



South Wiltshire Core Strategy

Matter 6

Delivery of Development – Other Sources of Supply

Ref: SH/DJM/SWCS/M6

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Question 6.1 Delivery of the Saved Local Plan Allocations. *The Saved Local Plan Allocations have not been developed in the period since 2003 when the Salisbury District Local Plan was adopted. What evidence is there to indicate that they are likely to be developed over the life of the CS?*

1.0 The following is the evidence to support the development of the adopted local plan sites up to 2026. Firstly, a number of the saved local plan housing allocations have planning permission, and many have commenced, or have been completed as shown in the table below.

Site	No of houses	Employment land	Net Dwellings Consented	Built as at 31.03.09	Commenced since 31.03.09
Old Sarum (H2D)	674	6ha	674 (S/2005/0211)	26	Yes, further units have been commenced
Downton Road Extension (H2F)	130	0	130 (S/2005/0980)	0	Yes
Duck Lane Laverstock (H2G)	125	0	125 (S/2004/2055)	125	Complete
Archers Gate Amesbury (H9)	550	0	550 (S2002/1075)	396	Yes, further units have been commenced
Wick Lane Downton (H11A)	50	0	50 (S/2006/1209)	0	Yes
Netheravon Road, Durrington (H12)	120	0	120 (S2006/1698)	0	No
Hindon Lane Tisbury (H14)	90	1.4 ha	90 (S/2008/0779)	0	No

1.1 Secondly, the Council have been in communication with the developers of the saved local plan allocations to ascertain how deliverable the sites are. (See Topic paper 2, addendum 2 housing, Appendix 6). Based on this evidence and whether sites had been commenced a planning judgement was made on each site and the sites included accordingly. This table has now been updated with the latest monitoring information of completions up to 31.03.09 and any commencements that have occurred since April 2009.

1.2 There are also saved local plan sites that are solely for employment use. As discussed in more detail in question 4.6, there are exceptional local circumstances which merit the continued support of existing employment land allocations at both Porton and Boscombe Down (both E8B, 10 and 7 ha respectively). Each of these employment sites are key to the national, regional and importantly the south Wiltshire economy and make an important contribution towards the growth of key sectors within the local economy. The land identified is to support science-based industry and research to facilitate the implementation of the Salisbury Research Triangle initiative. These sites are allocated for these unique and specialist uses and is not therefore a 'mainstream' commercial allocation.

1.3 One of the issues facing the Porton Down organisations is the conflict between realising their business aspirations, whilst ensuring the protection of

nature conservation interests at Porton Down. Currently this issue is being addressed in a piecemeal fashion, which is slowing down the development process and threatening key habitats. As an example of the commitment of the Council to support the Porton Down business community, the Ecological Steering Group was established in December 2008. The aim of this steering group is to reconcile economic growth at Porton Down with the natural environment and its protection through the production of a Wildlife Management Plan. The steering group comprises representatives from HPA, DSTL and the Porton Down Science Park, as well as members of Wiltshire Council's spatial planning team (south), County ecologist and representatives from both Natural England and the Royal Society for the Protection of Birds. The Steering Group meets on a regular basis and good progress is being made in gathering data to inform the production of the Wildlife Management Plan. The outputs of this work from this group will be used to support the planning applications to bring this site forward in accordance with the adopted masterplan and development brief.

- 1.4 Allocation E12 at Mere (3 ha) is a saved employment allocation which has recently changed ownership, and has been resubmitted for outline planning permission (S2009/191/O/L) demonstrating commitment to delivery of this site.
- 1.5 Therefore, based on all the available evidence the council is satisfied that these sites will come forward and be delivered during the lifetime of the Core Strategy.

Question 6.2. Delivery of Future Strategic Areas of Search. *The CS makes clear (paragraph 6.29) that additional work, including discussions with landowners and infrastructure providers, is necessary to prove the deliverability of the strategic areas of search. What progress has been made on this and is there evidence to demonstrate that there is a reasonable prospect of these areas delivering 1000 or so homes and 15 ha of employment land in the lifetime of the CS?*

- 2.0 The Core Strategy plans for some 10 years supply of housing and jobs, which exceeds the requirement for a identified five year supply as required in PPS3. Topic Paper 19 - Identification of Strategic Growth Areas, Papers 1 and 2 indicate on Map 6, page 14, the areas of search for additional growth. This accompanied by the Strategic Housing Land Availability Assessment (SHLAA, page 23, Table 10, EIP ref: STU/06), confirm the potential capacity of south Wiltshire to meet its housing requirements up and beyond 2026. Limited work has been carried out on the other areas of search to date in terms of proving delivery in the same way as the other strategic sites, and in recognition of the need to be flexible in the approach to housing further work is needed to identify whether another strategic allocation or smaller non strategic sites may be appropriate. However, there is enough information and progress to give the Council certainty that deliverable sites can be identified. For example the systematic site selection process has indicated the potential suitability of an area of land to the south of the City around Oddstock Hospital to accommodate development. Map 6 on page 14 of Topic Paper 19 - Identification of Strategic Growth Areas: Paper 2, (EIP library ref: TOP/19B), indicates how this would represent a significant area of search.
- 2.1 Work has continued in identifying and removing potential barriers to delivery. The Infrastructure Topic Paper 17 (para 2.13, page 6) highlights how the site

around Odstock has been subject of detailed discussions with the Consultative Technical Group over its deliverability. No insurmountable barriers with regard to essential infrastructure have been raised. Also evidence regarding environmental impacts has been undertaken, which has indicated the potential suitability of the area. Some uncertainty and ongoing work is focussed on the following areas

- Steps have been taken to identify land ownership and an approach to the owner of the preferred development site within the area of search is planned to assess their commitment. Two landowners have expressed their interest through the Strategic Land Availability Assessment, and the Council included the remainder of the area, but a full picture of land ownership and commitment is in the process of being established.
- The area of search is large and further detailed work using the Landscape Character Assessment and The Settlement Setting Assessment, is scheduled to be undertaken as subsequent work within the LDF should the Core Strategy be adopted.
- Further discussions are taking place with English Heritage over the potential heritage impacts on Little Woodbury, and how these may best be mitigated through both choice of site within the area of search and careful master planning.

2.2 The relatively unconstrained nature of the area and the lack of barriers to the delivery of essential infrastructure, raise reasonable prospects that this broad area of search can deliver a strategic housing site within the lifetime of the plan, and ongoing work is based on choosing the best site within that area, and working in partnership with the landowner. While there is already commitment from two landowners, further work is being progressed to identify if land in the area can be delivered. It is important to emphasise that this is not the sole area of search for longer term delivery of development, and that the Core Strategy has deliberately been made flexible on this issue so that options can remain open and it can be responsive to changing circumstances. For example there is the possibility of smaller, non-strategic sites coming forward which could make a significant contribution or that other, unforeseen opportunities emerge (as happened with the UKLF site in Wilton). If that is not the case TOPIC Paper 19 clearly sets out the areas of search that the Council will explore in more depth.

Question 6.3. Delivery of Salisbury Vision Sites. *What evidence is there to suggest that there is a reasonable prospect of the Salisbury Vision sites delivering 800 or so dwellings over the lifetime of the CS?*

3.0 There are a number of projects within the Salisbury Vision, in addition to those identified as deliverable within the early part of the Core Strategy (i.e. Churchfields and the Maltings/Central Car Park), which evidence shows have reasonable and realistic prospects of delivering housing within the lifetime of the Core Strategy (see The Salisbury Vision document, Chapter 4, Delivering the Vision, page 22 to 27. EIP ref: STU/47). In particular, detailed discussions are well advanced with a key landowner who has expressed an aspiration to relocate away from their Southampton Road Site (see Salisbury Vision document, Section 10, page 36 on the Eastern Gateway project). If a suitable relocation site can be identified and delivered, then this will represent a significant step towards delivering this project which could provide capacity

for up to 750 new dwellings on the Eastern Gateway of Salisbury. The potential contribution of dwellings from Salisbury Vision sites, in addition to the Maltings and Churchfields are stated in Paragraph 6.13, page 74 of the Core Strategy. It is also the case that the detailed master planning of the all Vision sites, including Churchfields and the Maltings, may find it appropriate to accommodate higher densities than currently envisaged. The contextual design cues of the historic street patterns of the Salisbury Chequers and the need to ensure the most efficient use of the few Brownfield opportunities available in South Wiltshire, could justify high density development to be explored in conjunction with the guidance of Creating Places, the adopted Design Guide. This is a detailed master planning matter.

- 3.1 Similarly a series of discussions have been held with the Wilts' & Dorset Bus Company who have expressed a willingness to vacate their City Centre Depot site, if a suitable alternative site can be found. This site is detailed on Page 33 of the Vision document and benefits from a Council produced brief to guide development See Bus Depot Site, Castle Street, Salisbury, Concept Statement, January 2009, which could deliver in the region of 25 new dwellings.
- 3.2 As well as positive negotiations with key landowners, the formalisation and commitment to the Vision delivery vehicle is clear evidence of reasonable prospects of delivery. Key to the project is that the Vision Board for Salisbury is multi-organisational and has a strong partnership approach involving public and private sectors. A wide range of key organisations are involved under a strong chairperson. Critically:
 - the Vision Board is backed by Wiltshire Council cabinet, Council leader and members, and with good officer support
 - the Vision Board Strategy is backed up by dedicated Vision Director who has key expertise and a strong delivery focus.
 - The Vision Board Strategy acts as a Special Purpose Vehicle (SPV) to deliver affordable housing and business needs for S. Wilts.
- 3.3 The Salisbury Vision delivery structures established by Wiltshire Council are appended at Appendix A to this pap

Appendix 1 - Salisbury Vision Project Delivery Structure

