

## Policy W1: Barton Farm Major Development Area

### Overview of Comments:

**Support - 7**

**Neither support or object - 12**

**Object - 13**

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

<b>Comments in support of Policy W1 – Barton Farm Major Development Area</b>		
<b>Respondent number</b>	<b>Comment</b>	<b>Officer comment</b>
ANON-KSAR-NKAK-P	<p>Supports carrying over of the Barton Farm allocation within Policy W1 and will continue to work with the Council and other key stakeholders to deliver the planning permission across the existing and emerging Plan period.</p> <p>The proposed allocation of Sir John Moore Barracks fundamentally affects the viability of 'park and ride light' at King's Barton. The 'park and ride light' will not be attractive with a 'park and ride proper' immediately to the north which will provide direct services to the City Centre and railway station. The 'park and ride light' will be served by local buses only, which already stop within the King's Barton development along the new Winchester Avenue, so unclear who will be using the 'park and ride light'. Discussions requested with the City Council and Hampshire County Council to discuss the requirement for a 'park and ride light'</p>	<p>Comments noted and support welcomed.</p> <p>Discussions have been taking place regarding the provision of P&amp;R facilities to the north of the city to identify where are the best site(s) to accommodate this. These discussions have informed the wording of Policy W2 (Sir John Moore Barracks).</p> <p><b>Recommended Response:</b> No Change.</p>

	<p>given the proposed allocation of park and ride at Sir John Moore Barracks.</p> <p>Welcome the recognition that Andover Road will be downgraded in line with the outline planning permission.</p> <p>Unclear regarding the evidence base for criteria (v) (relocation of facilities from Henry Beaufort school). No formal arrangements are in place and there has been no contact for a number of years. Criteria (v) should be deleted unless there is evidence of what is to be 'investigated' and the reasons why.</p>	<p>Comments noted and support welcomed.</p> <p>This was part of the original O/L planning consent for the site.</p> <p>The wording of this criteria has been included to allow flexibility for this to be investigated.  <b>Recommended Response:</b> No Change.</p>
ANON-KSAR-N8M8-V	<p>There is a recurrent theme within the Plan that requires scrutiny and testing if the Council is to address some of the strategic challenges highlighted in the Plan, which affect Winchester most persistently. The assertion that Winchester is a unique place can be applied to every town or city. While Winchester is undoubtedly an important historic and cultural centre it is far from unique and must balance the desire to conserve and protect against the need to grow to meet contemporary needs.</p> <p>The landscape surrounding Winchester is varied in terms of its quality and the countryside setting to the north, particularly, the west and the south is not recognised as nationally significant. We do not deny that the landscape setting of the town has important qualities but it is important not to overstate these or confer undue constraint which precludes necessary development, stifling the growth and change.</p>	<p>Points noted.</p> <p>Points noted.</p>

	<p>Support the W1 allocation, the new Local Plan should build on this opportunity to create a greater sustainable, integrated, northern neighbourhood. Barton Farm and the land controlled by Vistry and Taylor Wimpey immediately to the north are contained by the A34 and the urban area has expanded historically up to the line of the motorway (M3) and the A34 northwards from junction 9. The road infrastructure functions as a barrier delimiting the extent of the urban area, which could be achieved effectively also to the north.</p> <p>Policy W1 sets out ] criteria that could be applied also to the opportunity north of Wellhouse Lane, notably the requirement (i) to create a distinctive, well-integrated suburb of Winchester Town. There is no reason why a carefully crafted policy allocating the land to the north, similarly as an MDA, could not achieve development of equal quality, tailored specifically to meet the current challenges of climate change. Barton Farm is a blueprint for what could be achieved to the north of Wellhouse Lane and the Council could exert full policy control if it allocates the site.</p>	<p>Comments noted and support welcomed in relation to Policy W1. Land to the north of the Barton Farm has been assessed and it is not needed in this Local Plan. Please refer to omission sites.</p> <p><b>Recommended Response:</b> No Change.</p> <p>Points noted – see above comments.</p>
ANON-KSAR-NKJ6-A	<p>How are measures in vi to be implemented, evaluated and monitored? The proposal to close the Andover Road was always ill conceived and now even more so given the possibility of developing the John Moore Barracks. It led to poor planning of the centre; if it is to be reconsidered will the central area also be re-considered?</p>	<p>These measures would be implemented in discussion with HCC who are the Highway Authority. The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal.</p> <p><b>Recommended Response:</b> No Change.</p>

**Comments which neither support nor object to Policy W1 – Barton Farm Major Development Area**

<b>Respondent number</b>	<b>Comment</b>	<b>Officer comment</b>
BHLF-KSAR-N8SX-2  National Highways <a href="#">Link here</a>	Policy W1 vi highlights the need to mitigate traffic impacts on the SRN, which is welcomed. This should be provided for Policy W2 to reinforce the need for mitigation on the strategic road network.	Comments noted and support welcomed. The suggestion regarding the wording of policy W2 is addressed in the section on comments regarding that policy. <b>Recommended Response:</b> No Change.
BHLF-KSAR-N86T-1 Hampshire County Council (Transport)	The planning permission for Kings Barton includes a new 200 space P&R light site adjacent to Wellhouse Lane, which is to be served by a new local bus service through Kings Barton. Potential exists to link any future Park and Ride service north of the site to connect with this facility.	Discussions have been taking place regarding the provision of P&R facilities to the north of the city to identify where are the best site(s) to accommodate this. These discussions have informed the wording of Policy W2 (Sir John Moore Barracks). <b>Recommended Response:</b> No Change.
BHLF-KSAR-N8BE-X Environment Agency <a href="#">Link here</a>	<ul style="list-style-type: none"> <li>• Principal Aquifer</li> <li>• land use contamination risk (railway), nearby abstraction.</li> </ul> <p>Water Quality. The protection of the groundwater will need to be considered as part of this policy. At the very northern boundary and into the field north of the site there can be very high groundwater levels during very wet years (within 2m of the ground). A winterbourne rises in these years and there could be high levels at the junction between Andover Road and Well House Lane.</p>	Points noted. <b>Recommended Response:</b> Add new paragraph immediately after paragraph 12.9: <b>At the very northern boundary and into the field north of the site there can be very high groundwater levels during very wet years (within 2m of the ground). A winterbourne rises in these years and there could be high levels at the junction between Andover Road and Well House Lane. Early discussions should, therefore</b>

		<p><b>take place with Environment Agency in order to establish how this can be addressed.</b></p>
<p>BHLF-KSAR-N86Z-7</p>	<p>The GP surgeries that serve these potential sites are currently over-subscribed by 10,900 and the additional dwellings from the local plan will add a further 11,100 patients. The NHS will be seeking financial contributions to increase the primary care space by a further 888 sq m.</p> <p>The ICB has invested significant revenue and capital funding into Winchester City practices to enable them to meet local need. St Clements Surgery is being supported to build new premises which will provide 1003m<sup>2</sup> of General Medical Services space, an increase of 283m<sup>2</sup>, and 78m<sup>2</sup> of new Winchester City Primary Care Network General Medical Services space, to grow local primary care services to meet current demand and up to 2,300 of additional population, based on the currently adopted Local Plan. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed. St Paul's Surgery have been supported to complete Phase 3/3 of their expansion plans, enabling new treatment rooms. These capital investments have enabled the practice to grow with their increasing patient list, in line with the currently adopted Local Plan. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be developed. Friarsgate Surgery moved to purpose-built leased accommodation in 2009 with additional space to meet additional housing development, including Barton Farm. Further capacity will be required to meet a</p>	<p>This site was granted planning permission at appeal. The site has outline planning permission, as a result of this it is not possible to seek financial contributions for the NHS.</p> <p><b>Recommended Response:</b> No Change</p>

	<p>significantly expanding population should the SHELAA sites be potentially developed.</p> <p>The Winchester surgeries and PCN have been clear that it does not feel able to absorb any further increases in population without significant further investment in primary care infrastructure. Due to the additional healthcare activities that will derive from the Local Plan there should be references in policy W1 to the requirement for impacts to be mitigated.</p>	
ANON-KSAR-NKZK-F	<p>Policy W1 criterion vi. refers to measures to improve accessibility and reduce the need to travel by car, including enhancement of bridleways. The use of existing bridleways should not include a requirement to tarmac the surface as this would be to the detriment of equestrians. According to the Definitive Map there are no bridleways within the development area, so the word 'bridleway' would appear to be superfluous in this policy.</p>	<p>Points noted. Criteria vi does not specify that bridleways will be covered by tarmac. However, as there are no bridleways identified accept that it would be appropriate to delete the word 'bridleways' from criteria vi. <b>Recommended Response:</b> amend criterion vi to delete the word 'bridleway'.</p>
ANON-KSAR-N8YV-6	<p>Note that the diversion of Andover Road through 'Kings Barton' is still a consideration. The extra traffic would increase health and safety risks to the people living there and undermine the relative tranquillity that residents enjoy and expect. Less traffic will encourage the goal of getting people to walk or use bikes. Not diverting traffic through the development will mean a major junction at the Harestock Road and Wellhouse Lane crossing will be unnecessary, all that will be required is a set of traffic lights.</p>	<p>The closure of Andover Road, which is decision by HCC as the Highway Authority, is a phasing requirement that was included in the planning consent that was agreed at appeal. <b>Recommended Response:</b> No Change.</p>
ANON-KSAR-NKBD-G	<p>Diverting Andover Road through the Barton Farm development is stupid.</p>	<p>The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal.</p>

		<b>Recommended Response: No Change.</b>
ANON-KSAR-NKYP-K	The new areas of open space and sports/recreational provision should be protected through Local Green Space designation as they are made available.	Areas of open space will be protected under Policy NE3. <b>Recommended Response: No Change.</b>
BHLF-KSAR-N86H-N	Policy W1 specifies that the development should meet the housing needs of all sectors of the community, which is reflected in the original Outline Planning Permission which requires the development to include 60 extra care units. Despite the clear need for specialist housing for older people within the Winchester SHMA, the Local Plan only specifically provides for specialist housing units on a limited number of sites within Winchester and Kings Worthy. The Plan falls short of the requirement to meet the housing need for the ageing population and the Council should consider potential alternative sites for allocation to meet this need to ensure the range of specialist tenures needed are provided (land at Crawley Court, Crawley promoted).	It is important that the Local Plan does cater the needs of all the population but it is equally important that any specialised housing is located in sustainable locations. The respondent does not specifically object to Policy W1 but suggests a need for more sites to be allocated for older persons' housing, specifically land at Crawley Court, Crawley. This is dealt with elsewhere as an 'omission' site, but no change is necessary to Policy W1 as a result of this comment.  <b>Recommended Response: No Change.</b>

<b>Comments which object to Policy W1 – Barton Farm Major Development Area</b>		
<b>Respondent number</b>	<b>Comment</b>	<b>Officer comment</b>
ANON-KSAR-NKG5-6 Crawley Parish Council	Diverting Andover Road through Barton Farm will make it slower getting into Winchester and cause particular problems if there are issues on the M3 or A34. It will be wrong for 15,000 vehicles a day to go through the new	The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that

	<p>development, with potential to increase road casualties. The diversion will also increase traffic on local roads through Littleton, Weeke and Harestock.</p> <p>Whilst planning permission was achieved a number of years ago, Winchester has evolved and the permission for this road closure is no longer fit for purpose and must be reviewed.</p>	<p>was included in the outline planning consent that was agreed at appeal. <b>Recommended Response:</b> No Change.</p>
ANON-KSAR-NK52-H	<p>Fundamentally disagree with the diversion and rerouting of Andover Road traffic through Kings Barton. Also disagree with the park-and-ride site being served by the principal bus service rather than by a dedicated park-and-ride service. A more sensible arrangement would be to add the 200 spaces at Kings Barton to the planned park-and-ride at Sir John Moore Barracks so that all park-and-ride spaces are served by a dedicated bus service, using Andover Road rather. The Kings Barton park-and-ride site could then be used for housing or related purposes.</p>	<p>The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal. <b>Recommended Response:</b> No Change.</p>
ANON-KSAR-NKJQ-5	<p>The proposed closure of Andover Road and re-routing via Barton Farm has huge local resistance and lacks any reasonable justification. There is a road safety issue in diverting traffic through a residential area, which makes no sense and could become a future legal nightmare.</p>	<p>The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal. <b>Recommended Response:</b> No Change.</p>
ANON-KSAR-N8W4-2	<p>The plan to divert Andover Road through the Barton Farm is seriously flawed and dangerous. Andover Road is used as a relief road when issues arise on the M3, further increasing the risk associated with traffic flow through Barton Farm. The knock on effect will be heavier traffic on Stockbridge Road and Romsey Road with the potential to cause gridlock and increase local carbon emissions. The the policy should</p>	<p>The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal. <b>Recommended Response:</b> No Change.</p>



	be amended to retain the current Andover Road in its present state.	
ANON-KSAR-NKJP-4	The diversion and re-routing of Andover Road traffic through Barton Farm makes no sense and is dangerous. Simply retain Andover Road traffic access AND provide proposed Park and Ride facility, PLUS provide better public transport links into Winchester.	The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal. <b>Recommended Response:</b> No Change.
BHLF-KSAR-N8BD-W	<p>In the introductory paragraphs to the Winchester Site Allocations section the following additional paragraph should be added: "The following pages refer to specific Winchester site allocations. It should be understood that any development within these allocations will also be expected to consider/comply with other relevant parts of the Local Plan, both in terms of the supporting text and the specific Policies."</p> <p>The diversion of Andover Road remains a controversial issue and should be reviewed to take account of the Sir John Moore Barracks allocation. Suggest this is done in the context of the wider aims of the Winchester Movement Strategy and takes account of the ambitions to move to a low carbon way of travelling. The Barton Farm MDA should be built out at a higher density and would support any increase the current planned densities.</p>	<p>It is important to read the Local Plan as a whole and all site allocations should comply with other policies of the Plan. Therefore it is not necessary to add the additional paragraph suggested by the respondent.</p> <p>The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning consent that was agreed at appeal. The site is covered by a Design Guide and an O/L planning permission. Any changes to the density of this MDA would need to be agreed with the developer/landowner who have at this stage made no indication that they would seek such changes. <b>Recommended Response:</b> No Change.</p>
ANON-KSAR-NKYT-Q	This development exhibits all the problems that occur when an 'holistic' approach has not been followed which does not address the need for social housing nor incorporate 'first buyer' housing, to replace 'affordable housing' (which never	The closure of Andover Road, which is a decision by HCC as the Highway Authority, is a phasing requirement that was included in the outline planning

	<p>is affordable in this area).</p> <p>The re-routing (or not) of Andover Road needs to be resolved as quickly as possible and the P &amp; R should be built/operational without further delay. The fact that none of the essential infrastructure was in place BEFORE housing was built has exacerbated the problem, with no local/shops/essential services/ communal facilities within easy reach without having to use a vehicle. It is allocated as 'mixed use' but there is no sign of small work/studio space or cafes/restaurants, let alone open space, for leisure or allotments. If these cannot be introduced now, when only half the houses have been built, the Courtney Road site should be used not only for social housing but also to provide some of the facilities that Kings Barton lacks.</p>	<p>consent that was agreed at appeal. The site is covered by a Design Guide and an O/L planning permission. The associated S106 obligation specifies the level and type of affordable housing provision. The consent includes the provision of a local centre with a range of facilities, as well as substantial amounts of open space. These will be developed as the scheme progresses, in accordance with the approved phasing plan.</p> <p><b>Recommended Response:</b> No Change.</p>
ANON-KSAR-NKQN-9	<p>Point (vii) needs to specify high-quality year-round active travel routes ("cycleways and footpaths" is too vague and will allow developers to get away with unlit muddy tracks) and that these must link not only to the station and centre but to adjoining neighbourhoods including Weeke, Harestock, Headbourne Worthy and Abbots Barton and must integrate with the Winchester City LCWIP and District LCWIP.</p>	<p>The site is covered by a Design Guide and an O/L planning permission, which include requirements for cycleways and footpaths. These are required to be of an appropriate standard. It is also important to read the Local Plan as whole and sustainable and active travel is dealt with in a separate topic.</p> <p><b>Recommended Response:</b> No Change.</p>

	Recommendations	Officer response
Comments from SA	None.	N/A
Comments from HRA	None.	N/A

### **Changes to supporting text:**

Add new paragraph immediately after paragraph 12.9:

*At the very northern boundary and into the field north of the site there can be very high groundwater levels during very wet years (within 2m of the ground). A winterbourne rises in these years and there could be high levels at the junction between Andover Road and Well House Lane. Early discussions should, therefore take place with Environment Agency in order to establish how this can be addressed.*

### **Policy W1: Barton Farm Major Development Area**

Land at Barton Farm, Winchester, as defined on the Policies Map, is allocated for the development of about 2,000 dwellings together with supporting uses provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

- i. The creation of a distinctive, well integrated suburb of Winchester Town which respects its local context, and enhances the standards of sustainable design in the locality;
- ii. The proposal should follow a sequence of development, in accordance with an approved phasing plan, with the timely provision of infrastructure and community facilities to the benefit of the new community at the earliest possible time, as set out in the Infrastructure Delivery Plan;
- iii. Development proposals should be in accordance with the approved comprehensive masterplan which includes an indicative layout and phasing plan and sets out details of how this will be achieved. The masterplan has been designed to minimise its impact on the setting of Winchester and local landscape, to incorporate the highest standards of contemporary urban design and the effective use of the site through the application of appropriate densities, layout and form;

- iv. The development should be designed to meet the housing needs of all sectors of the community, including families, the young and older people to ensure equality and social cohesion;
- v. The provision of a new local centre, with a range of shopping facilities to meet locally-generated needs, small-scale employment uses, pre-school facilities, and primary education. The potential for relocating all or some of the facilities on the current Henry Beaufort secondary school site should be investigated;
- vi. Measures to improve accessibility to the town centre and the railway station by sustainable transport systems to reduce the need to travel by car, including public transport provision and enhancement, **walking routes** footpaths, cycleways, ~~bridleways~~, and green corridors. **The development should align to the principles as set out in the Winchester Movement Strategy, Hampshire Bus Service Improvement Plan and Winchester District LCWIP including the implementation of their associated transport measures relevant to the site.** ~~Measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks should be included and funded by the development, including the provision of a park and ride 'light' scheme within the northern part of development;~~

**Use same wording above but make this a separate criteria:**

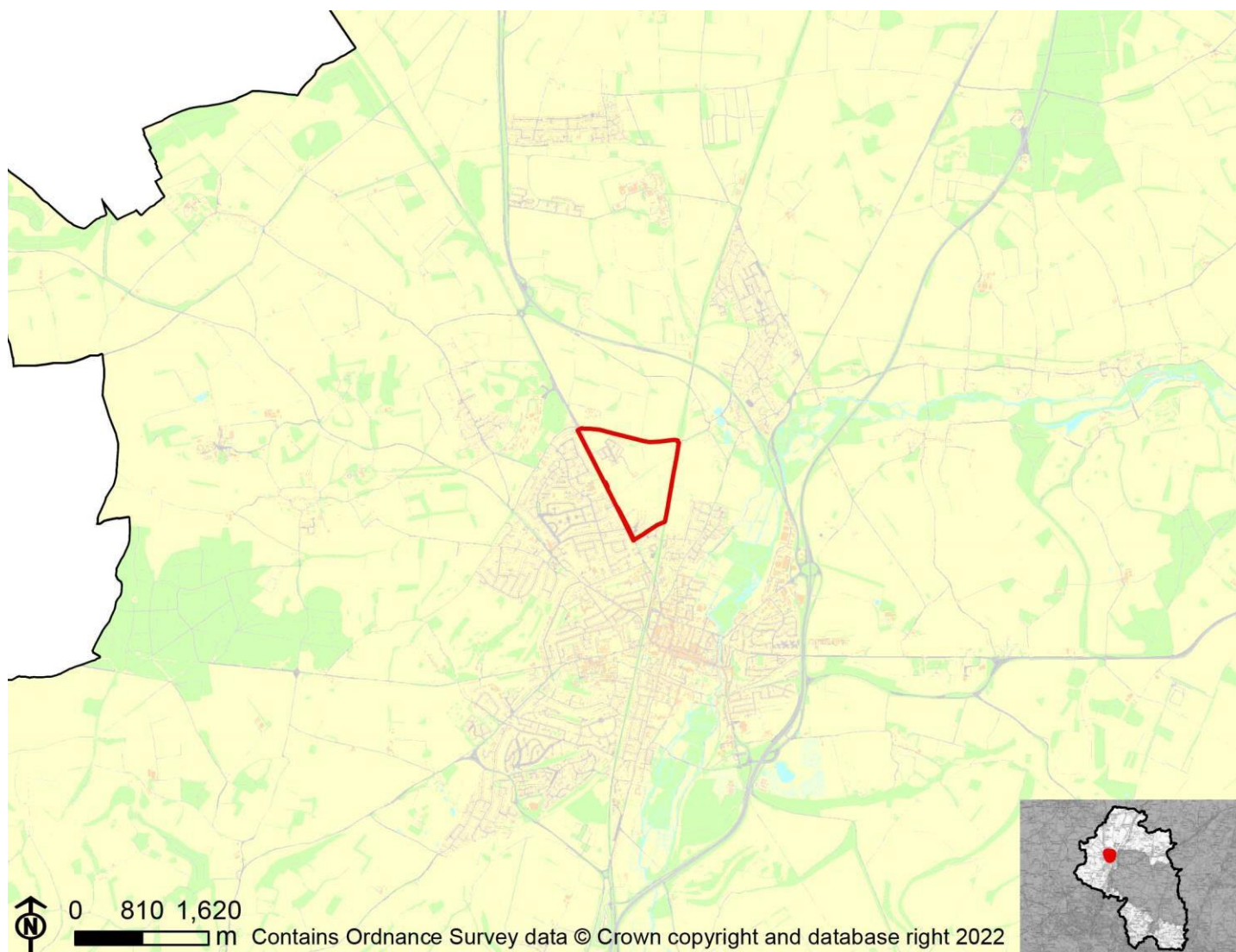
**Measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks should be included and funded by the development, including the provision of a park and ride 'light' scheme within the northern part of development;**

- vii. The provision of publicly accessible land to the east of the railway line to help meet requirements for green infrastructure, and to mitigate potential environmental impacts, in addition to substantial areas of on-site open space to meet all the recreational needs of the new community, including the retention and enhancement of existing routes within the site to provide links between existing and proposed green infrastructure;
- viii. Measures to avoid any harmful impacts on water resources, given the proximity of the site to the River Itchen which is designated as a European site of nature conservation interest. The development should provide a fully integrated Sustainable Drainage System to mitigate against any potential flood risk, apply a flood risk sequential approach to development across the site, and ensure adequate separation from the Harestock Waste Water Treatment Works;

- ix. The protection and enhancement of landscaping and mature trees along the ridge which runs from east to west across the site, along Well House Lane and Andover Road, and within the area to the east of the railway line; and
- x. The provision of major new structural planting, especially to soften the impact of development in views from the north and to reduce the impact of noise and light pollution arising from the development of the site.

## WT2c: Barton Farm

Proposed use: Mixed use



IIA Objective	Score
IIA1: climate change mitigation	Minor positive (+)
IIA2: travel and air quality	Minor positive (+)
IIA4: health and wellbeing	Minor positive (+)
IIA7: services and facilities	Minor positive (+)
IIA8: economy	Negligible uncertain (0?)
IIA9: biodiversity and geodiversity	Significant negative (--)
IIA10: landscape	Negligible uncertain (0?)
IIA11: historic environment	Negligible uncertain (0?)
IIA12: natural resources	Significant negative (--)
IIA13: water resources	Negligible (0)
IIA14: flood risk	Negligible (0)

IIA objective 1: To minimise the District's contribution to climate change through a reduction of greenhouse gas emissions from all sources and facilitate the aim of carbon neutrality by 2031

**Overall effect: Minor positive (+)**

Score by criteria: 1a: Minor negative (-); 1b: Negligible (0); 1c: Major positive (++); 1d: Minor negative (-); 1e: Minor negative (-); 1f: Minor positive (+); 1g: Major positive (++); 1h: Major positive (++); 1i: Minor negative (-)

Justification: The site is within 801-1,200m of an NHS GP surgery. It is within 400m of a primary school. The site contains a primary school, which could be lost to development. It is within 500m of a secondary school. It is within 801-1,200m of a town centre. It is within 401- 800m of a district or local centre. It is within 501-1,000m of a railway station. It is within 300m of a bus stop. It is within 300m of open space, open country or registered common land. The site contains no open space, open county or registered common land. The majority of it is within an area where average commuting distance is in 61-80% range for the plan area.

IIA objective 2: To reduce the need to travel by private vehicle in the District and improve air quality

**Overall effect: Minor positive (+)**

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 4: To improve public health and wellbeing and reduce health inequalities in the District

**Overall effect: Minor positive (+)**

Score by criteria: 4a: Negligible (0); 4b: Negligible (0); 4c: Negligible (0); 4d: Major negative (--); 4e: Minor negative (-); 4f: Major positive (++); 4g: Major positive (++)

Justification: The site is not within 500m of an AQMA. The majority of it is within an area where noise levels at night from roads and railways are below 50 dB and the noise levels as recorded for the 16-hour period between 0700 – 2300 are below 55 dB. The site does not lie within a noise contour associated with Southampton Airport. It is within 400m of a wastewater treatment works or within 250m of a waste management facility. The site is within 801-1,200m of an NHS GP surgery. It is within 300m of open space, open country or registered common land. The site contains no open space, open county or registered common land. It is within 200m of a public right of way or cycle path.

IIA objective 7: To ensure essential services and facilities and jobs in the District are accessible

**Overall effect: Minor positive (+)**

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 8: To support the sustainable growth of the District's economy

**Overall effect: Negligible uncertain (0?)**

Justification: The site is not in existing employment use.

IIA objective 9: To support the District's biodiversity and geodiversity

**Overall effect: Significant negative (--)**

Score by criteria: 9a: Minor negative (-); 9b: Minor negative (-); 9c: Major negative (--); 9d: Negligible (0); 9e: Negligible (0)

Justification: The site is within a SSSI Impact Risk Zone for 'residential' or 'all planning applications'. It is within 500m of a locally designated wildlife site or ancient woodland. It is within a priority habitat. It is not within 100m of a water course. The site does not intersect with a county or local geological site.

IIA objective 10: To conserve and enhance the character and distinctiveness of the District's landscapes.

**Overall effect: Negligible uncertain (0?)**

Justification: The site has low overall landscape sensitivity.

IIA objective 11: To conserve and enhance the District's historic environment including its setting.

**Overall effect: Negligible uncertain (0?)**

Justification: The site is rated 'green' for risk of effects relating to historical constraints.

IIA objective 12: To support the efficient use of the District's resources, including land and minerals

**Overall effect: Significant negative (--)**

Score by criteria: 12a: Major negative (--); 12b: Minor negative (-); 12c: Negligible (0)

Justification: The majority of the site contains greenfield land. A significant proportion of the site ( $\geq 25\%$ ) is on Grade 3 agricultural land or less than 25% of the site is on Grade 1 or 2 agricultural land. Less than 25% of the site is within a Mineral Safeguarding Area.

IIA objective 13: To protect the quality and quantity of the District's water resource

**Overall effect: Negligible (0)**

Justification: The site does not fall within Source Protection Zone 1, 2 or 3, within a drinking water safeguard zone (groundwater), or within a drinking water safeguard zone (surface water).

IIA objective 14: To manage and reduce flood risk from all sources

**Overall effect: Negligible (0)**

Score by criteria: 14a: Negligible (0); 14b: Negligible (0)

Justification: Less than 25% of the site is within flood zone 2 or 3. Less than 25% of the site has a 1 in 100 year or 1 in 30 year risk of surface water flooding.