

Missing policy - Development allocations - Winchester

Respondent number	Comments	Officer comment
<a href="#">ANON-KSAR-NKR6-J</a>	<p>A green belt should be designated to the north, west and south sides of the City to protect the important landscape setting of the City. Hampshire does not have a 'designated green belt' other than a minute portion of the green belt in New Milton which straddles the border with Dorset County Council. How uplifting that would if Winchester City Council were able to achieve this.</p>	<p>PfSH have undertaken work on the need for a Green Belt. A copy of the report is available on the LP website <a href="https://www.localplan.winchester.gov.uk/LibraryAssets/attach/167/Green-Belt-Green-Infrastructure-Designation-Study-Part-1-May-2023.pdf">https://www.localplan.winchester.gov.uk/LibraryAssets/attach/167/Green-Belt-Green-Infrastructure-Designation-Study-Part-1-May-2023.pdf</a> The conclusion from this work is that a Green Belt designation does not meet the criteria in the NPPF. <b>Recommended Change:</b> No Change.</p>
<a href="#">ANON-KSAR-N8M8-V</a>	<p>Land North of Wellhouse Lane, Winchester - MDA Allocation 2,000 dwellings and supporting infrastructure.</p> <p>(Please note the response to this section includes a number of tables that should be referenced within the representations report submitted separately to this consultation. This on-line format for making submissions does not adequately support the presentation of such material, which is central to the points being made. The content of the tables is provided alongside the text hereby submitted)</p> <p>The declared climate emergency and objective to be a carbon neutral district by 2030 means that 'business as usual' is not an option. As set out Winchester Town is by far the most sustainable location for growth within the district and concentrating the majority of new housing at Winchester will encourage active travel reflecting the greater incidence of walking and cycling</p>	<p>Moved to Winchester Omission Sites.</p>

to work characteristic of existing residents who both live and work in the city.

The economic potential of the city is strong and is projected to maintain growth, while unemployment is very low. The long-standing imbalance between jobs and homes and the high jobs density means there are significant daily commuting flows, predominantly by car, into the city causing congestion, poor air quality, and increasing carbon emissions. These problems and challenges are deeply embedded and have not been addressed sufficiently by previous policy frameworks – the climate emergency demands a departure and a more responsive spatial strategy that concentrates growth at the city.

The unaffordability of housing and the difficulty many workers face finding homes that are accessible to where they work means that the economic resilience of the city and the wider district is undermined by a spatial strategy that pays insufficient attention to targeting the root causes of climate change.

Land North of Wellhouse Lane is suitable, available and achievable for up to 2,000 dwellings as a residential-led mixed-use new neighbourhood.

Identifying the site as a new MDA would facilitate:

- Reduced commuting
- Active travel
- Lower car use
- Improved air quality
- A better balance between homes and jobs

- Improved housing affordability in the place where it is needed most
- Improved infrastructure delivery
- Greater footfall in the city centre supporting leisure and retail, driving vitality.

The Vision document (Appendix 2) describes a concept for creating a sustainable new northern neighbourhood for Winchester. The aspiration is to provide place-making infrastructure that will facilitate the emergence of a resilient, sustainable, zero carbon, modern new community that builds upon the success of the Kings Barton MDA.

The sections below summarise the constraints, opportunities and new neighbourhood proposals, including a trajectory for its delivery.

#### Site Suitability

#### Sustainable Location

The site is in a sustainable location on the northern fringe of Winchester, 2.4km from the City Centre and accessible via a 30-minute walk, or an 8-minute cycle ride. It is adjacent to the Andover Road - a key historic radial link into the Centre, which is to be re-purposed to create an integrated active travel/public transport route leading to the city centre. Immediately to the south lies the Kings Barton MDA which has consent for 2,000 new homes, along with community facilities and a new school. Construction is underway, and the

primary school is open. The proximity of the land north of Wellhouse Lane offers significant opportunity to utilise the enhanced cycle, pedestrian and public transport accessibility that has been created to serve the Kings Barton MDA.

Additional development at North Winchester provides an opportunity to deliver a comprehensive integrated transport package that compliments and enhances existing routes and services associated with the King Barton development.

#### Environmental Constraints and Opportunities

Baseline studies have been undertaken to identify constraints and opportunities and to inform emerging proposals. The baseline surveys demonstrate the site is suitable for development – the key findings are set out below:

#### Ecology

- The majority of the land is intensively managed open arable fields.
- There are no statutory or non-statutory ecological designations on or off site that pose a risk to development capacity.
- Most notable habitats are native species rich hedgerows and trees around the perimeter of the site.

#### Heritage and Archaeology

- There are no designated heritage assets within the site.
- Preliminary assessment of cultural heritage indicates no adverse physical impact on designated heritage assets in the wider search area.
- Some potential for buried archaeology within the site, but unlikely to be more than regional importance.
- Potential buried archaeological interest can be safeguarded through excavation, evaluation and recording.

#### Flood Risk

- There is a small area of land in the southern part of the site that is classified as Flood Zone 2 and 3.
- The site has capacity to manage and mitigate flood risk from all potential sources within the overall boundary.
- Opportunity through design of surface water systems to make a substantial betterment of the drainage in the local area beyond the site.
- Surface water drainage features can be designed to support landscape and biodiversity as part of an integrated green and blue infrastructure strategy.

#### Agricultural Land

- A detailed assessment of the site's Agricultural Land Classification has been completed (post 1988). This confirms that the site contains a mix of Grade 3a and 3b agricultural land, the former being classified as 'Best and Most Versatile'. Consistent with the

allocation of land at Kings Barton, this has not been treated as a constraint to development on the site.

#### Landscape

- Topography has played an important role in determining the setting and spatial characteristics of the city. The land to the north of Wellhouse Lane rises to form a ridgeline running south of Down Farm Lane.
- To maintain the wider landscape and visual setting of the city it is vital that this ridgeline remains undeveloped and open in character. To achieve this, built development should be kept at or around the 70m AOD.
- To the west of the public footpath, the ridgeline rises and here development needs to be kept at or around 75m AOD.
- By defining the ridgeline as an important part of the city's landscape setting, there is a great opportunity to make it part of a new Green Infrastructure network, providing unparalleled access to the countryside from the urban area of Winchester. The ridgeline could form a Downland Park where visitors would be able to walk and cycle through chalk-rich grassland and enjoy extensive views across the northern part of the city and the wider countryside.

#### The Vision for the Winchester Northern Neighbourhood

The Vision document at Appendix 2 explains the broad conceptual ideas that Vistry and Taylor Wimpey would

like to develop in partnership with the City Council and wider stakeholders and the public. At its heart is the creation of a 15-minute neighbourhood.

Defining characteristics include:

- A mixed-use new neighbourhood of up to 2,000 homes with comprehensive ancillary facilities to meet the day-to-day needs of residents including a through school, shops, leisure and healthcare on-site or within walking or cycling distance, promoting the principle of local living.
- A layout configured around high-quality active travel connections via strategic greenways through the site; as well as funding towards pedestrian and cycling networks beyond the site and into the City Centre (Route 4 and Route 3), promoting the highest standards of walkability, cyclability and e-mobility in preference to use of the private car.
- A growth zone located on a high-quality public transport route, and the provision of an on-site mobility hub incorporating a park and ride to intercept trips along Andover Road and Stockbridge Road travelling into Winchester. The mobility hub would act as an interchange for different modes of transport (ie park and ride, buses, cycles, e-scooters/bikes); the park and ride would include an express bus service linking with the railway station and city centre.
- Development would be set within an expansive network of diverse and multi-functional green and blue infrastructure that provides attractive space for sport, recreation, play, and habitats to support nature and

biodiversity recovery.

- Community focussed approach to the development to create a strong and happy community, enabled through high quality streets, community hubs, flexible shared spaces, food growing, sport, recreation and play, and co-working opportunities which strengthen social connections and bring communities together.
- A balanced community, comprising a mix of housing types and tenures, including 800 affordable homes, and homes to appeal to different ages, family composition and life stage. This not only ensures that it can meet a wide variety of housing need, but, importantly, provides a multi-generational resource for all age groups, interests, and experience to volunteer and contribute to community life.

A new city neighbourhood that builds on existing growth commitments to the north of Winchester and has critical mass will provide a step change in the way in which residents can access services and facilities, as well as influencing positively how and where people travel. Development at MDA scale can enable mobility and the containment of trips in the region of 75% to 80%. This is only possible within larger neighbourhoods due to the number of day-to-day services that this quantum of development can support.

Integrated Impact Assessment

The Integrated Impact Assessment undertaken by the Council that informs the Draft Local Plan provides a



sustainability appraisal of all reasonable alternative sites, including the land controlled by Vistry and Taylor Wimpey (LNWL). The LNWL results are reproduced below and are presented alongside the Sir John Moore Barracks site, Policy W2 .

Table 10: Integrated Impact Assessment - Land North of Wellhouse Lane

Site Ref	Address	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
LH05	SJMB	-	-	0	-	0?	--	0?	0?	--	0	0
HW01	LNWL	-	-	-	-	0?	--	0?	0?	--	0	0

11.13 The performance of the two sites against the identified criteria is identical, with the exception of the performance against IIA4 (health and wellbeing). This is contested for the reasons set out below:

- The LNWL would include provision for an extensive publicly accessible country park defining the northern edge of the site offering free public access for leisure and recreation with extensive views and connections out to the wider countryside. In addition, site-wide connected green space would include a comprehensive network of walking and cycling routes permeating and linking all areas of the site, play areas and sports facilities encouraging healthy lifestyles and a high quality of life.
- The strategic scale of the development means that health facilities could be delivered on site.
- Residential properties would be situated a

considerable distance from potential noise sources associated with the A34, with any residual noise impacts capable of being mitigated through design measures that could be incorporated due to the extensive scale of the opportunity.

- Any odour impacts from the adjacent Harestock wastewater treatment works could be mitigated by remedial measures including covering/capping the treatment infrastructure (which also presents potential opportunities to create energy from waste)

Similarly, for LNWL, performance against other SA objectives would be positive. A revised SA matrix is provided below.

Table 11: Sustainability Appraisal Matrix- Land North of Wellhouse Lane

Site Ref	Address	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
HW01	revised LNWL	++	++	++	++	+	++	0	0	--	0	+

The key findings are:

IIA1 (climate change mitigation); IIA2 (transport and air quality); IIA7 (access to services, facilities and jobs)

- The sustainable location adjacent to the Andover Road public transport and active travel corridor, alongside additional active travel and public transport investments to further support sustainable movement, would facilitate modal shift and assist in the achievement of net-zero objectives. A mobility hub and

park and ride on-site would remove traffic from the Andover Road travelling into the city, generating significant positive effects against criteria IIA1 and IIA2. Similarly, extensive on-site facilities to meet the majority of day-to-day needs of residents within 15-minutes journey time and access to high-quality public transport for longer trips, would result in a positive score against criterion IIA7.

IIA4 (health and wellbeing)

- As described above, LNWL would generate significant positive effects against IIA4.

IIA8 (sustainable economic growth)

- On-site co-working opportunities supported by digital connectivity to facilitate flexible working / small business start-ups would make a positive contribution to economic objectives. Improving accessibility within the city and helping to reduce congestion would also have indirect economic benefits for Winchester, improving its attractiveness as a location for new employment.

IIA9 (biodiversity and geodiversity); IIA14 (flood risk)

- The site could achieve biodiversity net gain exceeding 10% easily and initial assessment supports a metric of 20% gains. The site has capacity to manage and mitigate flood risk with the potential to provide substantial betterment to the prevailing

drainage regime within the local area due to the opportunity for attenuation and flow management basins within the dry valley area and around the site boundaries. Effects are therefore positive for IIA14 and significantly positive for IIA9.

IIA12 (natural resources)

- Loss of greenfield land and hence the loss of natural resources is a common issue for all greenfield sites within the district.

IIA10 (landscapes and character); IIA11 (historic character); IIA13 (water quality)

- With suitable mitigation, impacts would be negligible against landscape, historic character and water quality objectives.

In summary, LNWL is a sustainable location for growth that is enhanced by capturing the opportunities that development at scale offers. The site could be delivered as a high quality, mixed use, accessible, green neighbourhood which would function as a coherent and integrated extension to the committed MDA scale growth that is already taking place to the north of the city at Barton Farm/Kings Barton providing the opportunity to plan comprehensively and sustainably for the long-term guaranteeing the resilience of the wider Winchester community and protecting the valuable historic, cultural, environmental, and aesthetic assets that characterise

the city.

#### Availability and Achievability

Critically, the land available at LNWL is controlled by two of the country's largest home builders who are jointly committed to delivering sustainable growth. The Vision is capable of being delivered in partnership with the Council and the wider community with certainty and transparency. Both parties have already demonstrated their commitment to delivery within Winchester district and can be relied upon to work proactively in partnership to achieve truly sustainable development. Development could be delivered in an efficient and timely manner coordinated with the development phasing of the Kings Barton MDA and complimentary to and compatible with the development of the Sir John Moore Barracks Site should it become available for redevelopment at a point in the future.

Development could be brought forward following adoption of the Local Plan review in broad accordance with the phasing schedule specified below with site wide infrastructure and supporting development phased to support the creation of sustainable communities:

Table 12: Potential Phasing Schedule - Land North of Wellhouse Lane  
2027/28 2028/29 2029/30 2030/31 2031/32 2032/33  
2033/34 2034/35 2035/36 2036/37 Total

Developer 1	15	50	75	75	75	75	75	75	75	60	650
Developer 2	15	50	75	75	75	75	75	75	75	60	650
Registered provider 1	25	35	45	50	50	50	50	50	40	395	
Registered provider 2	25	35	35	35	35	35	35	35	35	395	
Total	30	150	220	230	235	235	235	235	195	2,000	

The Council has three existing MDAs within the adopted Local Plan, all of which are expected to deliver homes at rates in excess of 100dpa during the current plan period. Vistry and Taylor Wimpey are partners in the delivery of the North Whiteley MDA, which has a projected annual rate of housing delivery ranging from around 200 to 350dpa. Despite the lead in timeframes experienced on some of the MDA (Kings Barton) the Council is now seeing the significant benefits that large strategic sites are bringing to the district in terms of affordable and general needs housing, alongside infrastructure delivery.

According to the Council's latest Annual Monitoring Report (AMR), housing delivery across the district is expected to amount to around 8,750 homes in the period 2021 to 2031, of which around 5,400 will be delivered by the three MDA. Beyond the end of the current plan period (2031) the MDA are expected to continue to deliver new homes providing continuity of supply, to the tune of around 1,000 new homes. It is clear, therefore, that the strategy to allocate strategic growth locations has been an effective means of delivering new homes (including affordable homes) in the district.

	Vistry and Taylor Wimpey advocate strongly that this record of success is extended via the current Local Plan review process with MDA scale growth (2,000 dwellings) allocated on the land to the north of Wellhouse Lane.	
<a href="#">ANON-KSAR-N89N-X</a>	I can't seem to find a reference to NE7 which I believe refers to the protection of rural countryside and villages. I would very much like to ensure that the remaining countryside surrounding the beautiful rural village of Curdridge is protected. We have a thriving rural community which is very much party of the rural character of Hampshire and Winchester. Please protect our remaining countryside!	Policy NE7 deals with settlement gaps and this respect it is important to read the plan as a whole.  <b>Recommended change: No change</b>
<a href="#">ANON-KSAR-N8VY-6</a>	See my comments on policy W11 and especially "fair and reasonable balance between current residents and corporate entities seeking new development on a medium and large scale, including demolition of residential properties, and the practice of "land banking"...allowing usable properties to deteriorate unoccupied over years.	This representation relates to Policy W11 and has been addressed against this policy.
<a href="#">BHLF-KSAR-N8BD-W</a>	The need for a new policy to protect the landscape setting of Winchester The Trust is concerned that policies in the draft Plan are not adequate to protect the important landscape setting of the City and strongly maintains that it should be protected. The Plan at Para.3.1 acknowledges this in stating that "Winchester and its setting are of exceptional quality". The Trust proposed at the Local Plan Inquiry in 2012 that a Green Belt (NPPF 2021 para. 138-146) should be designated on the north, west and south sides of the City, to link up with the South Downs National Park	A study has been undertaken by PfSH on the need for a Green Belt which is available on our Local Plan website. This work has concluded that the tests in the NPPF for a green belt cannot be met and there are more suitable options that could be explored at a PfSH level.  <b>Recommended change: No change</b>

on the east side. The City Council in their response to the Inspector, said that no work had been undertaken on the issue of a Green Belt in the preparation of the Plan. The Inspector in his Report, p.139, said that a Green Belt 'would partly prejudge complex decisions about the long term future of Winchester and that the Council is not in a position to realistically make at the present time'.

Planning is about both the protection and development of land. Since 2013 work has been undertaken on the issue of a Green Belt. The Partnership for South Hampshire Joint Committee, of which the City Council is a member, resolved at its meeting in December 2018 to support the idea of a South Hampshire Green Belt. No acknowledgement of this resolution is made in the draft Plan.

If it is maintained that existing countryside policies are robust to protect the landscape setting of Winchester, these policies failed to protect the setting from development at Pitt Manor Farm and the northern section of Barton Farm beyond the 65m contour line.

As policy stands, the Trust contends that if development were promoted on land at South Winchester Golf Club or 'Royaldown' between the City and Hursley, and a protection designation such as a Green Belt was not in place, it would be difficult for the Council to defend a refusal at an appeal if housing numbers required land to this extent. These sites are in the Hursley Scarplands, which with the Sparsholt Woodlands to the north, are two areas of valued landscape.

The Plan should state, or refer to supporting evidence,



	<p>of the work that has been carried out by the Council and adjoining authorities to designate a Green Belt in South Hampshire. If a Green Belt is not pursued and it has been concluded that existing policies provide adequate protection of the landscape setting of the City to the north, west and south, then the Trust requests that the Royal Winchester Golf Club, South Hampshire Golf Club, Bushfield Down and Bushfield Camp be designated as Local Green Space (NPPF 2021 paragraphs 101-103).</p>	
<p><a href="#">BHLF-KSAR-N8BS-C</a></p>	<p>We would like to see a new policy included within Development Allocations (Winchester, South Hampshire Urban Areas, Market Towns and Rural Areas) for a residential, mixed-use development at Land east of Lovedon Lane for up to 150 dwellings.</p>	<p>This relates to a Kings Worthy omission site and has been dealt with in this section.</p>
<p><a href="#">ANON-KSAR-NKJ6-A</a></p>	<p>Winchester town</p> <p>I support the Policy but it needs to be backed up with a Design Code for streets in Winchester town, different for other places, as well as mapping to ensure that connections are identified, with funds to improve routes.</p> <p>The concept of the '15 minute city' and its implications need to be more finely defined in terms of Active Travel and other facilities. Again mapping is required, with simple diagrams indicating Active Travel times to and from the development to major facilities. Both of the above need more clarity for the policy to be enforced.</p>	<p>The city council has a High Quality Places SPD and this has been successfully used at appeal. The Council is waiting for Government to publish secondary legislation that will clarify the role and status of Supplementary Plans (which is the new terminology for documents that were previously called Supplementary Planning Documents). A decision on the SPD's can only happen when the secondary legislation and related government guidance has been published and when the new Local Plan is adopted.</p> <p>The concept of 20 minute neighbourhoods which is contained in the Regulation 19 Local Plan has been defined by organisations as a Town and County Planning Association <a href="http://www.tcpa.org.uk">The 20-minute neighbourhood - Town and Country Planning Association (tcpa.org.uk)</a> HCC are the local</p>

		<p>transport authority are in the process of undertaking work on the Local Walking and Cycling Network (LCWIP). The design topic in the Reg 19 LP makes it very clear that the design of site layouts should be designed in order to promote and encourage active travel. Active Travel England (a new statutory consultee) have also provided helpful comments on the wording of the policies in the Transport topic prior the publication of the Regulation 19 LP. <b>Recommended Response:</b> No change.</p>
<a href="#">ANON-KSAR-N8V6-3</a>	<p>I object to the sale of the River Park site to Southampton University / Art College This are should be retained for public use.</p>	<p>The decision on the future of River Park in terms of lease to Southampton University has already been taken – the Local Plan cannot reverse this decision. <b>Recommended Response:</b> No change.</p>
<a href="#">BHLLF-KSAR-N869-6</a>	<p>Due to the format of this PDF please see response saved on sharepoint for the representation of this policy</p> <p>University Policy - see PDF for details</p>	<p>The comments are noted: This has been dealt with other – missing policies.</p>