

Policy W4: Land West of Courtenay Road

Overview of Comments:

Support - 4

Neither support or object - 9

Object - 103

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.

Comments in support of W4 - Land West of Courtenay Road		
Respondent number	Comment	Officer comment
ANON-KSAR-NKAK-P	<p>Support Policy W4, Winchester is the most sustainable location in the District for new homes and the site is surrounded by existing homes to the south, west and east.</p> <p>Whilst CALA supports delivery of increased sports pitches, Courtenay Road is not a preferred location due to accessibility, delivery of only one small sports pitch and the linear nature of the space adjacent to the railway. There is a greater opportunity to enhance sports pitch provision at King's Barton. Phase 2b at King's Barton will deliver significant sports pitch provision with opportunities to enhance the quantum, quality, variety of sports offer or accompanying facilities such as parking / changing rooms. Would welcome discussions about how King's Barton could address sports pitch need as a 'sports hub' type approach,</p>	<p>Comments noted and support welcomed.</p> <p>In terms of the increase in sports provision the Council accepts that there is a greater opportunity to provide this as part of Phase 2b on the Kings Barton Estate. However, due to the built up nature of the surrounding area and to help retain the openness of the site as part of the design process, the design and layout of this site will need to incorporate flexible, multi-functional accessible informal community green</p>

	<p>allowing the capacity of land at Courtenay Road to be reconsidered.</p> <p>The 100 home figure in W4 is conservative given that CALA's high level Masterplanning work considered that even at 30 dph, the site was capable of delivering c. 150 homes. Would welcome engagement on the 'sports hub' approach and how this could increase the number of homes delivered at Courtenay Road.</p> <p>Support the principle of the 'brownfield first' approach, but Greenfield sites are important in delivering traditional family homes (including policy compliant affordable) on sites that often do not have the delivery challenges of brownfield. Phasing the delivery of Courtenay Road should only be on the basis that evidence is provided to demonstrate brownfield sites are delivering the quantum of homes expected in the Local Plan housing trajectory. W4 should recognise that the phasing approach should be kept under review and could be brought forward depending on brownfield delivery rates.</p>	<p>spaces. This will help to retain the openness of the settlement gap, separate the housing from the railway line and create an attractive and accessible environment.</p> <p>Recommended Response:</p> <p>Amend paragraph 12.34 as follows:</p> <p>There is a need for sports pitch provision in Winchester and a lack of flat open sites on which to provide it. This site provides an opportunity to provide a small sports pitch area (1.5—2 hectares) which can also provide a buffer between the proposed housing and the railway line.</p> <p>Due to the built-up nature of the surrounding area and to help retain the openness of the site as part of the design process, the design and layout will need to incorporate flexible, multi-functional accessible informal community green spaces (amounting to at least 1.5 hectares). This will help to retain the openness of the settlement gap, separate the housing from the railway line and create an attractive and accessible environment.</p>
--	---	--

		<p>There is a need to retain and strengthen planting around the site and provide landscaping within it.</p> <p>Amend criteria iv as follows:</p> <p>Provide on-site flexible, multi-functional accessible informal green spaces open space (Sports Pitches and Informal Open Space) (amounting to of at least 1.5 hectares) so as to help meet open space needs, separate housing from the railway line on the western site of the site, create an attractive and accessible environment and retain the openness of the settlement gap.</p>
ANON-KSAR-NKJ6-A	Support with modifications - there is potential for greater density especially given its proximity to facilities and to prioritise active travel. Assume a masterplan will be required, this should be included in the policy.	<p>Comments noted and support welcomed. This is a relatively straight-forward site so there is no requirement within policy W4 for a masterplan, although it is subject to the general design policies of the Plan, which require masterplans in appropriate cases.</p> <p>Recommended Response: The capacity of this site has been increased but it will still be important that it incorporate flexible, multi-functional informal green spaces as part of the development.</p>

Comments which neither support nor object to W4 - Land West of Courtenay Road

Respondent number	Comment	Officer comment
<p>BHLF-KSAR-N86T-1 Hampshire County Council (Transport)</p>	<p>To develop a dense connected cycle network for Winchester, the County Council is developing plans for a high-quality active travel corridor along the Worthy Road/Worthy Lane corridor, to complement the existing cycle route to the City Centre via Dyson Drive, River Park and Middle Brook Street. This site is in a highly sustainable location, well-served by bus.</p> <p>Should explore how the kink in the existing route from Courtenay Road to Kings Barton could be removed, to make this linkage more direct, safe and legible. Any new active travel links to this route should be constructed to design standards in LTN 1/20</p>	<p>Comments noted and support welcomed. It is important that the Local Plan is read as whole – see Policy T1. Designing out the ‘kink’ in the cycle route is not a requirement of the policy as this is not essential to make the development acceptable. However, the scope to achieve this can be considered at the planning application stage. Recommended Response: No Change.</p>
<p>BHLF-KSAR-N86M-T Hampshire County Council (Schools)</p>	<p>100 dwellings would be expected to generate approximately 30 primary pupils and 21 secondary pupils, in the catchment areas of Kings Worthy Primary and Henry Beaufort School. Kings Worthy is forecasting some capacity and may be able to accommodate, but this development is not anticipated before 2030 which is outside of the school’s forecasting period. Henry Beaufort will be under pressure from Barton Farm and Sir John Moore Barracks so a contribution may be required.</p>	<p>Points noted. Recommended Response: Add new paragraph in supporting text after paragraph 12.36: The site lies within the catchment areas of Kings Worthy Primary and Henry Beaufort School. Early discussions should take place with HCC Education in order to establish the need for school provision.</p> <p>Amend criterion vi as follows:</p>

		vi. Provide infrastructure needed to make the development acceptable in planning terms, including addressing any need for education provision (Primary and Secondary) to meet the needs of the development.
BHLF-KSAR-N8BE-X Environment Agency Link here	<ul style="list-style-type: none"> • Principal Aquifer <p>Water Quality. The protection of the groundwater will need to be considered as part of this policy. The site is not in any SPZ but on principal aquifer, so is sensitive.</p>	<p>Point noted.</p> <p>Recommended Response: Add additional sentence at the end of paragraph 12.35, as follows: The site is located on a principal aquifer and development will need to avoid contamination to this aquifer.</p>
BHLF-KSAR-N86Z-7	<p>The GP surgeries that serve the potential Winchester sites are over subscribed by 10,900 patients and the additional dwellings from the local plan will add 11,100 patients. In order to mitigate this the NHS will seek 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 1003m2 of General Medical Services space, an increase of 283m2, and 78m2 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</p>	<p>Officers have held a number of meetings with the ICB to understand further this representation and others on proposed site allocations in the regulation 18 draft Local Plan. Further information has been sought from the ICB to provide more detail on the nature and scope of any deficit in GP surgery facilities and how it may be resolved. This includes confirmation of which surgeries serve proposed allocations and which may require improvement. At this point it is considered prudent for the Plan and associated Infrastructure Delivery Plan to note this position and set out a mechanism to deal with any necessary infrastructure requirements arising from</p>

	<p>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 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 to healthcare in policy W4 to inform potential developers of the requirement for these impacts to be mitigated.</p>	<p>this request. The Infrastructure Delivery Plan will include the most recent information received from the ICB regarding the capacity of infrastructure and identified need for any improvements.</p> <p>Recommended Response: No Change.</p>
BHLF-KSAR-N8ZG-R	<p>Land West of Courtenay Road adjoins Barton Meadows, managed by the Trust, and any development must contribute to the Nature Recovery Network and carefully manage access to Barton Meadows. Barton Meadows is an important corridor for wildlife and creates a wider landscape in which wildlife can travel, contributing to the Nature Recovery Network. This development must not undermine the network, but create opportunities for its enhancement,</p>	<p>Points noted. It is not clear how the development could contribute to the Nature Recovery Network or manage access to Barton Meadows. However the importance of Barton Meadows is acknowledged and should be referred to in the explanatory text accompanying policy W4.</p>

	<p>and must have measures in place to keep people on the appropriate routes and zone access in and around the reserve. This will ensure that increased recreational pressure doesn't undermine the management of the site.</p> <p>The farmland between Winnall and Barton Meadows should be allocated for Biodiversity Net Gain, given its importance in connecting the two reserves and the wider landscape.</p>	<p>Recommended Response: Amend paragraph 12.33 and create new paragraph 12.34 as follows:</p> <p>12.33 This site adjoins the built-up area of Winchester and totals approximately 5.7 hectares. It is bounded by housing to the east, allotments to the south, and the railway line and Barton Farm (Kings Barton) development to the west, so is well-related to the facilities and services being provided within Barton Farm.</p> <p>12.34 To the north is a tree belt and beyond this the Barton Meadows Nature Reserve which was provided in conjunction with development at Barton Farm. The Barton Meadows Nature Reserve is an important corridor for wildlife and creates a wider landscape in which wildlife can travel, contributing to the Nature Recovery Network. Due to the proximity of this site to the Nature Reserve, the scope to enhance the Reserve and manage access to it should be investigated. The site is within the currently defined Winchester to Kings Worthy / Headbourne Worthy settlement gap. However, it is well-contained and suited to development and development would</p>
--	---	---

		not extend the built-up area beyond its current northern boundary, helping to retain the openness of the settlement gap.
--	--	--

Comments which object to W4 - Land West of Courtenay Road		
Respondent number	Comment	Officer comment
ANON-KSAR-NKW3-M ANON-KSAR-NKGH-S ANON-KSAR-NK55-M ANON-KSAR-NKXH-A ANON-KSAR-NKXW-S ANON-KSAR-NK8U-Q ANON-KSAR-NK8E-7 ANON-KSAR-NKS8-N ANON-KSAR-NK8N-G ANON-KSAR-NKT9-Q ANON-KSAR-NKTN-C ANON-KSAR-NKZ3-Q ANON-KSAR-NKV2-J ANON-KSAR-NKKC-R ANON-KSAR-NKPP-A ANON-KSAR-NK4J-8 ANON-KSAR-NK2F-2 ANON-KSAR-NK22-E ANON-KSAR-NK2V-J ANON-KSAR-NK2E-1	<p>Object to Policy W4 in the Local Plan for one or more of the following reasons:</p> <p>Residential development of the arable field would damage rare and sensitive ecology, there would be an unacceptable loss of amenity and landscape impact, loss of the settlement gap, increased traffic, and urban sprawl. The evidence base is inadequate, presents limited detail and contains gaps and errors. The documents are not fit for purpose and should Policy W4 be included it could expose the authority to risk of legal challenge.</p> <p>Ecological impact - The treeline that forms the northern boundary of the site provides an important feature for bat species, with 12 bat species identified in Barton Meadows. The IIA wrongly assesses biodiversity impact as negligible and wrongly states that the site is not within 500m of a locally designated wildlife site, not within 200m of a priority habitat and not within 100m of a watercourse.</p>	<p>Points noted. The Council is required by Government to meet housing requirements. The Regulation 19 Local Plan will be accompanied by a Strategic Transport Assessment that will consider the cumulative impact of the Local Plan site allocations.</p> <p>Recommended Response: No change.</p> <p>Points noted. The treeline is not designated for its biodiversity value, although it is mentioned in paragraph 12.33 of the Plan. It is proposed that this reference should include the word 'important' in recognition of its landscape and potential biodiversity value. The IIA will be updated to assess the Regulation</p>

<p>ANON-KSAR-NK2W-K ANON-KSAR-NKJZ-E ANON-KSAR-NKJG-U ANON-KSAR-N8U8-4 ANON-KSAR-N8MU-S ANON-KSAR-N8NF-B ANON-KSAR-N8G8-P ANON-KSAR-N8N3-R ANON-KSAR-N8NH-D ANON-KSAR-N8GB-Z ANON-KSAR-N8MX-V ANON-KSAR-N8GU-K ANON-KSAR-N8NC-8 ANON-KSAR-N85X-4 ANON-KSAR-N8Q8-Z ANON-KSAR-N8QQ-S ANON-KSAR-N8X1-Z ANON-KSAR-N8X4-3 ANON-KSAR-N83H-J ANON-KSAR-N835-Y ANON-KSAR-N83X-2 ANON-KSAR-N83U-Y ANON-KSAR-N8VZ-7 ANON-KSAR-N8VB-F ANON-KSAR-N8QF-E ANON-KSAR-N8V7-4 ANON-KSAR-N8VU-2 ANON-KSAR-N89R-2 ANON-KSAR-N834-X ANON-KSAR-N89F-P ANON-KSAR-N891-1</p>	<p>Landscape impact - The site and its surroundings are semi-rural and housing would fundamentally alter its nature. Particular negative landscape impact would arise from the Barton Meadows. The landscape impact of the proposed development has not been identified or assessed.</p> <p>Amenity impact - The gardens of the properties along Courtenay Road benefit from the open nature of their location and the semi-rural nature of the location. The proposed development would overlook existing properties</p>	<p>19 Plan, but this is not expected to change the overall conclusion that the development would have a 'minor negative' impact on biodiversity. Recommended Response: Amend paragraph 12.33 as follows: To the north is an important tree belt bat species, and beyond this the Barton Meadows Nature Reserve which was provided in conjunction with development at Barton Farm.</p> <p>The existing site is bounded by housing on one of side, allotments on another side, and an elevated railway line on another side. While any greenfield development is likely to have some landscape impact, the IIA concludes that this will be 'minor negative / uncertain'. The site is separated from Barton Meadows by the important tree belt to the north. Recommended Response: No Change.</p> <p>Points noted. The Council is required by Government to meet housing requirements. The amenity of existing residential properties will be assessed as</p>
---	---	--

<p>ANON-KSAR-N89X-8 ANON-KSAR-N83Z-4 ANON-KSAR-N895-5 ANON-KSAR-N8WD-J ANON-KSAR-N8WX-6 ANON-KSAR-N8WM-U ANON-KSAR-N88Y-8 ANON-KSAR-N88W-6 ANON-KSAR-N8SA-B ANON-KSAR-N8GG-5 ANON-KSAR-NKWS-M ANON-KSAR-NK78-S ANON-KSAR-NKEM-V ANON-KSAR-NKZN-J ANON-KSAR-N89T-4 ANON-KSAR-N897-7 ANON-KSAR-N8UD-G BHLF-KSAR-N8TC-E BHLF-KSAR-N8TR-W BHLF-KSAR-N8TY-4 BHLF-KSAR-N8T3-X BHLF-KSAR-N8TM-R BHLF-KSAR-N8RR-U BHLF-KSAR-N8RB-B BHLF-KSAR-N872-Z BHLF-KSAR-N87Y-7 BHLF-KSAR-N875-3 BHLF-KSAR-N87H-P BHLF-KSAR-N877-5 BHLF-KSAR-N87U-3 BHLF-KSAR-N87E-K</p>	<p>with no stand-off distance from existing properties described in the consultation document. The amenity impact on existing residents is not assessed.</p> <p>Access and highways - There is only one access to the proposed site, along Courtenay Road which is effectively a cul-de-sac with very little through-traffic. Development of 100 houses would at least double car traffic using the access junctions with increased risk of accidents, noise and pollution. The impact would be particularly pronounced during a construction phase. If the new access is to the north of Colley Close this would further reduce amenity, damage ecology and result in loss of trees and hedges. The traffic impact of the proposed development is only partly assessed and only in relation to the need for pedestrian and cyclist safety provision.</p> <p>Health & wellbeing - It is unclear how the proposed sports pitches would be maintained and by whom, it seems likely they would become a focus for antisocial behaviour. The local plan's references to sports pitches wrongly state that there is a shortage of sports pitches in Winchester, when there is plenty of playing space and sports pitches east of Worthy Road through Abbots Barton as far as North Walls.</p>	<p>part of the design process and this will be the subject of a planning application that will be consulted on. Recommended Response: No Change.</p> <p>Points noted. HCC, as the Local Highway Authority, have been consulted on the Regulation 18 Local Plan and there has been an assessment undertaken of this site which has confirmed that access to this site is acceptable from a highway perspective. A Strategic Transport Assessment will accompany the Regulation 19 Local Plan which will assess the cumulative impact of the sites that have been allocated in the Local Plan. Recommended Response: No Change.</p> <p>It is accepted (above) that there is a greater opportunity to provide sports pitches as part of Phase 2b on the Kings Barton Estate. However, the design and layout of this site will need to incorporate flexible, multi-functional accessible informal community green spaces. This will help to retain the openness of the settlement gap, separate the housing</p>
---	--	---

<p>BHLF-KSAR-N87N-V BHLF-KSAR-N87W-5 BHLF-KSAR-N87S-1 BHLF-KSAR-N87X-6 BHLF-KSAR-N873-1 BHLF-KSAR-N87M-U BHLF-KSAR-N87G-N BHLF-KSAR-N87P-X BHLF-KSAR-N8Z8-9 BHLF-KSAR-N8ZA-J BHLF-KSAR-N8ZC-M BHLF-KSAR-N8Z9-A BHLF-KSAR-N8ZR-3 BHLF-KSAR-N8ZQ-2 BHLF-KSAR-N8ZH-S BHLF-KSAR-N8ZP-1 BHLF-KSAR-N8BD-W BHLF-KSAR-N865-2</p> <p>(99 comments)</p>	<p>The proposal does not allow for the future needs of Winchester residents for open space and the area is a well used and enjoyed open space / already over-developed. It should be preserved / used for open space / new allotments.</p> <p>There is already a high level of residential development in the area, including at Kings Barton and further sites proposed in the Local Plan. The demand for further housing is unclear and there is no justification for such a development.</p>	<p>from the railway line and create an attractive and accessible environment.</p> <p>If the site is allocated and the settlement boundary re-drawn to include it, the existing Park Road allotments would be contained by development and within the settlement boundary. In order to protect the allotments from future development pressure they should be annotated as subject to policy NR10 (Protecting Open Areas).</p> <p>Recommended Response: See changes proposed to W4 above in relation to open space provision. Apply NE10 notation (Protecting Open Areas) to existing Park Road allotments.</p> <p>The Council is required by Government to meet housing requirements. The site is currently an agricultural field and is not available as a public open space. The amenity of existing residential properties will be assessed as part of the design process and this will be the subject of a planning application that will be consulted on.</p> <p>Recommended Response: No Change.</p>
---	---	--

	<p>Services & infrastructure - It is unlikely that infrastructure would be adequate, with residents further disrupted by upgrading water mains, gas and sewers to support 100 new properties.</p> <p>Previous commitments to protect the site - The development consents for the Kings Barton included a commitment that the land east of the railway line would remain undeveloped in perpetuity. The planning appeal Inspector said the implementation and management of this area would be controlled by planning condition and Planning Obligations.</p> <p>Alternative uses that benefit the local community e.g. retain it as open space, a community farm or extending Barton Meadows Nature reserve would benefit the community, protect and enhance ecology and better align with Winchester City Council's declaration of a climate emergency.</p>	<p>Points noted. The provision of infrastructure is an important consideration and need for additional infrastructure is being assessed as part of the Infrastructure Delivery Plan. Recommended Response: No Change.</p> <p>Points noted. While this area of land is within the control of the developers of Barton Farm, it is not included in the S106 Agreement requirement for land to the east of the railway to be provided for biodiversity in conjunction with the development of Kings Barton. That requirement has been met by the provision of Barton Meadows. Recommended Response: No Change.</p> <p>The Council is required by Government to meet housing requirements. While other uses of the site may be considered preferable by nearby residents, there is a need to identify additional housing land and the site has not been made available for the uses suggested. Recommended Response: No Change.</p>
--	--	--

ANON-KSAR-NKZM-H	Object to this site allocation as Winchester and its setting are of exceptional quality. In the countryside only residential accommodation for which an exceptional need has been demonstrated should be permitted, development would diminish the value of the gap and the landscape. There is an aspiration to develop brownfield land first. The land should be used for a community farm or as an extension to Barton Meadows nature reserve.	The Council is required by Government to meet housing requirements. Whilst the city council is prioritising the use of brownfield land, unfortunately there is not enough brownfield land to meet the housing requirements that we are required to meet by Government. The development would not extend further into the settlement gap any further than existing development to the east of the railway line and would have a minor landscape impact. It is not available for other uses. Recommended Response: No Change.
ANON-KSAR-NKDP-X	This area should be used as publicly accessible green space, of which there is a desperate shortage. This would also help to make up for the loss of informal recreation areas lost by developing Barton Farm.	See above response.
ANON-KSAR-NKYT-Q	This area should be used for social housing only and then other facilities which could be used by residents of Kings Barton, which are lacking. Access between the sites should be on foot via the old tunnel under the railway.	Points noted. The site would need to meet the requirements of Policy H6 (affordable housing). Access between the Kings Barton site and this site would be via the tunnel under the railway. Recommended Response: No Change.
ANON-KSAR-N8GA-Y	Suggest revised text to W4 (in italics): ii Provide for safe vehicular access from Courtenay Road and improve pedestrian and cycle access, <i>routeing and</i>	Points noted. It is important to read the Local Plan as whole as sustainable and active travel is dealt with in a separate

	<i>permeability, including crossing facilities on Worthy Road as necessary, designing out the kink in the route from Worthy Road to King's Barton, contributing to good direct safe routes to Winchester City Centre, and King's Barton commercial centre. This would involve the provision of at least 0.7 linear miles each of routes for mobility scooters / cycling and walking within the site.</i>	topic. As part of the design process, an applicant will be required to prepare and submit a Design and Access Statement that will have needed to consider and take into account all users' needs irrespective of gender, age or disability. Designing out the 'kink' in the route is not a requirement of the policy as this is not essential to make the development acceptable. However, the scope to achieve this can be considered at the planning application stage. Recommended Response: No Change.
ANON-KSAR-NKQN-9	W4 iii (off-site improvements) should specifically require the development to provide safe active travel facilities through Abbots Barton to Worthy Road, to help mitigate the substantial increase in motor traffic on Courtenay Road. The principles of T1-T3 should be applied rigorously to avoid large increases in traffic, with development designed for safe, direct walking and cycling access first, with motor vehicle access designed around this.	Points noted. It is important that the Local Plan is read as whole. The development would be required to provide improvements to the pedestrian and cycle access – see paragraph 12.35. Recommended Response: No Change.

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

Paragraph 12.33:

This site adjoins the built-up area of Winchester and totals approximately 5.7 hectares. It is bounded by housing to the east, allotments to the south, and the railway line and Barton Farm (Kings Barton) development to the west, so is well-related to the facilities and services being provided within Barton Farm.

Create new paragraph 12.34: To the north is an **important** tree belt **for bats** and beyond this the Barton Meadows Nature Reserve which was provided in conjunction with development at Barton Farm. **The Barton Meadows Nature Reserve is an important corridor for wildlife and creates a wider landscape in which wildlife can travel, contributing to the Nature Recovery Network. Due to the proximity of this site to the Nature Reserve, the scope to enhance the Reserve and manage access to it should be investigated.** The site is within the currently defined Winchester to Kings Worthy / Headbourne Worthy settlement gap. However, it is well-contained and suited to development and development would not extend the built-up area beyond its current northern boundary, helping to retain the openness of the settlement gap.

Paragraph 12.34

~~There is a need for sports pitch provision in Winchester and a lack of flat open sites on which to provide it. This site provides an opportunity to provide a small sports pitch area (1.5 – 2 hectares) which can also provide a buffer between the proposed housing and the railway line.~~ **Due to the built-up nature of the surrounding area and to help retain the openness of the site as part of the design process, the design and layout will need to incorporate flexible, multi-functional accessible informal community green spaces (amounting to at least 1.5 hectares). This will help to retain the openness of the settlement gap, separate the housing from the railway line and create an attractive and accessible environment.** There is a need to retain and strengthen planting around the site and provide landscaping within it.

Paragraph 12.35:

Access to the site is from Courtenay Road and pedestrian and cycle access should be provided and improved as necessary to the west (to the Barton Farm development) and to the east, to cross Worthy Road and link with the Kings Worthy to Winchester cycleway. **The site is located on a principal aquifer and development will need to avoid contamination to this aquifer.**

Add new paragraph under paragraph 12.36:

The site lies within the catchment areas of Kings Worthy Primary and Henry Beaufort School. Early discussions should take place with HCC Education in order to establish the need for school provision.

Policy W4: Land West of Courtenay Road

Land west of Courtenay Road, Winchester, as shown on the Policies Map, is allocated for the development of about 400 **150** dwellings and public open space. Planning permission will be granted provided that detailed proposals accord with the Development Plan and meet the following specific development requirements:

Nature & Phasing of Development

- i. The development is phased for the latter part of the Local Plan period and permission for housing development will not be granted before 2030;

Access

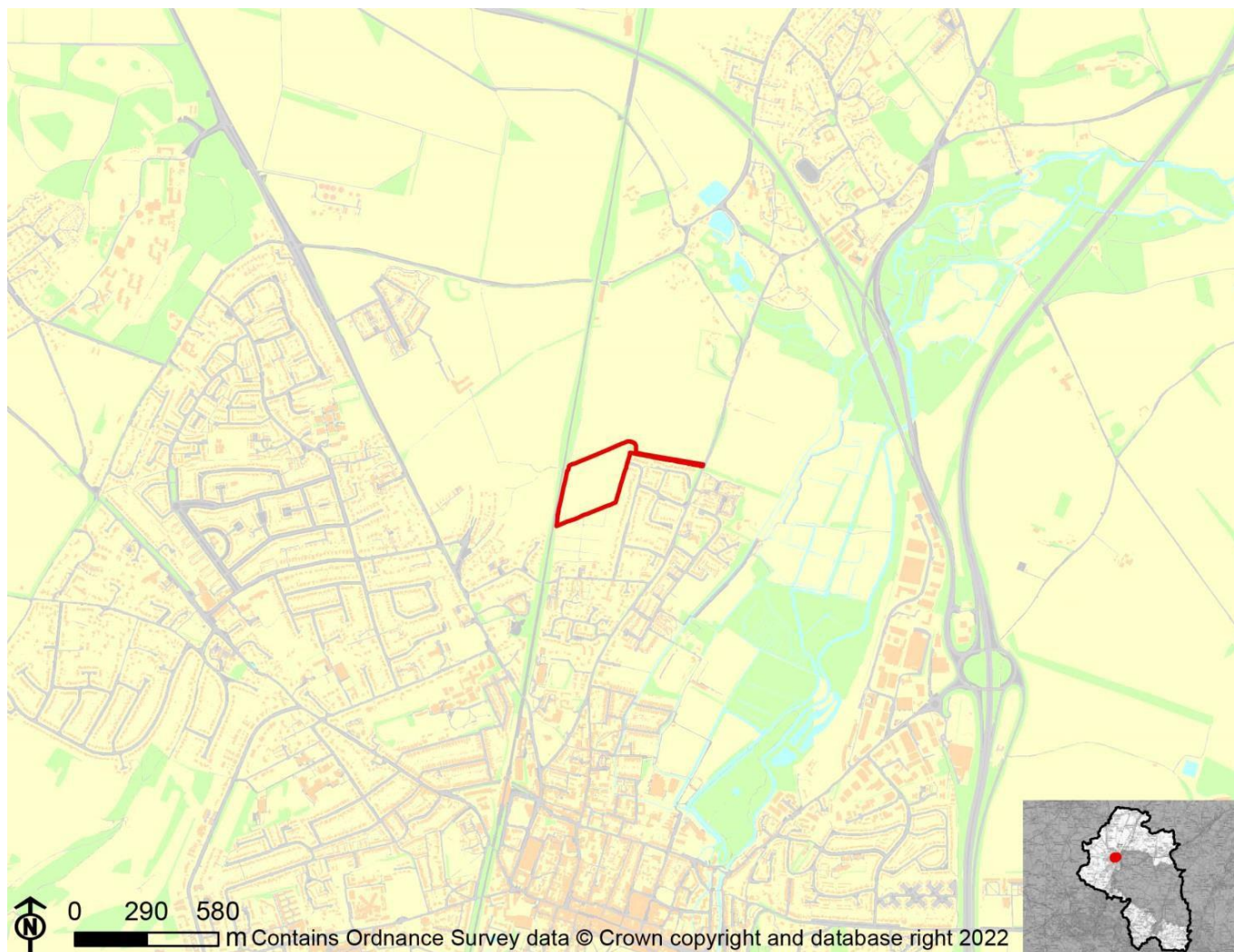
- ii. Provide for safe vehicular access from Courtenay Road and improve pedestrian and cycle access, including crossing facilities on Worthy Road as necessary;
- iii. Contribute to any other off-site junction improvements necessary;

Environmental

- iv. Provide **on-site flexible, multi-functional accessible informal green spaces** ~~open space (Sports Pitches and Informal Open Space)~~ **(amounting to at least 1.5 hectares)** so as to help ~~meet open space needs~~, separate housing from the railway line on the western site of the site, create an attractive and accessible environment and retain the openness of the settlement gap.
- v. Undertake a noise assessment and provide appropriate mitigation to prevent excessive disturbance to the planned residential development from the adjoining railway line; and
- vi. Provide infrastructure needed to make the development acceptable in planning terms, **including addressing any need for education provision (Primary and Secondary) to meet the needs of the development.**

HW09: Land off Courtenay Road, Winchester

Proposed use: Residential use



IIA Objective	Score
IIA1: climate change mitigation	Minor negative (-)
IIA2: travel and air quality	Minor negative (-)
IIA4: health and wellbeing	Minor negative (-)
IIA7: services and facilities	Minor negative (-)
IIA8: economy	Negligible uncertain (0?)
IIA9: biodiversity and geodiversity	Minor negative (-)
IIA10: landscape	Minor negative uncertain (-?)
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 negative (-)

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

Justification: The site is not within 1,200m of an NHS GP surgery. It is within 401-800m of a primary school. It is within 501-1,000m 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 1,000-2,000m 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. Less than 25% of the site contains open space, open country or registered common land, which could be lost to development. 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 negative (-)

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 negative (-)

Score by criteria: 4a: Negligible (0); 4b: Major negative (--); 4c: Negligible (0); 4d: Negligible (0); 4e: Major negative (--); 4f: Minor 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 above 55 dB or the noise levels as recorded for the 16-hour period between 0700 – 2300 are above 60 dB. The site does not lie within a noise contour associated with Southampton Airport. It is not within 400m of a wastewater treatment works or within 250m of a waste management facility. The site is not within 1,200m of an NHS GP surgery. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open country or registered common land, which could be lost to development. 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 negative (-)

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: Minor negative (-)

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

Justification: The site is within a SSSI Impact Risk Zone for 'residential' or 'all planning applications'. It is not within 500m of a locally designated wildlife site or ancient woodland. It is not within 200m of 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: Minor negative uncertain (-?)

Justification: The site has medium or higher 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 on heritage assets.

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 (>=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.