

6 Old Sarum Design Principles

6.1 Considerable importance is placed on achieving a good standard of design in the development proposals. Excellence and creativity in design are encouraged to ensure that proposals are compatible with the local forms and the best characteristics of the local environment. In this context the overall objective is to establish a sense of place and community for Old Sarum as a whole through the development of the site. Urban design principles will be required which will ensure a good quality development. Innovative contemporary building forms can be encouraged as well as traditional solutions. This accords with the following government guidance in PPG3. (para 56)

6.2 "New housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identify of a development, recognising that new building technologies are capable of delivering acceptable built forms and may be more efficient. Local planning authorities should adopt policies which;

- create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character;
- promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations.
- Focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles.
- Avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrian, and
- Promote the energy efficiency of new housing where possible"

Land Use Framework

6.3 The land use framework for Old Sarum is shown in the Concept Plan in figure 1.3. The proposals for Old Sarum need to be conceived as a whole. An overall planning application covering the majority of the site will be required. This will be accompanied by a Master Plan which refines and develops the principle of the Concept Plan. The key principles upon which the framework is based are as follows;

- i) The primary school is located relatively close to the Portway and existing housing at Partridge Way so as to maximise the benefits of its proximity to existing and future housing.

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- ii) The local shop and community hall will adjoin the primary school in a retail/leisure/residential/mixed use area to meet local needs to maximise the potential for joint trips and help create a community focus at the hub of the development.
- iii) The business park is concentrated in one area to maximise it's "critical mass" and provide optimum flexibility to offer a range of individual sites of varying sizes. The location mainly utilises lower lying land and is well screened, offering the optimum flexibility for larger buildings. Redevelopment of the Sarum Centre will need to be sensitively incorporated within its important landscape framework.
- iv) The MOD land provides the potential to provide an attractive, central village green environment with formal "kick about" area. Should this area become available, as this brief aspires to, it will provide the principal public open space for the development. The archaeologically sensitive area would be retained as a more informal open space area. In the event that the MOD land could not be integrated into the scheme, the village green would instead be provided on the archaeologically sensitive area.
- v) Access is to be provided via the existing roundabout which will be redesigned on the Portway at an important new "gateway" to Old Sarum. A main loop is provided for buses and vehicles through the site to rejoin the Portway at a traffic light junction opposite Old Sarum Park. A third entrance provides direct access to and from the primary school/retail/leisure/residential/community mixed use area to meet local needs, this will have constrained links to the residential area to control "rat running" traffic but will allow buses through.
- vi) A landscape framework is proposed for the site to integrate the development in its landscape setting and to define the public transport loop, the open spaces and the relevant margins of the site especially to the north, east and south.

Urban Design Forms

- 6.4 This Development Brief outlines the broad urban form. A detailed Design Guide will be required subsequently to accompany the outline planning application. The Design Guide will interpret and develop the provisions set out below. The information from the wider context which have and should be used for the design and layout have been gathered from the Salisbury urban area and Wilton in particular as well as outlying villages. In order to help establish a sense of place and community at Old Sarum, the urban design principles require an

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urban form containing a complete range of densities from high at the core, passing through medium to low on the new urban fringe adjoining the chalk upland. The development will be divided into three residential neighbourhood areas each within its own character. Appropriate designs will need to be incorporated towards the edge of the zones to ensure a subtle merging. A single uniform character housing estate, at any one density, will not be acceptable. The character areas are shown in fig 1.3.

- 6.5 The concept is to provide a dense urban core including the primary school, retail/leisure/residential/community mixed use area and business park this will be a focus of activity. The urban core residential area will be high density with continuous block frontages directly onto pavements and contain the highest proportion of 2.5 and 3 storey residential and mixed use buildings. Urban design can include buildings over two storeys as key marker buildings, to assist the enclosure of spaces, help provide a varied townscape or promote set pieces. At the Portway for example, taller units appropriate to the setting can be positioned to good effect. There will be a deliberate concentration of resident households, workers and children in the urban core area generating activity and movement. Residential densities will typically average 45 dwellings per hectare (dph). Pedestrian and cycle routes should permeate the area and radiate to and from the primary school/retail/leisure/residential/community mixed use area and business park. The bus route will run through the urban core and will have priority over other vehicles. Figure 6.1 shows the typical design characteristics from the context assessment to be incorporated and developed in the urban core.

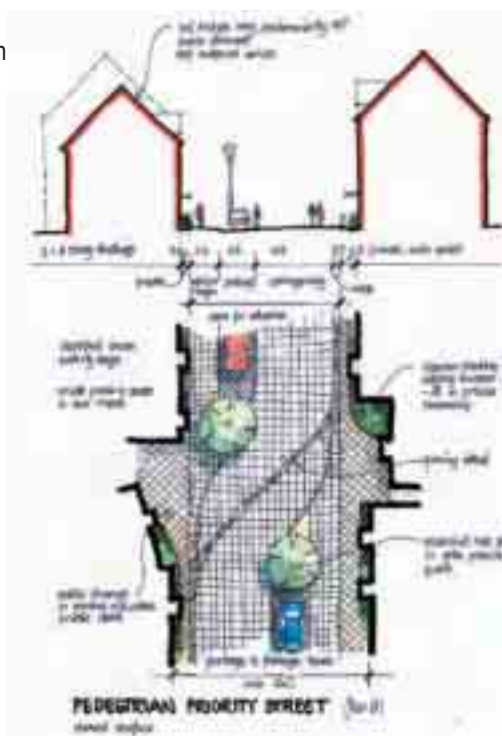


FIG 6.1 URBAN CORE/TYPICAL DESIGN CHARACTERISTICS

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6.6 The medium density area wraps around the football stadium and along the remainder of the public transport route outside the urban core. Densities will typically be in the range 30 to 35 dph. Although a strong building line is to be followed, open spaces and front gardens should ensure that soft landscaping is a dominant feature. There will be a mixture of 2, 2.5 and some 3 storey buildings. The medium density areas must provide a natural progression across much of the general area of the site between the high density urban core and the semi rural urban edge. The Concept Plan shows access from this area to area D (c.f. paragraph 2.15 above). Figure 6.2 shows the typical design characteristics for this area from the context assessment. Figure 6.3 illustrates the potential variety which can be created by including mews areas to the rear of the main public streets.

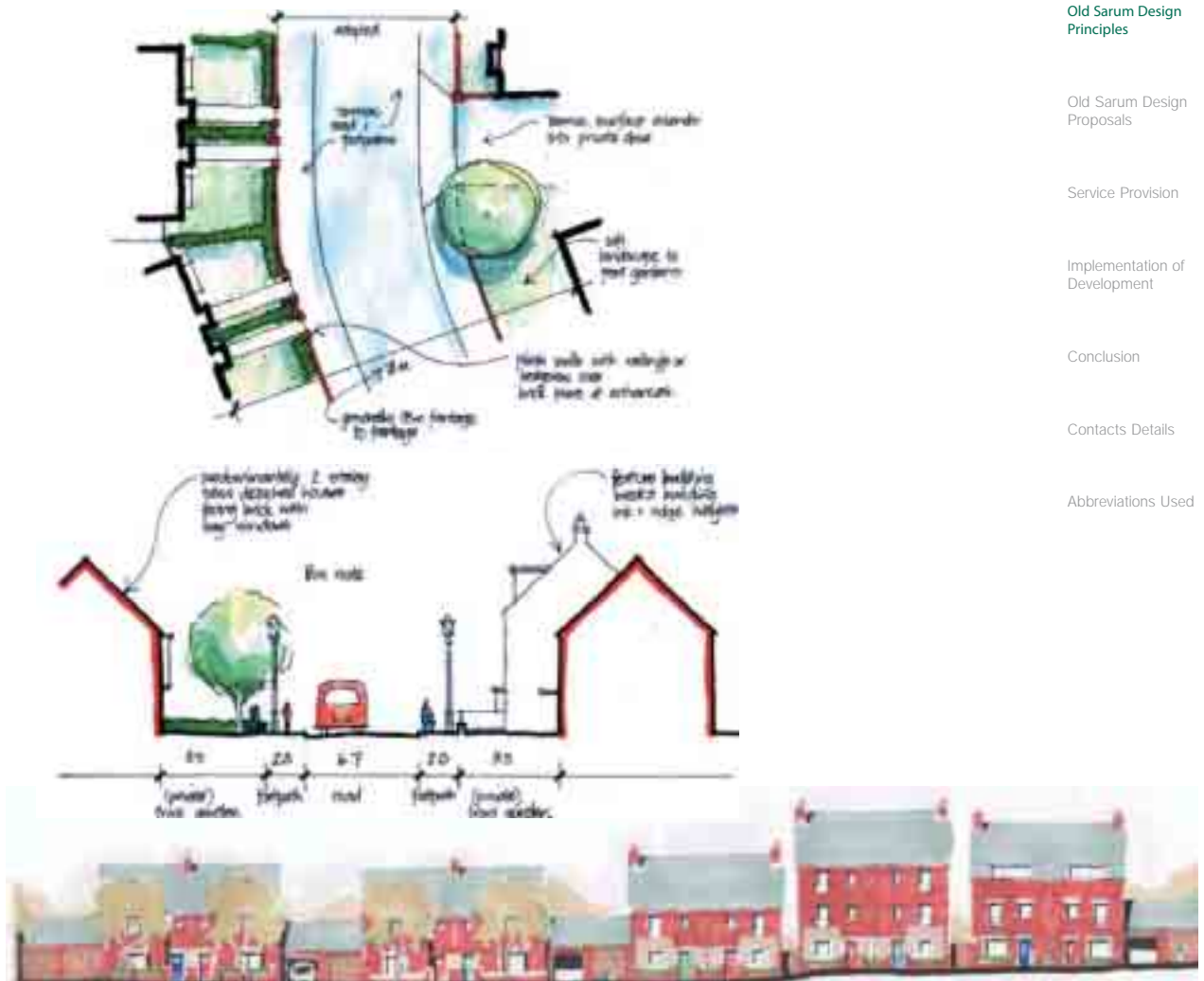


FIG 6.2 MEDIUM DENSITY/TYPICAL DESIGN CHARACTERISTICS

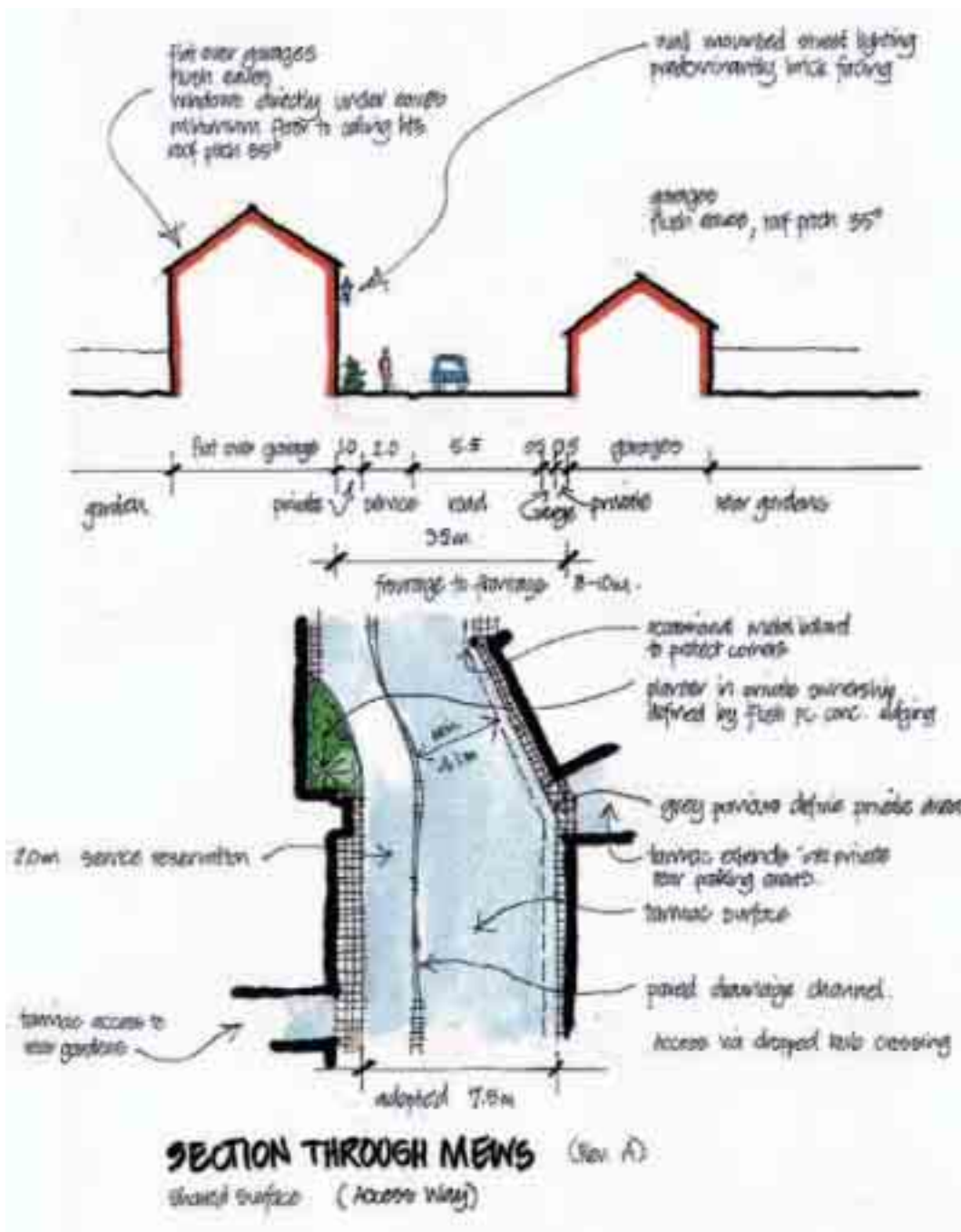


FIG 6.3 MEWS AREA/TYPICAL DESIGN CHARACTERISTICS

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6.7 At the north eastern edge of the development and around the archaeologically sensitive area, a semi rural character is required so that the development and associated landscaping disperses at the rural edge of the scheme adjoining the chalk downland. Densities will typically be in the range 20 to 25 dph. Here development will adopt a varied building line, and soft landscaping will be a dominant feature along streets, in private gardens and public areas. Dwellings will be predominantly 2 storey and be mostly detached. The spaces and views between dwellings will be important and contrasting gaps can be created by incorporating short terraces. Variety of built proportions will be important. Figure 6.4 shows the typical design characteristics for this area from the context assessment.

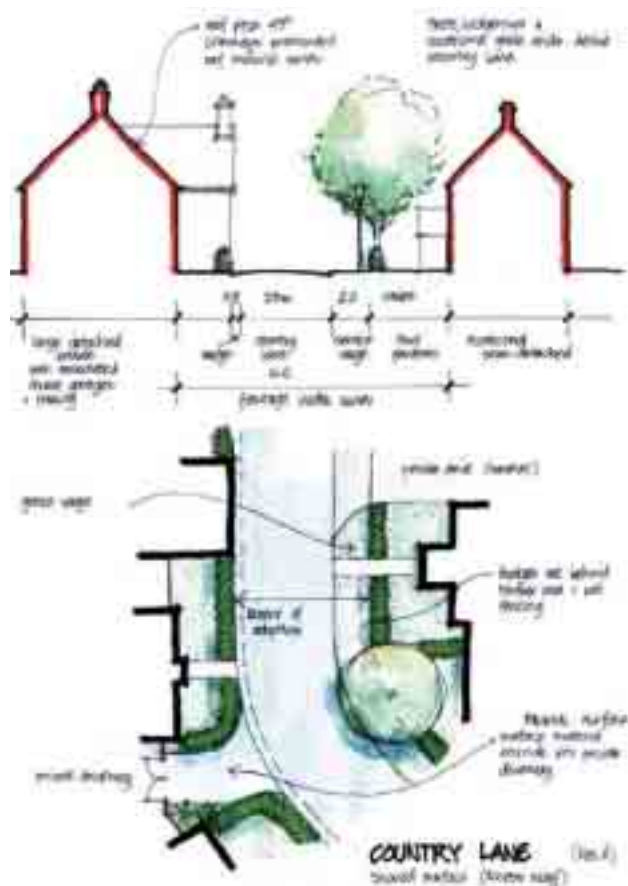


FIG 6.4 SEMI RURAL/TYPICAL DESIGN CHARACTERISTICS

- 6.8 Designers within each of the neighbourhood areas will need to demonstrate in detail how their proposals have been informed by the wider context and how the designs take forward and develop the typical design characteristics identified in this Development Brief.
- 6.9 Each of the three neighbourhoods should contain a clear hierarchy of spaces such as squares, greens and courtyards linked by lanes and streets. The neighbourhood spaces should also be designed so as to form an overall structured whole.
- 6.10 The urban design for the business park can be informed by reference to the Salisbury urban area especially where offices adjoin or are interspersed within residential areas as well as examples of good practice in existing business parks and historic design. Innovative contemporary building forms can be encouraged as well as traditional solutions. The Concept Plan provides an important gateway in to the business park where key buildings should be used to good effect together with access to the Sarum Centre for further redevelopment. The interface within the residential area will obviously require special attention in terms of scale, inter-visibility, vehicular access and servicing arrangements. Figure 6.5 shows the potential to incorporate modern design characteristics which may be incorporated and developed in the design of the business park.

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FIG 6.5 BUSINESS PARK/EXAMPLE DESIGN CHARACTERISTICS

- 6.11 The retail/leisure/residential/community Primary school mixed use area should be designed as a cohesive whole. Urban design for this important area can be informed by reference to central Salisbury and Wilton High Street. Buildings will need to overlook and frame the public realm. Higher 2 and 3 storey buildings can contrast with the primary school within an overall unifying design.
- 6.12 The overall design solution illustrated in the Concept Plan (fig 1.3) sets the framework for the proposed development through the use of traditional road patterns and the provision of designed spaces. Development plots are to be arranged based on perimeter block development to give a clear definition between the public realm and private defensible spaces. In each neighbourhood, buildings will be mainly orientated to face directly onto the street or other public areas such as play areas and communal parking areas. This will be important to create a positive relationship between public and private spaces and to create interest in the new public realm. This will also increase the passive surveillance of the proposed public spaces, thereby reducing the potential for crime within the development.
- 6.13 Key and marker buildings will be used to give individual street and spaces legibility. Key buildings will also be used as gateways providing a sense of arrival to individual areas and reference points for residents and visitors. The development will be designed to encourage movement into different areas of the site with focal points lending importance to and affecting the identity of different neighbourhoods. Design continuity should be established through paving materials, street furniture and landscape linkages.
- 6.14 Use of cul-de-sac development will not be encouraged, though deeper urban form may be achieved by the use of inner courts accessed by appropriate openings in the street frontage (see for example figure 6.3). The pedestrian network will be fine-grained and explorable with the school, centre, high density urban core and employment area providing a focus of routes.
- 6.15 Garaging and parking should be accessible to the dwellings they serve. Car parking provided within the curtilage of properties should be located behind the building line to maintain frontage continuity. Where car parking is grouped, care must be taken to ensure that visitors can readily identify the differences between public and private spaces. Mews should be designed as links between the higher order routes. Shared parking courts should be located within the perimeter blocks and treated as separate spaces with houses used as 'sentinel buildings' to police the space.

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- Materials**
- 6.16 An important component in creating the individual character of the Old Sarum scheme lies not just in its proposed layout but also in the use of materials and architectural details. The architectural styles and detailing need to be combined to create the identity of the scheme and its quality. The Old Sarum development should use materials which reflect local finishes in terms of colour, texture and detailing to the styles found at Salisbury and its surrounding area.

- Energy Efficiency**
- 6.17 Research undertaken by the Government shows that land use planning can have a significant role to play in reducing energy consumption. The design of the development at Old Sarum will have regard to the benefits of optimising energy and water efficiency throughout the site. Energy efficient housing will be delivered throughout and will achieve at least the "good" standard, in accordance with the BREEAM EcoHomes assessment. The detailed specifications and relative proportion of "good" and those above the good standard will be negotiated at the planning application stage.

- Safety**
- 6.18 The Old Sarum scheme will be designed having regard to community safety issues. The development will incorporate the principles of "Secured by Design", with the objective of restricting opportunities for crime. Consideration will also be given to the issue of fire safety in the design and layout of the development at the planning application stage.

- Movement**
- 6.19 In accordance with national and local transport policy, emphasis will be placed on encouraging and developing sustainable methods of travel rather than relying on private car use. By controlling vehicles speeds, effective use can be made of shared surfaces for pedestrians and cyclists. A network of routes for pedestrians and cyclists will link key features and areas within the site and offer direct linkages between facilities. Potential linkages to and from Partridge Way and the MOD land in particular will be pursued.

- 6.20 In order for walking and cycling to be encouraged, urban footpath and cycleways need to be attractive and secure and well lit at night with surveillance provided from adjacent housing. Pedestrian links are to be provided to existing housing to facilitate movement and provide access to the new facilities.

- 6.21 For safety the design speed of the road network within the development should be limited to a maximum of 20mph. Traffic calming measures should be

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adopted throughout the development and may take several forms. Traffic can be calmed through road narrowing, changes in surface materials and levels, but equally the shape and form of streets themselves will influence driver behaviour. Built form and natural features can be used to limit long views for drivers and therefore control vehicle speed. It is particularly important to integrate speed control features at the design phase rather than as an afterthought. For further information reference should be made to the Department of Environment Transport and Regions (DETR's) 'Places, Streets and Movement' the companion to Design Bulletin 32.

Open Space & Landscaping

- 6.22 Open space is to be provided in accordance with Salisbury District Council's requirements. In addition to a the formal playing field, informal open space will be provided primarily through a number of green areas.
- 6.23 Provision of high quality open spaces as focal points of the development, to cater for all sections of the community, including formal playing fields and informal recreation areas. The potential to integrate the MOD playing fields will be fully explored and if possible pursued to provide enhanced open space and recreation facilities as an important aspect of creating comprehensive development.
- 6.24 Whilst it is envisaged that the principle open space will be located on the MOD land, should this not come forward for integration into the development scheme, it is agreed that the village green would instead be located on the archaeologically sensitive area. This area, in the eastern corner of the site, would otherwise be kept as an informal open space area.
- 6.25 It is envisaged that the new open space will accommodate both informal outdoor recreation as well as provision for formal sports activity on the village green. The area will also accommodate play areas for youngsters and toddlers and further provision for these age groups will be provided elsewhere in the site.
- 6.26 Avenue tree planting will be used and encouraged to reinforce the setting of the principal roads, green corridors and formal green spaces such as the playing fields.
- 6.27 The visual impact of the proposed development will be considered as part of the landscape strategy for the site to be incorporated in the Master Plan. Given the site's topography and surroundings, this strategy will consider views/vistas afforded from, within, over and out of the site and the long-term effect of the proposed development. Long and medium distance views into the site will also be considered.

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- 6.28 The overall comprehensive outline planning application required for Old Sarum development will need to be supported by:
- a Master Plan and supporting plans and explanatory text. The Master Plan will develop the principles of the Concept Plan (fig 1.3).
 - a Design Code in order to respond to and develop the urban design principles of this Brief. The Design Code will articulate the local sources and references to be used in the design process and develop the urban design forms.

Taken together the Master Plan and its supporting documents and the Design Code will provide a template to guide, co-ordinate and judge relevant details of all subsequent planning applications.

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7 Old Sarum Design Proposals

Land Uses

7.1 The development at Old Sarum will require a Master Plan to be agreed which will develop the principles of the Concept Plan. The basic components of the Master Plan will include;

- Residential areas capable of delivering about 630 dwellings before 2011, with scope for further residential development after 2011.
- 6 ha of employment land capable of delivery before 2011, including;
- **Facilitating** redevelopment within the Sarum centre.
- Retention and where possible and desirable, integration of the existing housing and playing facilities.
- Major areas of new public open space.
- A new primary school
- A new retail, leisure, residential/community mixed use area.
- Preservation of areas of potential important archaeological interest in situ.
- Retention of important mature trees and hedgerows.
- New strategic landscaping.

7.2 The principal land uses which should be incorporated in the Master Plan are as follows:

Use	Area Ha
<ul style="list-style-type: none">• Residential comprising a range of densities and dwelling types including affordable housing	17.5 (approx)
<ul style="list-style-type: none">• Employment primarily in Class B1 use	6 (approx)
<ul style="list-style-type: none">• Mixed use area including shopping, leisure and Community facilities	1.2(approx)
<ul style="list-style-type: none">• Primary school	1.6 (approx)
<ul style="list-style-type: none">• Public Open Space & landscaping	8.4 (approx)
<ul style="list-style-type: none">• Post 2011 Development Areas	4.3
Total Gross area	39 hectares approx

7.3 This development brief stipulates the timely phased implementation of each of the land use proposals and their integration with the existing City as a key objective of the Old Sarum development.

Residential Development

7.4 The deposit draft SDLP anticipated that the Old Sarum allocation would accommodate 550 dwellings in the period to 2011. Following the Local Plan

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Inquiry and the recommendation to delete other allocations, the District Council and consultants advising Persimmon Homes reconsidered the capacity of the land north of the Portway at Old Sarum in the light of PPG3 and the Governments' initiative to secure higher densities. As a consequence it was agreed that the site should be capable of delivering about 630 dwellings in the plan period.	Introduction
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7.5 A Master Plan is required for the whole site which provides for its full and comprehensive development consistent with the principles of PPG3 to make full and effective use of land committed for development. The Master Plan will therefore need to identify the areas for residential development before 2011 and reserve areas suitable for residential or other development subsequently when required.(See paragraph 7.46 and sequence of this brief).	The Quality of Life & Sustainability
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7.6 In order to satisfy the requirements of policy H2 of the SDLP, the site needs to accommodate 630 houses before 2011. The SDLP acknowledges that the site may be able to take further development beyond 2011 (likely to be in the order of 100 dwellings approximately) and this has also been taken into account during the consideration of the layout of the Concept Plan and the provision of open space.	Old Sarum Design Proposals
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7.7 The site has been designated as three residential neighbourhood character areas and has been sub-divided into a series of development areas of varying shapes and sizes, to create the proposed residential areas and the proposed landscape planting, the associated internal road layout and the proposed footpaths and cyclepaths. A co-ordinated mix of housing types, sizes, densities, designs and tenures will be required. This will encourage the establishment of an attractive residential area in which a range of housing requirements can be accommodated.	Conclusion
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7.8 The number of dwellings to be provided within each phase of the development will be strictly controlled and related to the provision of the local shop, community hall and primary school and the provision of the employment land under the terms of a Section 106 Agreement to be signed by the developers and the District Council.	
The Density of Development	
7.9 The Concept Plan allocates approximately 17.5 hectares of land for residential development in the period to 2011. In order to comply with the objectives of sustainable development and to promote the efficient use of a scarce resource, a relatively high density of development will be promoted overall. The density of development will, however, vary across the site through the three residential neighbourhoods to assist the creation of variety.	

- 7.10 In accordance with the principles of sustainable development, the highest densities of residential development will occur in the urban core of the development, in close proximity to the retail/leisure/residential/ community mixed use area and the school. This area will be well served by public transport and it is intended that this neighbourhood will be developed at a density of approximately 45 dwellings per hectare.
- 7.11 Medium density residential development (approximately 30 to 35 dwellings per hectare) will be located beyond the high density development. Such areas will still be located within a five to ten minute walk of the local centre and school. Lower density residential development (approximately 20 to 25 dwellings per hectare) will occupy the north east periphery of the site and adjoin the village green. The provision of footpaths and cyclepaths throughout the residential layout will ensure that these areas will be within a short walk of the retail/leisure/residential/community mixed use area and school.
- 7.12 It is anticipated that the residential parts of the Concept Plan will be capable of accommodating approximately 730 dwellings overall with approximately 630 implemented within the period of the SDLP.
- 7.13 The Concept Plan shows residential development extending across Area "D" (cf Paragraph 2.17 and Figure 2.3). Ideally this would form an integral phase of the development because it would contribute to a higher quality development with better through-linkages. Therefore the District Council will permit development in the area before 2011 in the event that a satisfactory agreement is reached between the parties to ensure the completion of necessary comprehensive development and the equalisation of infrastructure and the provision of facilities across the site. They will require a revision elsewhere within the site to the areas identified for the post-2011 development to identify an alternative reserve area. In order to adequately cater for both eventualities the outline application and accompanying master plan will demonstrate alternative proposals for both pre and post 2011 development of Area D.

Affordable Housing

- 7.14 Affordable units will be provided during each phase of the site's development and will be distributed in groups throughout the development to promote a mix of dwelling types and location. To minimise over-concentration and achieve optimum manageable dispersal, affordable housing should typically be in groups of no more than 20 units unless it can be demonstrated that larger groupings are necessary as an integral part of a high quality and practical design. The RSL/Agency to be responsible for the management of the affordable units will

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<p>need to be identified at the outset of the planning process, as well as with the means of determining affordability and accessibility.</p>	<p>Introduction</p>
<p>Employment</p>	<p>Site Characteristics and Appraisal</p>
<p>7.15 The Concept Plan makes provision for some 6 hectares of employment land in accordance with Policy E1 of the SDLP. It is agreed that predominantly Class B1 uses would be most appropriate as part of the mixed use scheme i.e. light industrial or office uses. The provision of employment land should be concentrated as indicated by the Concept Plan to create the optimum flexibility to offer a variety of individual sites of varying sizes and the optimum "critical mass" for the development. The location of the employment area means that commercial vehicles do not need to enter the residential areas.</p>	<p>Planning Policy</p> <p>The Quality of Life & Sustainability</p> <p>Old Sarum Development Objectives</p>
<p>7.16 At the Local Plan Inquiry, the illustrative proposals for the site included the redevelopment of the Sarum Centre for employment purposes with the support of Wiltshire County Council who control the site. This Development Brief reaffirms the importance of including the Sarum Centre within the project. The Concept Plan illustrates 2.6 ha of employment land within the Sarum Centre as a consequence.</p>	<p>Old Sarum Design Principles</p> <p>Old Sarum Design Proposals</p> <p>Service Provision</p>
<p>7.17 In order to facilitate redevelopment at the Sarum Centre it will be necessary to provide accommodation for the displaced uses. Accordingly the Concept Plan shows provision for a Day Centre/craft workshop within the Retail/leisure/residential/community mixed use area; community hall and school. Four residential long term core units will be provided in the residential areas integral with the affordable housing schemes.</p>	<p>Implementation of Development</p> <p>Conclusion</p> <p>Contacts Details</p>
<p>7.18 A substantial investment has been secured to provide a new long term respite unit on that part of the Sarum Centre adjoining the Portway. This new redevelopment, on previously developed land, will be retained as an important part of the mixed use scheme for the site.</p>	<p>Abbreviations Used</p>
<p>7.19 A first phase of the employment land will be provided at the outset of the development and the overall outline planning application and legal agreement will secure this. The marketing of the employment facilities will include a proactive partnership with the District Council.</p>	
<p>Open Space</p>	
<p>7.20 Residential development at Old Sarum will be required to make provision for recreational open space, comprising facilities for outdoor sport and children's play, in accordance with the District Council's standard set out in Policy R2 and Appendix IV of the SDLP i.e. 2.43 hectares per 1,000 population. The Council</p>	

<p>has adopted the recreation standard promoted by the National Playing Fields Association (NPFA) which comprises;</p>	<p>Introduction</p>
<ul style="list-style-type: none"> • Youth and Adult Use: 1.6-1.8 hectares per 1000 population; • Children's Use: 0.2-0.3 hectares per 1000 population of equipped children's playgrounds, adventure playgrounds and other specific opportunity play facilities; and • 0.4-0.5 hectares per 1000 population of casual or informal play space within housing areas. 	<p>Site Characteristics and Appraisal</p> <p>Planning Policy</p>
<p>7.21 This would require a total provision for the allocated site of about 3.7 ha based upon 630 dwellings and 4.3 ha based on 730 dwellings. The Concept Plan has identified areas suitable for open space and other open areas within the allocation well in excess of that requirement; the concept shows some 8.4 hectares of open space including an area which can accommodate a formal playing fields (this does not include the former MOD land). The major new open space will provide a "village green" for the community incorporating formal sports play provision and informal recreation space including provision for teenagers. Toddler's play space and provision for young children will also be accommodated here as well as distributed through the site.</p>	<p>The Quality of Life & Sustainability</p> <p>Old Sarum Development Objectives</p> <p>Old Sarum Design Principles</p> <p>Old Sarum Design Proposals</p> <p>Service Provision</p>
<p>7.22 The minimum standard for children's use should be met at all times and in all circumstances. This type of open space should be within easy walking distance of homes and well integrated into the development. New children's play areas within the Old Sarum development will consist of the following as a minimum:</p> <ul style="list-style-type: none"> • A suitable safety surface which conforms to the current BSI safety recommendations; • Secure fencing with self-closing gates to prevent animals gaining access; • A range of play activities from toddler provision through to facilities for children of 12 years of age, subject to specific circumstances of the locality, and any other considerations. • Appropriate provision for teenage recreation. 	<p>Implementation of Development</p> <p>Conclusion</p> <p>Contacts Details</p> <p>Abbreviations Used</p>
<p>7.23 The District Council wishes to explore the potential to integrate the MOD Playing fields within the wider scheme. Whilst the MOD playing fields are outside the allocation the District Council considers that the location could provide an ideal central location for new public open space.</p>	
<p>7.24 It is recognised that alternative provision will need to be secured to meet continuing MOD requirements and a new alternative site has been identified adjoining the MOD Barracks at Wilton which would be acceptable to the MOD and the District Council.</p>	

7.25 It is also recognised that an element of enabling development will be required in order to generate the funds necessary to provide the facility for the MOD and to create the opportunity to bring the Old Sarum land into Public use.

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7.26 The Concept Plan shows how residential development could be accommodated to the north and south of retained open space which is reconfigured to provide a central park with housing overlooking.

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7.27 If these proposals can be secured it is recognised that a separate planning application will be appropriate to cover this aspect of the scheme covering the land outside the allocation.

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7.28 In the event that the new additional open space can be secured for the public on the current MOD site, the main eastern area of open space shown on the Concept Plan will continue to provide for informal recreation but will no longer need to incorporate a kickabout pitch and L.E.A.P

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Community Facilities

7.29 The scheme will incorporate a retail/leisure/community/residential mixed use area incorporating local facilities to meet the needs of the community at Old Sarum. The provision of suitable shopping will be important for day to day needs. Provision should be made for people to meet and a suitable community building will be required.

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7.30 The key facilities to be required include:

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- Primary School
- Community hall including facilities for religious worship
- Convenience food store/Newsagent/Chemist/Post Office
- Land for a Doctors Surgery

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7.31 The District Council will require the scheme to provide the convenience food store, community hall and primary school buildings in the first phase development. The District Council will require a separate primary school and community hall. A management plan will be required for the community hall in order to ensure delivery of acceptable levels of public use. This will be attached to the S106 Agreement required for the overall scheme.

7.32 The mixed use area of the scheme may also incorporate high density housing, and may include flats above shops and perhaps sheltered accommodation. Facilities for nursing, residential and sheltered for the elderly and potentially a doctors surgery could be incorporated in this area. A new Day Care Centre may be incorporated as explained at paragraph 7.16 above.

- 7.33 The Education Authority require that a primary school should be provided to serve the proposed development. Existing schools in the general area will have a shortfall of approximately 100 places in the near future. Thus there is already a need for three primary classrooms. A 6 class primary school should be constructed. In addition, contributions may be required towards secondary school provision.

Landscape Strategy

- 7.34 The Master Plan will include a landscape strategy to ensure an appropriate landscape framework for the development is achieved, which responds to its functional requirements whilst remaining sympathetic to the setting and visual amenity of the local and wider landscape.

- 7.35 The aims and requirements of the strategy will be as follows;

- A detailed tree and vegetation survey, in accordance with BS5837, "Trees in Relation to Construction", will accompany planning applications, as appropriate.
- To retain wherever possible, important existing vegetation, including trees and hedgerows.
- To provide predominantly native planting, to create broad screen belts and copses, and strengthen hedgerows particularly on the periphery of the site.
- To screen, frame or filter as appropriate key views of the proposed development from public vantage points within the local landscape.
- To create an attractive setting to the development, using appropriate tree and shrub species within the site.
- To break up the scale of the development by providing effective subdivision within the development area.
- To focus new planting on the open spaces, the network of footpaths and cycleways, to be provided within the development and its framework setting.
- To use appropriate tree and shrub species within the site, to provide year round interest and a strong sense of place. Structural planting of native species to be complemented by selective planting of ornamental and semi-ornamental species, to create focal points within the development.
- To assimilate the footpath and cycle improvements to Green Lane within the wider landscape.

Transport

Green Travel

- 7.36 A Travel Plan will be required to accompany the overall outline application. This will provide a guide to managing the travel of residents, workers and visitors to and from the development. It will serve as a framework for promoting sustainable travel patterns and behaviour without reducing mobility or

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- accessibility. A Transport Assessment will assess how vehicular traffic will be generated by the development and show that it can be accommodated satisfactorily.
- 7.37 To secure these objectives the development should appoint a Travel Plan Co-ordinator who will manage the plan whilst the development is taking place to 2011 and beyond to ensure that the target set out below in para 7.38 is met. The role of the co-ordinator will be to:
- Promote a culture whereby walking and cycling to and from the development becomes increasingly attractive.
 - Act as a central information point and ensure that a Travel Newsletter is published.
 - Be responsible for evaluating the efficiency of travel and identifying new opportunities as they arise.
 - Help integrate new employment and residential and school and community hall travel patterns
- 7.38 The Travel Plan will only be effective if there is an identifiable transfer from single occupancy motor vehicle journeys to more sustainable modes of transport.
- 7.39 In line with the Salisbury Transport Plan the target will be to achieve a 20% transference from single occupancy motor vehicle journeys to alternative forms of transport by the year 2010, for journeys arising from the development.
- Walking**
- 7.40 On site provision will be made for walking and cycling by providing footpaths and cycleways which are convenient and attractive to use including improvements along the Portway and extending to the Beehive. Offsite it will be ensured that a preferred network is identified between the site and the existing urban area which provides an attractive environment to encourage use.
- Cycling**
- 7.41 In order to encourage residents of the development to adopt cycling as a means of travel, developers will facilitate cycle ownership by ensuring that individual dwellings have sufficient and appropriate space to store bicycles. The developers have committed to provide two bicycles with every dwelling to ensure that cycling is an effective option from the outset. Secure sheltered cycle parking should be provided within the employment areas and local centre. Suitable showers and changing facilities should also be provided. The developer will need to work with the Council to provide any reasonably related improvements to off-site routes connecting with the City Centre and schools.

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Green Lane

- 7.42 The overall outline application should make provision to fund the improvement of Green Lane as a route for cyclists and pedestrians.

Buses

- 7.43 The development should incorporate an improved bus service and the outline application will need to be accompanied by a Section 106 Agreement which will provide for this. The County Council expects a 20 minute service to be provided Monday to Saturday between 07.00 and 19.00 hrs followed by an hourly service until 11 with an hourly service on Sundays and Public Holidays from 09.30 to 22.30 hrs. The details will be negotiated at the planning application stage. The layout of the Master Plan should ensure the provision of bus shelters within and adjoining the site on the Portway. The majority of the new housing should be within 400 metres of the nearest bus stop.

Access

- 7.44 There should be two principal vehicular accesses to the development site to provide a complete loop road, incorporating a bus route, through the site. The main western access to and from the Portway will be via a fourth arm to the existing but redesigned roundabout serving the Sarum Employment Estate. The looped road will lead to a traffic signalled controlled access to the north east of the existing housing fronting on to the Portway. A third vehicular access from the Portway will primarily serve the retail/leisure/residential/community mixed uses areas and primary school, this will be traffic signalled controlled.
- 7.45 The road system should be designed to keep traffic speeds low and recognise the need for people to be able to circulate within residential areas. Roads should be designed to be traffic calmed and a road hierarchy should be created of the principal distributor road, residential roads and shared surfaces. Improvements to the Portway and new junctions and pedestrian crossings etc. will need to be agreed with WCC and provided at the planning application stage. The incorporation and design of traffic signals along the Portway at the junctions should secure appropriate traffic calming and improvements to control speeds along the Portway and improve amenity. A 20mph speed limit will be sought within the residential roads outside the principal bus route and so create a pedestrian priority environment.
- 7.46 "Gateway" entrances to Old Sarum should be created along the Portway and appropriate provision for pedestrian and cycle crossings and any necessary footways should be provided as part of the overall outline application and its associated legal agreement. The details will be negotiated at the planning application stage.

Post 2011 Development Potential

7.47 The Concept Plan identifies three areas which are to be reserved as potential areas for development beyond 2011 consistent with the Local Plan in which the District Council explain that in making the allocations a longer term view has been taken beyond the plan period (see pages 1, 19 & 39 of this Brief).

7.48 No development will be permitted before 2011 within the reserve areas for residential or employment development. Only engineering and landscaping works which are ancillary to the main pre 2011 project such as footpath links, crossings for services, and advance landscaping will be permitted in the reserve areas. A management plan including temporary landscaping will be agreed covering these areas in order to provide for their proper maintenance during the plan period and, if applicable, until such time that the land is released for development. This will form part of the overall S106 Agreement.

7.49 The reserve areas have been identified on the following basis:

Area north east of Business Park

- i. Until development requirements are known beyond 2011 flexibility should be retained to provide for both additional employment and residential land. The 1.50 ha site identified is able to meet either need or a mixture thereof.

Area east of the Football Stadium

- ii. The Concept Plan provides a mix of dwelling densities across the site with the greater proportion being medium and high density. It is important that in the period to 2011 a complete cross section is provided, including the high density around the retail/leisure/residential/community mixed use area and along a significant length of the public transport loop to optimise catchments, the medium density area along the remainder of the public transport loop and the lower density rural edge.
- iii. The area of the football stadium can accommodate a continuation of the high or medium density residential development if and when required. However, by keeping this 1.7 ha area in reserve the opportunity can be secured to provide advanced strategic landscaping and screening alongside the football stadium prior to any housing scheme.

Area east of Partridge Way

- iv. Incorporating the 1 ha area east of Partridge Way across Area "D" (cf Paragraph

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2.17 and Figure 2.3), within the overall scheme will enable a link to be provided between Partridge Way and the new development. It will also contribute to a more logical and integrated delivery of a high quality environment. If agreement is reached to incorporate this area as an integral part of the comprehensive development providing facilities and infrastructure, the District Council will require revision to the post-2011 development areas to identify an alternative reserve area. Both scenarios for Area D should be adequately demonstrated in the outline application and master plan.

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8 Service Provision

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- 8.1 Wessex Water, Transco, British Telecom and NTL and Scottish and Southern Electric have all been approached with regard to the feasibility of supplying the relevant services to the site. The availability of services is outlined below. Each will be provided in step with the phased development of the site.

Water Supply

- 8.2 Wessex Water anticipate some off-site reinforcement of the existing distribution system and the provision of new on-site mains will be required to ensure the site is provided with an adequate water supply.

Surface Water Drainage

- 8.3 The surface water drainage proposals for the site should take account of best management practice promoted by the Environment Agency. Sustainable Urban Drainage Systems (SuDS) should be provided so that surface water run off is returned to the ground in the immediate vicinity. The Concept Plan provides for a Swale along the Northern boundary of the site.
- 8.4 Traditional gullies and piped drainage systems will serve roads within the housing and employment areas. Surface water from these systems will be conveyed via petrol interceptors as required to infiltration basins located along the northern edge of the site. The basins will be grassed and designed to accommodate surface water from all trafficked areas and to drain completely so that permanent water features are not created. Arrangements for maintaining these facilities will need to be settled with the relevant authorities at the planning application stage.
- 8.5 The surface water from roofs and other private areas will be conveyed either to traditional soakaways or to the infiltration basins located along the northern edge of the site as appropriate. Where possible, rainwater will be harvested and reused in accordance with agreed sustainable development principles.
- 8.6 The outline planning application will need to provide details of all surface water proposals and the District Council will encourage and support SuDS and rainwater "harvesting". The details will be negotiated at the planning application stage.
- 8.7 Pollution control is an important consideration in the design of any sustainable urban drainage system. The infiltration measures will remove scum and sediment so that this will not contaminate the underlying chalk strata and groundwater.

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Foul Drainage

8.8 The proposals require a new pumping station for foul drainage, this will be located in the business park. The opportunity for the existing foul drainage system in the area, which drains to a pumping station at Partridge Way, to be connected into the new pumping station (so that only a single pumping station for the area is needed) will be explored with Wessex Water.

8.9 A rising main will be provided from the pumping station to connect to an existing gravity sewer which runs down Green Lane. The point of connection is anticipated to be at the head of this gravity sewer at the junction of the Portway with Green Lane.

8.10 The foul sewerage system ultimately discharges to the City's sewage treatment works at Petersfinger. Wessex Water has confirmed that improvements are programmed for the works and that adequate capacity will be available sufficient to meet the demands of the new development which is in accordance with the SDLP.

Gas

8.11 Transco have confirmed that some off-site reinforcement of existing mains and the provision of on site gas mains will be required to provide the site with an adequate gas supply.

Telecommunications

8.12 British Telecom have confirmed that it is able to service the site including the business park. Opportunities will be explored for telecom provision by other providers such as NTL, with a view to ensuring that the latest technology such as "Broadband" or digital services are available for the site.

Electricity

8.13 Scottish and Southern Electricity has confirmed that the site can be provided with an adequate electricity supply. Some off-site supply reinforcement is required. Opportunities will be explored to sign-up to a green tariff thereby using electricity from renewable sources.

General Implementation

8.14 The following general requirements are specified for the development.

- i) All cabling and pipes should be underground and installed in phase with the development.
- ii) All above ground service installations are to be enclosed wherever possible within appropriate brick structures or buildings and designed as part of

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- the development. The exact location and appearance will be agreed at the detailed planning application stage.
- iii) No underground cables or services will be laid beneath or in close proximity to the canopy of existing or proposed trees, unless specifically agreed with the Council beforehand.
 - iv) No service trenches or excavations will be carried out within 5 metres of the rear boundaries of existing properties without notification and agreement with the developer.
 - v) All below ground servicing to new residential commercial and community buildings will be laid within allotted service margins adjacent to roads and public highways.
 - vi) Where possible the utility providers should coordinate service provision to control on site disruption during the construction phases.

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