable. The breakdown will be as detailed in Core Policy 6.
- 8 hectares of employment land to include some start-up units
- New primary school and enhanced secondary school/Academy provision.
- Public open space
- Space for a new cemetery
- Local Centre

Essential Infrastructure Requirements
Education: 2 form entry primary school and either a secondary contribution or assistance towards the construction of a replacement Salisbury High School/West Salisbury Academy.

Transportation: Any Contributions towards relevant major infrastructure requirement outcomes identified by the Salisbury Transport Model Study 2010. New access including improvements to the junction between the A360 and The Avenue. A Traffic Assessment which sets out how the modal shift promoted at national and RSS level will be achieved, including improved bus, cycle and walking routes.

Green infrastructure: Formal and informal public open space to be provided on site to reduce pressure on Camp Down SSSI. New woodland, hedges and standard trees to connect retained hedges and woodland and ultimately link to the River Avon. 1 in 10 properties to contain features suitable for roosting bats. Improved linkages and contributions towards improvements to Wilton House Historic Park and Garden. Extended phase 1 survey to be undertaken. Site should look to minimise recreational impacts of the New Forest European Protected Sites.
Heritage: Archaeological assessment and/or investigations to be undertaken to inform site design. Archaeological conditions, as required.

Drainage and Water: Requires boosted supply from existing local reservoir and a dedicated spine main to serve local distribution mains. On site sewers required to be provided by developers with separate systems of drainage. Off site surface water disposal to local land drainage systems with attenuated discharge needed to satisfy PPS25. On site foul-water pumping station with rising main to Devizes Road. Long off site connecting sewer (>1km) to agreed point of connection, where planned capacity is available to accept future foul flows.

A contribution is required towards a management and mitigation plan to address phosphate levels in the River Avon SAC catchment and their threat to protected species as well as its implementation.

PCT: Financial contribution towards new or improved doctors and dentist surgeries or on-site provision, if appropriate.

Emergency services: An appropriate contribution towards the provision of a new community fire station or improvements to existing facilities in order to provide a comprehensive and flexible responses to future emergencies at the Strategic Allocation.

Community facilities and services: Need to deliver a local centre to provide the local access to basic services this area of Salisbury currently lacks.

Renewable energy: 10% renewable energy generated on or near the site.

Place Shaping Requirements

In addition to the provisions of 'Creating Places' and 'Saved' Local Plan policies, Masterplanning of this site needs to specifically address:
- Significant tree planting to protect key views from Wilton Park.
- Overall building mass should be in keeping with the setting to Wilton Conservation Area.
- The Avenue not to be widened or subject to major road improvements, **apart from the proposed new roundabout with Devizes Road.**
- The visual gateway into Salisbury from the A360 is conserved and enhanced.
- **Retention of a significant area of open countryside** between the built up areas of Salisbury and Wilton.
- Lighting does not exceed the height of the development and is designed to minimise light pollution and sky glow.
- Overhead cables to be buried within developed area, where viable.

### Strategic linkages

Improved linkages Wilton House historic park and garden and UKLF site.

Development will also need to integrate with the existing developments at Fugglestone Red and Bemerton Heath.

### Delivery Mechanism

This site should be the subject of partnership between private and public sector based on frontloading. A Masterplan to be approved by the Local Planning Authority as part of the planning application process. This Masterplan will guide the private sector led delivery of the site.

### Key Delivery Milestones, Monitoring and Review

This site has been chosen not only because strategically, environmentally and consultatively it can make a significant contribution to meeting local needs through regeneration, but also because early discussions with land owners, agents and prospective developers have encouraged the Local Planning Authority that this site can
be brought forward within the first five years of the adoption of the Core Strategy. In order to safeguard the delivery of housing within this period the following milestones will be adhered to:

- Immediate partnership working with LPA and stakeholders on frontloading matters
- A planning application accompanied by Masterplan and design code within 18 months of adoption of the Core Strategy.
- A section 106 agreement will be required setting key milestones for delivery including that the site shall start delivering housing within 12 months of the grant of permission and a phasing agreement setting out completions at agreed milestones moving forward.

Failure to meet any of the above deadlines without production of compelling justification will lead to the conclusion that the site is not deliverable and the site could be de-allocated in a mini review of the Core Strategy and the site replaced with an alternative site where more certainty exists.

An independent viability review of the site will be undertaken by Wiltshire Council within two years of review the standards of delivery set in view of them projected recovery from the recession of 2009. This review will not be undertaken where the developer has demonstrated commitment through the delivery of the first two years of the Strategy.