

DEVELOPMENT ALLOCATIONS WINCHESTER



**YOUR PLACE
YOUR PLAN.**
Winchester District Local Plan

WINCHESTER SITE ALLOCATIONS:

12.1

The area referred to by the city council as Winchester Town consists of the Winchester Wards plus the adjoining built up areas of Badger Farm, Oliver's Battery and Harestock, as defined on the Policies Map. It is compact, vibrant, distinctive, and located within a remarkable natural setting. It has played an important role over the centuries as a seat of political and religious power, and it is still a major centre of civil government, the law and the military. The Cathedral, the College and the Universities are also great Winchester institutions. The town has a thriving cultural life with museums, galleries, many fine art installations and live performances occurring throughout the year.

12.2

The unique characteristics of Winchester Town include historic and cultural assets of exceptional quality. The town is set in some of the most beautiful landscape in the country, and is connected both physically

and visually to the surrounding countryside and the South Downs National Park. The river Itchen flows through the heart of Winchester, with its tranquil water meadows reaching right into the town itself.

12.3

The development strategy for the Town is set out in Policy SP2, namely to meet the needs of the whole community and to ensure that the local economy builds on its existing and growing strengths in higher education, creative and media industries, and other knowledge-based activities, whilst respecting the town's special heritage and setting. The site allocations and other policies in this section seek to implement the development strategy.

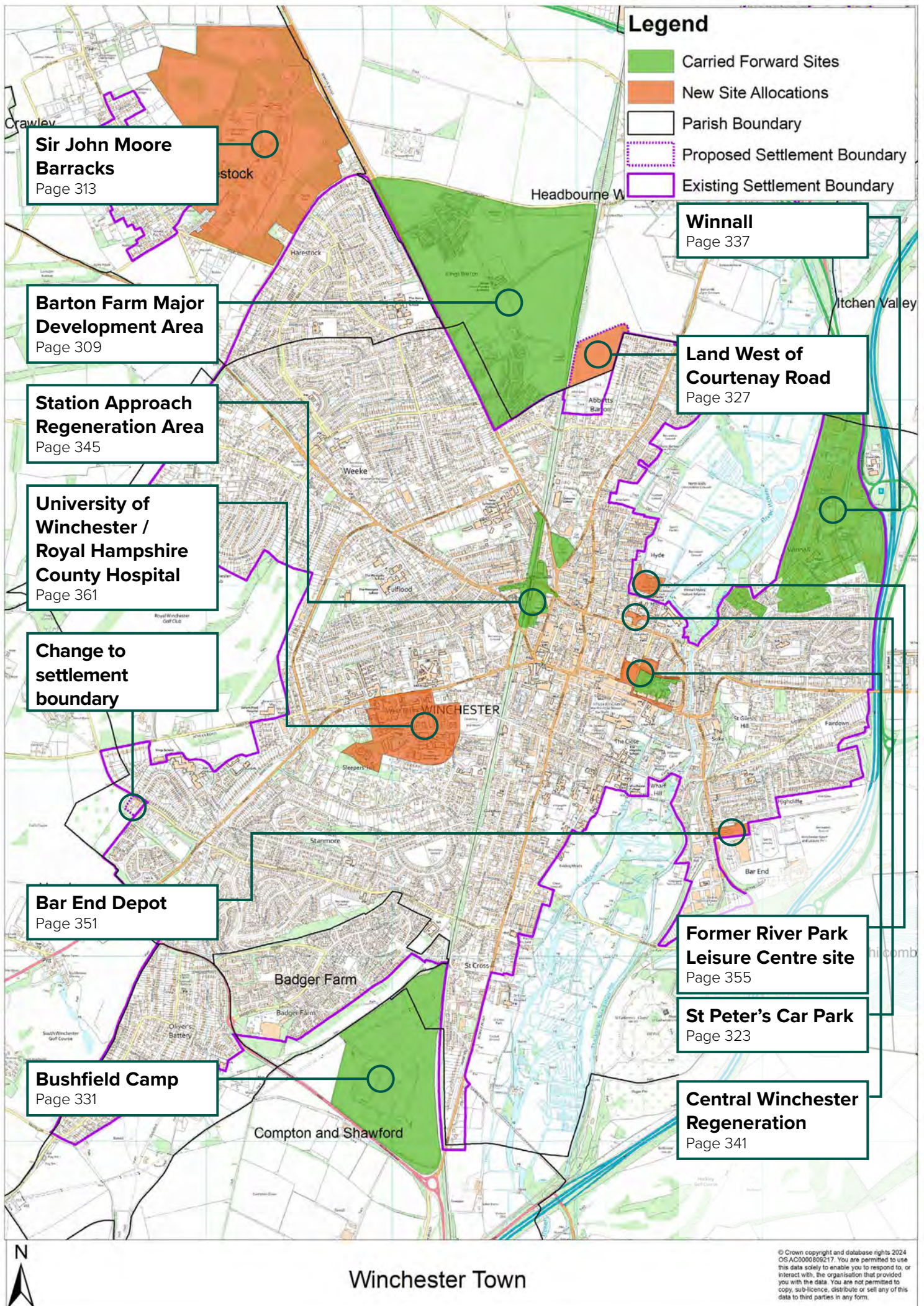
12.4

It is expected that there is capacity for the development of about 5,640 dwellings in Winchester Town, which can be achieved as follows:

Winchester Town Housing Sources	No. of dwellings
Net completions in or adjoining settlements (2020 – 2023)	879
Outstanding permissions (at 2023) (excluding Barton Farm)	328
Windfall allowance	1,035
Student Accommodation (dwelling equivalents)	200
Local Plan allocation carried forward (Policy W1, Barton Farm)	1,541
New Local Plan allocation (Policy W2, Sir John Moore Barracks)	900
New Local Plan allocation (Policy W3, St Peter's Car Park)	30
New Local Plan allocation (Policy W4, Courtenay Road)	150
New Local Plan allocation (revised carried forward allocation) (Policy W7, Central Winchester Regeneration area)	300
New Local Plan allocation (revised carried forward allocation) (Policy W8, Station Approach area)	250
New Local Plan allocation (Policy W9, Bar End Depot)	30
Total Provision 2020 - 2040	5,643

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Station Approach Regeneration Area
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University of Winchester / Royal Hampshire County Hospital
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Change to settlement boundary

Bar End Depot
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Legend

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- Parish Boundary
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Winchester Town

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HOUSING ALLOCATIONS - BARTON FARM MAJOR DEVELOPMENT AREA

Area:

Winchester Town

Name of Site:

Barton Farm Major Development Area

Location:

Andover Road/Wellhouse Lane

Size:

Size: 93.1 hectares

SHELAA site Reference:

N/A

Allocated Use:

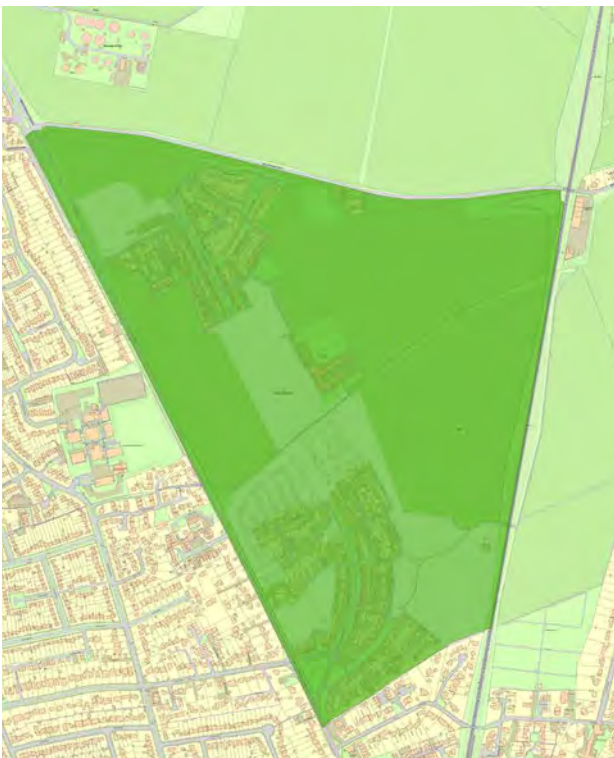
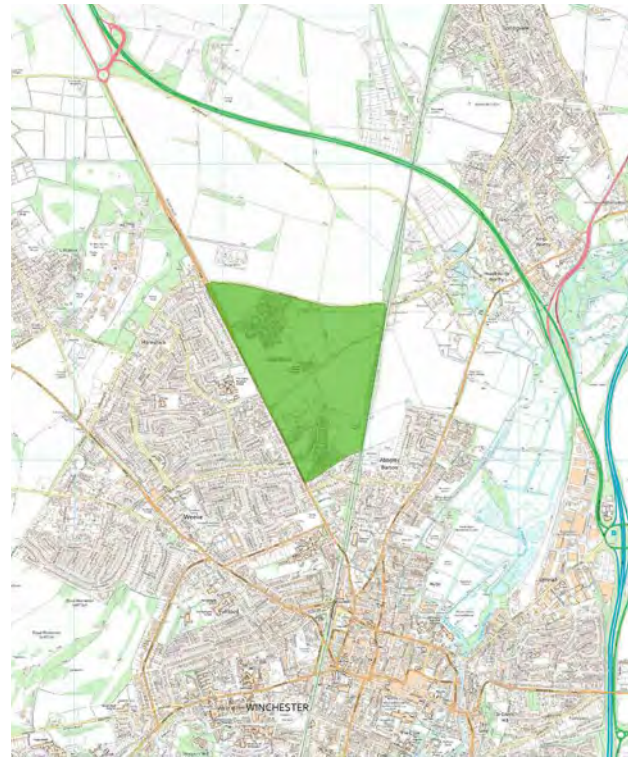
Mixed use including a Park and Ride facility

Indicative number of homes:

2000 dwellings

Existing use:

Residential development and undeveloped agricultural land

Site Plan**Wider Context**

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12.5

Supporting text:

The Barton Farm Major Development Area is an existing allocation in the adopted Local Plan which has been carried forward, updated as necessary. The site occupies approximately 93.1 hectares of land located approximately 1km north of Winchester railway station and 2km from the city centre. The site has been granted outline planning permission for 2,000 new homes

including affordable housing, community facilities, retail development and other supporting employment uses and a park and ride facility. Some 1,541 dwellings remained to be developed at April 2023. The Barton Farm Primary Academy which is a 420-place primary academy for children aged 4-11 opened in September 2020.

12.6

The site is bounded to the west by the residential areas of Weeke and Harestock, which adjoin the Andover Road corridor; to the east by the London to Southampton railway line, which runs along an embankment for the majority of the length of the eastern boundary; and to the north by open farmland that gently rises upwards from Well House Lane. The northern boundary of the site is defined by Well House Lane and the mature evergreen hedgerow that adjoins the highway.

12.7

There is a ridgeline running from the west to the north-east across the site which divides the site into two similarly sized parcels of land. To the south of the ridgeline the land is relatively enclosed, while north of the ridge the aspect is far more open and visible on approach from the north. The ridgeline comprises a shelter belt of mature beech trees at its eastern end and a semi-mature hedgerow containing young copper beech trees to the west. The western boundary, adjoining Andover Road, is defined to the south of the ridgeline by a linear group of mature sycamores. To the north of the central ridgeline the feature continues, although the size and quality of the trees diminishes towards the junction with Well House Lane.

12.8

Barton Farm itself, and the associated buildings located to the south of the ridgeline and Well House Cottage/Well House Farm close to the northern site boundary, are excluded from the site allocation.

12.9

The site includes the entire length of Andover Road/Andover Road North between the southern boundary of the site and the junction with Harestock Road and Well House Lane in the north. To the north is a mature landscape boundary to dwellings in Headbourne Worthy.

12.10

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) when a winterbourne rises. Early discussions should, therefore, take place with Environment Agency in order to establish how this can be addressed.

12.11

The proposals that have been granted outline planning permission include a comprehensive access strategy involving:

- The diversion and re-routing of the Andover Road between the junction with Well House Lane and Harestock Road in the north to a point north of Park Road to the south, adjacent to Stoney Lane to the west.
- The downgrading of Andover Road involving the retention of vehicular access to properties fronting the road and the creation of a pedestrian and cycle route along this length of the Andover Road.
- The provision of a park and ride facility close to the northern boundary at Well House Lane, which would be served by the principal bus route passing through the site. As the park and ride would be served by existing bus services rather than a new dedicated service it would be a 'park and ride light' (which is a park and ride facility that utilises the existing bus service that operates along Andover Road). The park and ride facility would have the capacity to accommodate a minimum of 200 cars which is intended to connect with and encourage the use of existing public transport system (which would be diverted into the site) and vehicle sharing for traffic coming into the city from the north in conjunction with the park and ride facility at SJM Barracks site (Policy W2).

Supporting text and policy continued overleaf

HOUSING ALLOCATIONS - BARTON FARM MAJOR DEVELOPMENT AREA

12.12

Work has now completed on creating a new public right-of-way linking the site to Worthy Road, via the railway underpass and the land to the east of the development site. The masterplan which has been agreed for the site includes a network of pedestrian and cycle routes that connect the site to the adjoining neighbourhoods to the east and west.

12.13

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list. Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion. This will not apply to any development which comes forward under existing outline consents.

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;

Policy W1

Barton Farm Major Development Area - continued

POLICY

- 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 cycleways, 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;
- vii. 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;
- viii. 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;
- ix. 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;
- x. 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
- xi. 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.

CARRIED FORWARD SITE

12.12
-
12.13Policy
W1

HOUSING ALLOCATIONS - SIR JOHN MOORE BARRACKS

Area:

Winchester Town

Name of Site:

Sir John Moore Barracks

Location:

Andover Road, Winchester

Size:

86 hectares (total site area)

SHELAA site Reference:

LH05

Allocated Use:

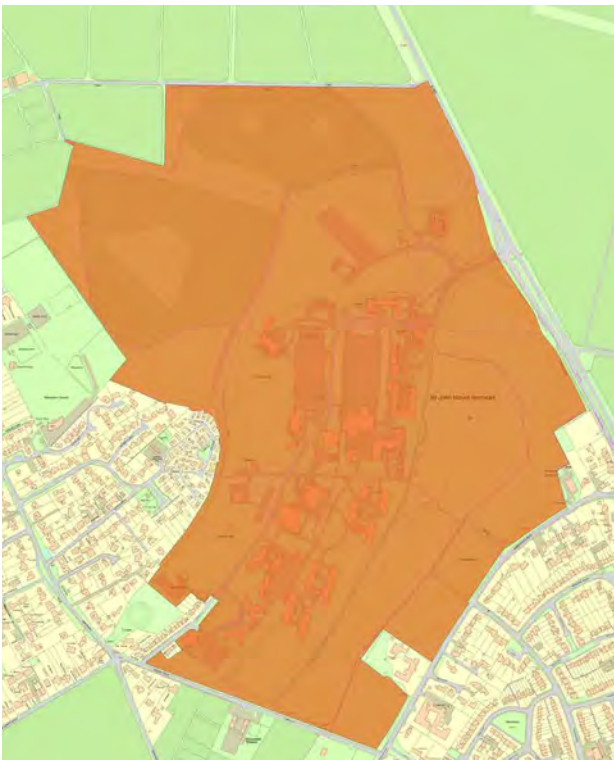
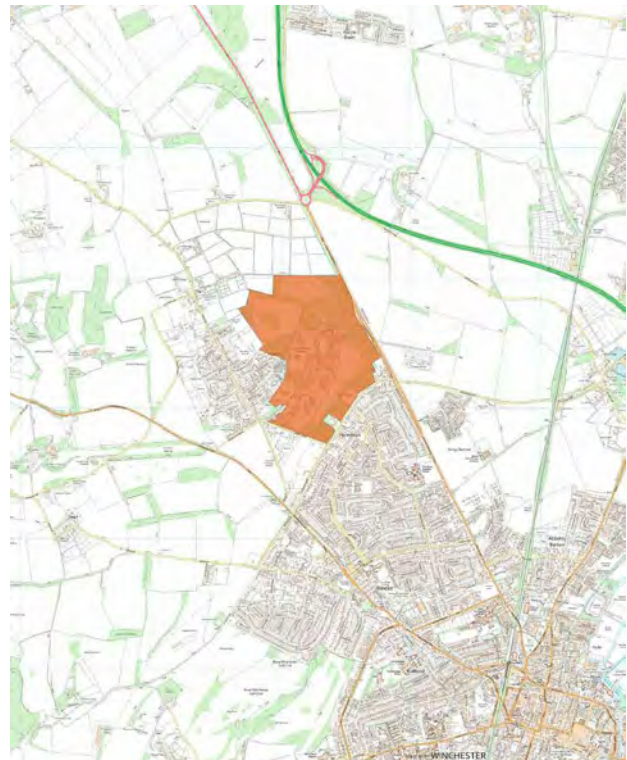
Mixed use and park and ride facility

Indicative number of homes:

750 – 1,000 dwellings

Existing use:

Military Barracks (Defence Infrastructure Organisation)

Site Plan**Wider context**

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12.14

Supporting text:

The Sir John Moore Barracks is situated in the Parish of Littleton and Harestock. It consists of an irregular parcel of land which has a total land area of 86 hectares. The site is broadly bounded by Kennel Lane to the southwest, Harestock Road to the south east and Andover Road to the north. To the south-west, the site abuts the rear of

residential properties that are located within the settlement of Littleton. To the south-east, the site is bounded by wooded/ greenfield land. The site is located between the settlement of Littleton and the built-up area of Winchester Town and approximately half of the site is located in the Settlement Gap (Policy NE7).

12.15

The site is defined in a broad way, to enable a comprehensive approach to be taken regarding the future development of the land, which will be subject to a master planning process. This does not mean therefore that all of the site included in the plan is proposed or suitable for built development. Part of the site comprises 'previously developed land' so it is important to make the full use of the site's potential, within the existing constraints. Therefore, a working assumption has been made that the site could accommodate about 900 dwellings.

12.16

The site has been in military ownership since 1914 and has been occupied by a transitional camp during the First World War and HMS Flowerdown, which was a naval Listening Station. During WW2 it was a vital 'Y station' along with Scarborough feeding Enigma-coded intercepts to Bletchley Park. From 1967 it was occupied by the Royal Corps of Signals for intercept training. Also present on the site were 223 Signal Squadron (SigInt).

12.17

The site is used as a military barracks for the Army Training Regiment dating from the mid 1980's with the majority of the site being contained by a secure fence compound. The eastern edge of the Flowerdown site lies alongside the Roman road to Marlborough and can be accessed by the Three Maids Hill footpath. There are also public footpaths along the northern boundary and from the Southern Water treatment works towards South Wonston. Andover Road has a narrow footway on the west of the site.

12.18

The main vehicular access to the site is via a dedicated access road which is located off Andover Road North (the main north south route in and out of Winchester). Given the secure/defence-related nature of the site, there is a gatehouse and guardroom entry point in the north-east. There is a secure gated access for military vehicles only which is located off Chestnut Avenue/Kennel Lane.

12.19

Outside the secure fenced compound there are areas of grassland and woodland that are currently used by the military for outdoor training activities. This includes two large open grassland areas in the north/north-west of the site and a triangular area of grassland and scrub to the east of the fenced compound. The remainder of the site, which is located outside the fenced compound, is characterised by largely broadleaved woodland mainly of planted origin. The woodland areas in the north of the site being recent (less than 20 years old). There is more established mixed woodland in the east of the site including a narrow belt of semi-natural woodland in the north-east. The site includes the Flowerdown Site of Importance for Nature Conservation (SINC) which has been designated because it is chalk grassland. To the northwest of the site is the Littleton Conservation Area.

Supporting text continued overleaf

HOUSING ALLOCATIONS - SIR JOHN MOORE BARRACKS

12.20

The site is located within the upper catchment of the River Itchen and feeds one of the River Itchen's tributaries known as Nuns Walk Stream. Development of the land therefore has the potential to impact upon the nationally protected site of the River Itchen SAC and other sites in the wider Solent area in terms of nutrients (phosphates and nitrates). This is due to wastewater produced by new housing and other forms of overnight residential accommodation. Any redevelopment of the site will be subject to a Habitat Regulations Assessment. As part of the design process, the planning application will need to consider and address these potential impacts. The development will need to demonstrate that the development will achieve nutrient neutrality thereby avoiding any adverse impact on nationally protected sites. If arrangements cannot be included on the site, as part of the proposed development, to ensure the protected habitats are not adversely effected, any planning application will need to include details of alternative proposals to mitigate the impact of the development.

12.21

The development of this site needs to refer to the Winchester district Stage 2 Strategic Flood Risk Assessment. A site specific Flood Risk Assessment will need to demonstrate how the development will be safe over the lifetime of the development. Access and egress will need to be considered and should be in consultation with the emergency planners. As part of the design process, further investigation (through topographic surveys and flood modelling) is needed to determine the exact route of the winterbourne across the site. It is vital that this flood flow route is protected in the redevelopment, as it carries floodwater away from Littleton when groundwater levels are high.

12.22

In terms of flood risk, during very wet years, groundwater rises to the surface and flows towards the Itchen via the Nuns Stream. The Nuns Stream flows all the way from Littleton through the Sir John Moore Barracks site during these very wet winters. As this rising groundwater cannot be prevented the design and layout of the proposed development should ensure any groundwater can flow down gradient and without impediment. The location of Sustainable Drainage Systems needs to take into account the high groundwater levels under parts of the site (not just Flood zones 2 and 3) to ensure they remain effective during all months of the year. Surface water flooding (from Littleton) is most prominent in the lower parts of the site such as around the existing shooting range and the adjacent car park off the main access road.

12.23

The site is currently located outside of the settlement boundaries of Littleton and Winchester in an area of countryside and it is not proposed to change the designation of the land at this point. Similar to the approach that the city council took with the Barton Farm Major Development Allocation, the settlement boundary would only be amended once a planning application had been approved to redevelop the site as currently the exact type, distribution and location of the development within the site being allocated has not yet been defined through the master planning process.

12.24**Existing uses:**

The site includes a variety of buildings and uses; the majority of which are located either centrally within the site or the southern part of it. This existing built form includes a series of buildings with large footprints surrounding an existing Parade Ground which is located in the centre of the site. The current barracks includes outdoor areas that are used as recreational/playing fields, some of which are available to the local community.

12.25

The buildings and structures are predominantly used for military training-related use or associated recreational purposes and include the following:

- A central recreational facilities building, which includes a common room, dining area and a local shop;
- Gym and leisure facilities, including a swimming pool and a nursery which is used occasionally by the local community as well as military personnel;
- Various staff training equipment and military assault courses;
- Various residential buildings, including both trainees and more senior military personnel/officers that are stationed at the site;
- 250 space surface car park; and
- A chapel.

12.26**Master planning**

The site is currently located outside of the existing settlement boundary in the countryside, part of the site is located in the settlement gap, part of the site is previously developed land and there is landscape and conservation value to the site. The setting of the site and its military history means that a masterplan will need to be prepared and agreed in order to provide a clear vision and planning framework for its planned redevelopment and future use. The masterplan will help to deliver a high quality development solution which responds positively to the site's sensitive location in the countryside, the settlement gap between Winchester and village of Littleton, and reflects the site's characteristics, wider setting and history. Developing a masterplan needs to fully involve and engage with a wide range of stakeholders and interested parties including ward members and parish councils. The outcome of this work needs to identify a positive planning solution for the site that makes the most of this unique opportunity.

Supporting text continued overleaf

HOUSING ALLOCATIONS - SIR JOHN MOORE BARRACKS

12.27

It will need to take into account making the best of use of previously developed land, the sensitive location of the part of the site that is located in the Settlement Gap and the objective is to provide primarily residential led development that is designed around neighbourhood centres with ancillary and supporting uses. The master planning process will also be used amongst other matters to:

- Clearly demonstrate with evidence which parts of the site, taking in consideration the settlement gap, biodiversity, topography and landscape features such as mature trees. Which parts of the site could be capable of being redeveloped and which parts of the site are not suitable for built development in terms of potential adverse landscape, ecological and visual impacts, as well as lighting and key views in to and out of the site from neighbouring settlements;
- Assess the archaeology, heritage and history of the site and how this can be incorporated into the proposed development in order to create a 'sense of place';
- Agree the precise amount of the residential development including housing densities, tenure, size and house types;
- The range of supporting and ancillary uses that are needed in order to make this a sustainable development rather than a destination in its own right;
- Be designed in a way that supports a range of high quality open green and blue infrastructure, recreational facilities, retail and local facilities at a neighbourhood scale that can be made available to the new and existing local community;
- Ensure that the development is designed to ensure strong integration and permeability for pedestrians, cyclists and public transport to the surrounding residential neighbourhoods and settlements by providing high quality and maintained active travel routes;
- A lighting strategy should be prepared for the whole of the site including a lighting scheme along Public Rights of Way that is appropriate for the specific location;
- In order to safeguard residential amenity and the character of the countryside, ensure that access to the site via Chestnut Avenue (which is a private road)/Kennel Lane is only used for pedestrian, cyclists and potential emergency access purposes only;
- The development of the site provides an opportunity to create a network of walking and cycling routes within it and to link it with the adjoining residential areas. The development should make the best use of a number of existing routes within the site which should be the starting point for the creation of a new circuit route around the site. This route should link into the existing Public Rights of Way network and the new heritage trail which would tell the story of the site as an important military facility;
- As there is a history of flooding in the area, a drainage strategy will need to be prepared that addresses the issues within the site both upstream and downstream alongside the opportunities to enhance the biodiversity of the site;
- Provide opportunities in the development for low car/car free zones, the use of car clubs and ensure that there is the provision of charging points throughout the development;

- Ensure that any development or the use of the land do not interfere, compromise or degrade an air traffic control signal that runs between a series of ground radio antennas which are used by the Ministry of Defence;
- Consider and address the need for education provision (Primary and Secondary) to meet the needs of the development and if not provided on the site, provide suitable sustainable links that can be used all year round; and
- Review the need for and condition and age of any existing leisure facilities on the site in order to ascertain whether they should be retained/incorporated into the wider redevelopment of the site for residential development. Depending on the outcome of this assessment, a management plan will need to be put in place in order to secure the future use of these facilities.

12.28

In terms of heritage significance, initial work has indicated that there are no structural remains of the historical military establishments that were previously on the site, aside from a number of radio mast fixings that are located on the fringes of the site. No buildings of heritage significance have been identified within the site. The modern Chapel is recorded as containing historic components taken from former Garrison Chapel at Peninsula Barracks in Winchester and there is a pair of gates located at the entrance to the site that originated from the Peninsula Barracks which would need to be retained. There are also three statues on granite plinths within the site: Sir John Moore, Royal Green Jacket Rifleman and Field Marshal Wavell and eight trees planted in 1989 by her Majesty

the Queen Mother to commemorate the eight Light Infantry soldiers killed in Northern Ireland at Ballygawley.

There is some limited potential for archaeological remains, either of prehistoric date or related to the former military establishments on the site that would need to be investigated as part of the master planning process. However, this is anticipated to exist only within current greenfield areas, due to extensive landscaping undertaken during construction of the barracks. Given the site's military history, it will be important that any key features of heritage significance that are mentioned above and the Chapel are incorporated and celebrated through the creation of a heritage trail and the public realm in order to enhance the intrinsic quality of the site and to create a 'sense of place'. There is also opportunity to reflect the military history of the site with the naming of the streets/neighbourhoods.

Supporting text and policy continued overleaf

12.27

12.28

HOUSING ALLOCATIONS - SIR JOHN MOORE BARRACKS

12.29

Park & Ride facility

As the site is located on one of the key radial routes into the city centre (Andover Road), the City of Winchester Movement Strategy has identified that there is need to reduce city centre traffic by increasing the number of Park & Ride facilities with a particular need to provide a car park on the north side of the city. In order to meet this need, there is an opportunity, as part of the comprehensive redevelopment of this site, to provide approximately 850 spaces as a Park & Ride facility. This would be in addition to the Kings Barton 200 space Park & Ride Light site that is located on the opposite side of Andover Road which would need to be operationally connected to the Park & Ride facility at the Sir John Moore Barracks site (Policy W1). The scale and location of the Park & Ride facility should be considered as part of the master planning process and be in a location that is physically connected to sustainable modes of transport and provide charging points.

12.30

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list. Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion.

Policy W2**Sir John Moore Barracks**

Land at Sir John Moore Barracks, Winchester as defined on the Policies Map, is allocated as a mixed use site which is mainly residential led comprising of 750 to 1,000 homes, ancillary and supporting uses to make this a sustainable neighbourhood with approximately an 850 space Park & Ride facility provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

- i. Any application for development is preceded by, and is consistent with, a comprehensive and evidence based site wide masterplan which demonstrates how high quality design, green spaces, settlement gaps will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority;
- ii. The proposals relate to the whole of the allocated site or, if less, do not in any way prejudice the implementation of the masterplan for the whole site;
- iii. The proposals include a phasing and delivery strategy that is related to the provision of infrastructure and the creation of neighbourhood centres with ancillary and supporting uses;
- iv. The proposals investigate the opportunity to reuse/re-purpose any of the existing buildings and gives priority to the use of the previously developed land and the intensification of the existing built up area before the use of undeveloped land;
- v. The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development and if not provided on the site, provide suitable sustainable links that can be used all year round;
- vi. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;
- vii. Access should be off Andover Road;
- viii. Include direct, safe and lit, active travel links as part of a strategy that minimises car journeys from the development. High quality facilities for walking, cycling and wheeling and public transport that is connected to the surrounding area/ PROW/cycle network in accordance with the Hampshire Movement and Place Framework and Healthy Streets approach;

Continued overleaf

POLICY

NEW SITE

12.29
-
12.30Policy
W2

HOUSING ALLOCATIONS - SIR JOHN MOORE BARRACKS

Policy W2

Sir John Moore Barracks - continued

- ix. The proposals ensure that the existing access to the site via Chestnut Avenue (which is a private road)/Kennel Lane is retained and is only used for pedestrian, cyclists and potential emergency access purposes;
- x. The proposals consider the importance, retention and management of the Flowerdown Site of Importance for Nature Conservation (SINC) in perpetuity by including a management plan for the maintenance and monitoring of these habitats;
- xi. A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe for its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development;
- xii. As part of the design process, further investigation (through topographic surveys and flood modelling) determines the exact route of the winterbourne which crosses the site which should be managed and protected as it carries floodwater away from Littleton when groundwater levels are high;
- xiii. The proposals are accompanied by a green/blue infrastructure/ SuDS hierarchy strategy to both enhance the development and mitigate potential impacts on the surface water from flooding and ground water from Littleton in a way that increases the biodiversity on the site. This should include the provision of multi-functional green/blue links throughout the site and ensure that any additional surface water resulting from the development does not have a detrimental impact on the SINC or other protected sites;
- xiv. The proposals record features of heritage significance and incorporates them where feasible into any re-development of the site as part of a wider heritage trail that celebrates the sites military history and helps the general public to understand and appreciate how the site has evolved. The proposals will also need to minimise harm to the setting of the adjacent Round Barrows;
- xv. The proposals incorporate and include public realm to enhance the intrinsic quality of the site and creates a 'sense of place' putting people and places at the forefront of the development;

Policy W2

Sir John Moore Barracks - continued

- xvi. The proposals retain the existing Chapel and opens this up to the community as part of any new development, as this will reinforce links to Peninsula Barracks and historical military associations with Winchester;
- xvii. The proposals include an assessment of the condition, age and the need to retain/ incorporate the existing gym, leisure facilities and the swimming pool as part of the wider residential led scheme. Depending on the outcome of this assessment if they are viable, they should be opened up for use by the local community and management plan should accompany any planning application for this part of the site;
- xviii. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible (Policy NE6);
- xix. The proposals include a Park & Ride facility of approximately 850 spaces that would be in addition to and would need to be connected operationally to the 200 space Kings Barton Park & Ride light. The scale and location of the Park & Ride facility should be determined through the master planning process and transport assessment include the provision of electrical charging points and cycle parking facilities; and
- xx. Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider.

OTHER HOUSING SITES: ST PETER'S CAR PARK

Area:

Winchester Town

Name of Site:

St Peter's Car Park

Location:

Adjacent North Walls, off Gordon Road

Size:

0.44 hectares

SHELAA site Reference:

WIN22

Allocated Use:

Residential

Indicative number of homes:

30 dwellings

Existing use:

Public car park

Site Plan**Wider context**

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12.31**Supporting text:**

The site is currently operated as St Peter's public car park and consists of area of land which is 0.44 hectares. The site is located along North Walls and is accessed via an access road to the car park.

12.32

The site adjoins the one way system and is within easy walking distance to the shops, services and facilities in Winchester Town Centre. Existing residential properties lie to the south of the site. The site abuts the St Bede Primary School and the Winchester School of Art.

12.33

The City of Winchester Movement Strategy has identified that there is need to reduce city centre traffic by increasing the number of Park & Ride facilities around the edge of the town with a particular need to increase capacity by developing a car park on the north side of the settlement (Policy W2) which would enable the release of this car park for residential development. The site is located adjacent to the Air Quality Management Area (AQMA) so, as part of the design process, any development will need to take this into account and demonstrate ways that the scheme includes the appropriate mitigation measures to address air quality issues in accordance with the council's Air Quality Supplementary Planning Document. The site will also need a contaminated land assessment and a noise assessment. Depending on the outcome of these assessments, and the proposals for the site's redevelopment, appropriate remediation measures will need to be put in place.

12.34

The Winchester LCWIP and Winchester Movement Strategy identified the aspiration to deliver a West to East "quiet way" active travel corridor from Station Hill, Swan Lane and Marston Gate development in the west to the Winchester School of Art campus and Wales Street in the east. As part of the design process, any plans for the redevelopment of this site should enable the delivery of this west-east corridor.

12.35

The close proximity of the site to Winchester Town centre means that as part of the design process, it will be necessary to consider and assess the need for car parking/operational/serving needs of the development. It will also need to be demonstrated through the design process how the needs of pedestrians and cyclists, including safe and attractive routes to, from and within the site, have been addressed including connections to Public Rights of Way network and to the nearest public transport stop in accordance with Policy T4.

12.36

The site has high groundwater levels, which means that as part of the design process any structures will need to allow the groundwater to flow downgradient towards the river. The SuDS needs to be designed in a way to ensure that they have taken into account the high groundwater levels on the site. As the site is located adjacent to a flood risk area, a flood risk assessment would need to be undertaken and taken into account as part of the design process. The development of this site needs to refer to the Winchester District Stage 2 Strategic Flood Risk Assessment. A site specific Flood Risk Assessment will demonstrate how the development will be safe for its lifetime. Any access and egress matters should be addressed in consultation with the emergency planners. As part of the design process, development should be set back from the watercourse and no development should be within 8m of the watercourse. As part of the design process, opportunities should explore the de-culverting of watercourse as this could assist with BNG. Compensatory storage may be required.

12.37

Any proposals will need to be designed in a sensitive manner as the southern part of the site is located within Winchester Conservation Area.

12.38

As part of the design process proposals will need to assess the impact of the proposals on the Conservation Area and the listed buildings. In order to ensure that harm to significant buried heritage assets is minimised, an early-stage archaeological evaluation should be undertaken to understand the site's constraints and opportunities and to inform development proposals and mitigation strategies.

Supporting text and policy continued overleaf

12.31

12.38

OTHER HOUSING SITES: ST PETER'S CAR PARK

12.39

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list.

Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion.

Policy W3

St Peter's Car Park

Land at St Peter's car park, as shown on the Policies Map, is allocated for about 30 dwellings. Planning permission will be granted provided that details accord with the Development Plan and meet the following specific requirements:

Nature of the development

- i. The proposals for the site have involved and engaged with landowners, stakeholders and interested parties establishing principles for the disposition of uses across the site, access and junction arrangements and take into account the wider community uses of the existing site. Any applications for all or part of the site should demonstrate how the proposal will accord with these principles and achieve the form of development intended by this allocation as a whole;
- ii. The proposals include a high standard of architectural design and use quality materials and detailing and are of appropriate scale and massing that responds positively to the Winchester Conservation Area;

- iii. As part of the design process, proposals should assess the overall height of the proposed development and the impact on the character of the Conservation Area and the Listed Buildings;
- iv. The proposals takes advantage of the site's close proximity to the Winchester Town Centre;

Access and transport:

- v. The proposals are designed to create a permeable place and enable sustainable modes of travel that maximises the opportunity for walking, cycling and public transport reflecting the Winchester Movement Strategy and LCWIP. Active travel facilities should connect to the surrounding area/PROW/cycle network, landscape and designated heritage assets and links to the Winchester train station, the city centre and park and ride facilities;

Policy W3

St Peter's Car Park

- vi. The site should only provide parking spaces for car clubs/ shopping delivery unloading reflecting the accessible town centre location of the site and ensure that that high quality walking and cycling routes are provided in accordance with Policy T3;

Environmental

- vii. Provides an attractive edge to the development that enhances the street frontage of North Walls;
- viii. The proposals take into account, as part of the design process, the Air Quality Management Area and provides the appropriate mitigation measures to address air quality issues;
- ix. Noise and contaminated land assessment and the appropriate remedial measures are put in place;
- x. A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe for its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development;
- xi. The proposal addresses and takes into account the high groundwater

levels as part of the design process to ensure that any structures allow the groundwater to flow downgradient towards the river. The SuDS needs to be designed in a way to ensure that they have taken into account the high groundwater levels on the site;

- xii. The proposal includes an assessment of impacts from all potential sources of pollution including surface water run-off, and incorporates SuDS measures in line with policy NE6 and NE17;
- xiii. As part of the design process, opportunities should explore the de-culverting of the watercourse. Compensatory storage may be required;
- xiv. In order to ensure that harm to significant buried heritage assets is minimised an early-stage archaeological evaluation should be undertaken to understand the site's constraints and opportunities and to inform development proposals and mitigation strategies;

Other Infrastructure

- xv. Create a permeable development and contribute to infrastructure needed to make the development acceptable in planning terms; and
- xvi. The layout of the development must be planned to ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes.

POLICY

NEW SITE

12.39

Policy W3

OTHER HOUSING SITES: LAND WEST OF COURTENAY ROAD

Area:

Winchester Town

Name of Site:

Land West of Courtenay Road

Location:

West of Courtenay Road

Size:

5.7 hectares

SHELAA site Reference:

HW09

Allocated Use:

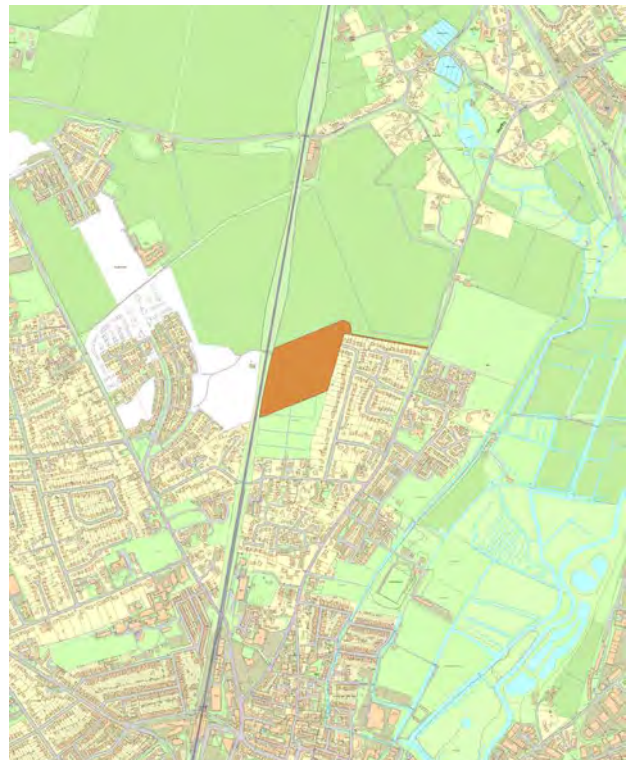
Residential and open space

Indicative number of homes:

150 dwellings

Existing use:

Agricultural land

Site Plan**Wider context**

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12.40

Supporting text:

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 it is well-related to the facilities and services being provided within Barton Farm.

12.41

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.

12.42

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.

12.43

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.

12.44

In accordance with Policy H2, the development of this greenfield site will be phased to take place in the second half of the Local Plan period (2030 onwards). This is particularly relevant given the importance of prioritising brownfield sites, including Sir John Moore Barracks, and the fact that much of the Barton Farm development remains to be built.

12.45

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.

12.46

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list. Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion.

Policy overleaf

OTHER HOUSING SITES: LAND WEST OF COURTENAY ROAD

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 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 (amounting to at least 1.5 hectares) so as to help 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

Other Infrastructure

- 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.

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EMPLOYMENT ALLOCATIONS: BUSHFIELD CAMP

Area:

Winchester Town

Name of Site:

Bushfield Camp

Location:

South of Whiteshute Lane

Size:

43 hectares (total site area)

SHELAA site Reference:

N/A

Allocated Use:

High quality flexible business and employment space, an innovation/ education hub and creative industries

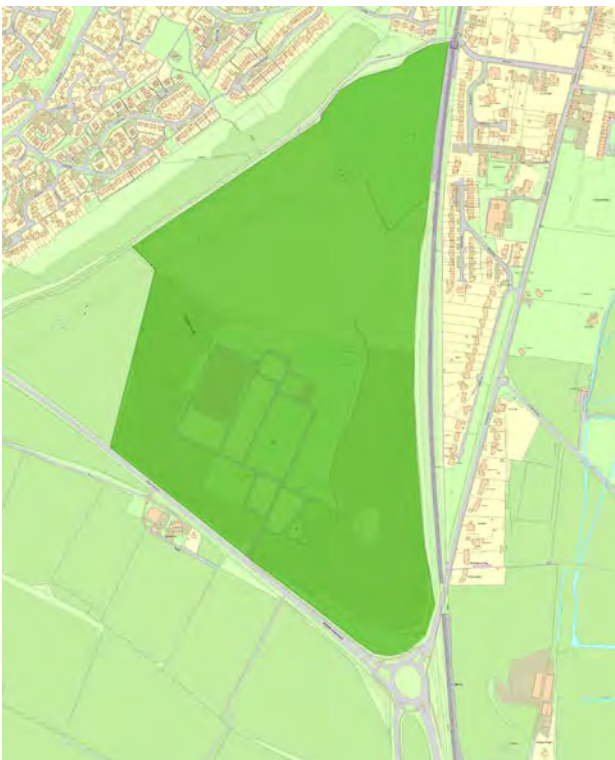
Indicative number of homes:

0

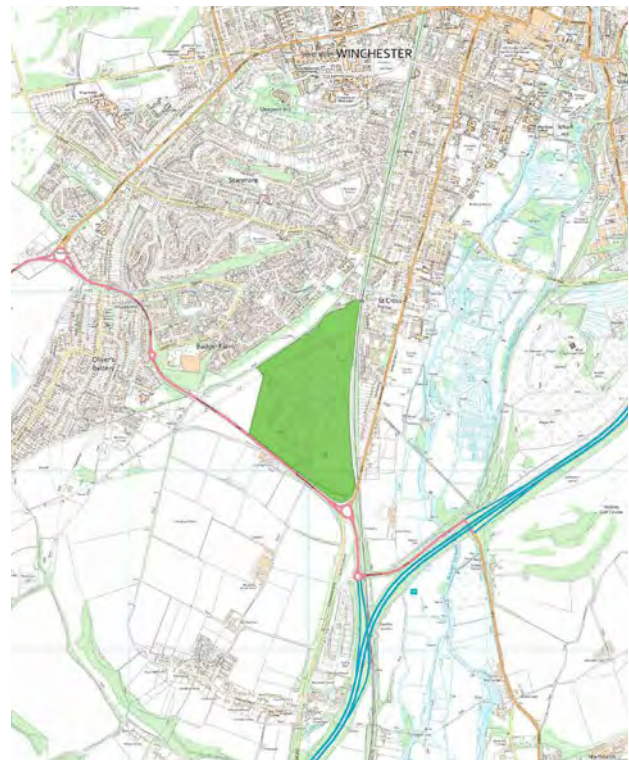
Existing use:

Former Army camp

Site Plan



Wider context



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12.47

Supporting text:

Bushfield Camp is an existing mixed use allocation from the adopted Local Plan that has been carried forward, updated as necessary. The site lies on the southern edge of Winchester Town, between the

established areas of St. Cross and Badger Farm. This area comprises approximately 43 hectares of land to the south of Whiteshute Lane, of which approximately 20 hectares was previously occupied by the military

camp. The site lies in a unique position being close to attractive countryside, the strategic highway network, South Downs National Park, River Itchen and the urban fabric of Winchester.

12.48

The site is defined in a broad way, to enable a comprehensive approach to be taken regarding the future development of the land, which will be subject to a master planning process. This does not mean therefore that all of the site included in the plan is proposed or suitable for built development.

12.49

The area was used by the Army during the Second World War and, until closure of the camp in the 1970s, had a number of buildings and other military infrastructure. It is gradually reverting to its previous character, although large concrete areas, building remnants and roadways remain in situ. There is some archaeological interest on the site which will require further investigation prior to any development and linked together by a heritage trail as part of the redevelopment of the site.

12.50

The site is in a sensitive location, forming part of the Winchester – Compton Street Local Gap and the South Downs National Park lies to the south east, beyond St Cross Road. The River Itchen to the east is designated for its biodiversity interest as a SAC. The Habitats Regulations Assessment identifies development at Bushfield Camp as having the potential to have a 'significant effect' on this SAC and other designated sites 'in combination'. Therefore it will be necessary for further work in relation to this aspect to resolve issues of water resource and quality, atmospheric pollution and recreational activity, in relation to any development proposals.

12.51

The topography of the site means it is visible from a wide area and the setting of the City as a whole, and particularly views to and from St Cross (which includes the southern part of the Winchester Conservation Area and multiple Listed Buildings). Whilst the site is not within the South Downs National Park its proximity will be a consideration for the extent of developable land, the type of land uses which would be acceptable, the design and layout of the site and lighting proposals. These will all need to be minimised in order to avoid adverse impacts on the setting and thus cause harm to the significance of designated heritage assets and the National Park. Prominent highly visible structures would likely be visually distracting and unsympathetic, especially as they could draw attention from the assets or affect the skyline.

12.52

The site is located within the upper catchment of the River Itchen and feeds one of the River Itchen's tributaries known as Nuns Walk Stream. Development of the land therefore has the potential to impact upon the nationally protected site of the River Itchen SAC and other sites in the wider Solent area in terms of nutrients (phosphates and nitrates) in wastewater produced by new housing and other forms of overnight residential accommodation.

12.53

There are built heritage remains located within the Site that are associated with the Second World War military establishment known as Bushfield Camp. An assessment of these structures has concluded that they are not considered to be of particular significance, largely due to poor survival and remodelling/rebuilding during the post-WWII period. The retention of these remains is not required and these remains are not considered to be a constraint to development of the site.

Supporting text and policy continued overleaf

12.47

12.53

EMPLOYMENT ALLOCATIONS: BUSHFIELD CAMP

12.54

Junctions that are identified to be subject to detrimental traffic impact will need to be assessed and appropriately mitigated, any infrastructure measures should ensure that the hierarchy of active and sustainable travel modes are prioritised over capacity improvements, in line with LTP4 policies. Early discussions should take place with HCC and National Highways.

12.55

For reasons set out above this is a sensitive site, so development proposals should be brought forward in accordance with the development of a masterplan and this process needs to involve and engage with a wide range of stakeholders and interested parties.

12.56

The masterplan will need to promote a positive landscape and heritage led planning solution for the site, which contributes to the spatial development strategy for Winchester Town and reflects the importance of the unique characteristics of the site, its setting and ensure that heritage constraints are fully addressed within the proposed plans. It must ensure therefore that any development proposals respect these characteristics and important features of the site are retained, whilst realising the recreational potential of the area. The masterplan will serve to prevent an uncoordinated or piecemeal planning outcome.

12.57

Master planning

The unique characteristics of the site, which is the subject to further testing through the master planning process, may be suitable for high quality flexible business and employment space, education and creative industries, innovation hub along with the potential for complementary uses, that are

appropriate for such a unique location, rather than main town centre uses which could and should be routinely accommodated within or adjoining the town centre.

12.58

The masterplan process should:

- Emphasise the importance of place making and exemplary design that is appropriate for this elevated and prominent site;
- Maximise the site wide opportunities whilst responding sympathetically to the site constraints and ensure that any proposals have been directly informed by the Landscape Visual Impact Assessment and strengthen the landscape framework for Winchester Town as a whole;
- Protect and enhance the sensitive national and local landscapes and views into and out of the site particularly, Grade I Listed Winchester Cathedral, St Catherine's Hill Hillfort Scheduled Monument, Two bowl barrows Scheduled Monument, Scheduled Monuments at Twyford Down and Winchester Conservation Area;
- Identify any other designated heritage assets and the extent that their setting could be affected by the proposed development on the site;
- Address the setting of the South Downs National Park, Winchester Town and the wider area and take into account its unique gateway location and the various designations that affect the site and its surroundings;
- Ensure that any plans take into account the identified heritage sensitivities (e.g. height, mass, scale and design) and any development should be of highest quality and exemplary design, incorporating the use of high quality materials whilst protecting and enhancing the vegetation screening, and including open space within sensitive areas of the site;

- Enhance and retain public access to the site and build upon the site's legacy as a place for enjoyment by the wider public;
- Ensure that the design takes account of the Winchester - Compton Street Local Gap; and
- Address retention, enhancement, and management of the existing biodiversity interest on site, in particular the large areas of chalk grassland.

12.59

Any plans for the re-development of the site should demonstrate how they help to realise the Vision for Winchester and aims for the wider district and must be compatible with the policy framework set out in this Plan. Consequently, Bushfield Camp is allocated for high quality business employment and complementary uses. This recognises the opportunity for the site to contribute towards social, economic and environmental aspirations for Winchester and for a form of development which ensures that the key aspects of the site are retained in perpetuity.

12.60

The policy enables the development of this site to meet future, currently unidentified, needs that will be identified through the master planning process. Therefore, the details of delivery of this site and the exact uses that can be accommodated cannot be quantified at this stage as this will be undertaken through the master planning process, but the above policy sets out the parameters and requirements to be taken into account. Given the site's sensitive location there will, however, be infrastructure requirements to be fulfilled and delivered in a timely manner. Current information suggests these will be particularly in the areas of transport and access, open space and blue/green infrastructure provision, avoidance and mitigation of impacts on designated/protected sites, water supply and drainage, and energy supply. However, infrastructure requirements will need to be investigated as part of the master planning process, and prior to submission of a planning application, and the necessary measures will be secured through planning conditions and obligations relating to any consent. Any contaminated land issues will also need to be addressed and remediated.

Policy W5

Bushfield Camp

Land at Bushfield Camp, Winchester as defined on the Policies Map, is allocated for a mixed use high quality flexible business and employment space, an innovation/education hub and creative industries provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

- Any application for development is preceded by, and is consistent with, a comprehensive and evidence based site wide masterplan and transport assessment which demonstrates how high quality design will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority;

POLICY

12.54

- 12.60

Policy W5

Policy continued overleaf

EMPLOYMENT ALLOCATIONS: BUSHFIELD CAMP

Policy W5

Bushfield Camp - continued

- ii. The proposals relate to the whole of the allocated site or, if less, does not in any way prejudice the implementation of master planning of the whole site;
- iii. The masterplan limits to approximately 20 hectares the area of the site to be subject of built development and should identify the rationale / mix of uses taking into account and use of land previously occupied by the former army base;
- iv. The proposals demonstrate that the uses on the site would not compete, detract or undermine Winchester Town Centre;
- v. The proposals are designed to create a permeable place putting people and places at the forefront, enabling sustainable modes of travel that maximises the opportunity for walking, cycling and public transport to reflect the Winchester Movement Strategy and LCWIP. These sustainable modes of travel should connect to the surrounding area/PROW/ cycle network, landscape and designated heritage assets and links to the Winchester train station, the city centre and existing nearby park and ride facility;
- vi. The transport assessment should assess the impact of the proposals on the road network and agree where any further targeted mitigation is required or to demonstrate how sustainable travel plan measures will reduce these impacts to an acceptable level. This will be agreed with the highway authorities to ensure that the impacts on the road network are acceptable;
- vii. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;
- viii. Secures and identifies land for public use in the undeveloped part of the site for recreational purposes in perpetuity, but allowing for appropriate strategic landscaping;
- ix. The design and layout needs to create flexible and active spaces on the ground floor;
- x. The design needs to have particular regard to the relationship with the South Downs National Park, consideration for the Winchester - Compton Street settlement gap and views from and to Winchester. This is in terms of the height, view corridors and the scale, massing and appearance of buildings, design of roofs, lighting taking into account the site's unique gateway location, the various local and national designations and nearby designated heritage assets (scheduled monuments, listed buildings and conservation areas) and address the affect that the proposed development would have

Policy W5

Bushfield Camp - continued

- on their significance (including the contribution made by their setting) and sensitivities;
- xi. The proposals incorporate and include public realm to enhance the intrinsic quality of the site and creates a 'sense of place';
 - xii. The proposals retain features of heritage significance and incorporates them into any re-development of the site as part of a wider heritage trail that celebrates the sites military history and place of enjoyment by the general public to understand and appreciate how the site has evolved;
 - xiii. Any contaminated land issues will also need to be addressed and remediated;
 - xiv. The proposal includes a Habitats Regulations Assessment to consider the potential effects on biodiversity, on-site and on the River Itchen, and the possible in-combination effects of the development on nearby sites of national and international importance;
 - xv. Where it has been demonstrated that the proposals will have a significant adverse effect on the integrity of the River Itchen SAC it must be demonstrated, as part of the design process, that adequate measures in line with Policy NE1 and Policy D7, will be put in place to avoid or mitigate any adverse effects. Such measures must be agreed with the Council and Natural England. In order to assist the Council in carrying out a Habitats Regulations Assessment, the developer will be required to provide evidence to inform the Appropriate Assessment. This is likely to include an air quality assessment of the effects of the development on the River Itchen SAC as a result of any increase in traffic associated with the development. The effects on local roads in the vicinity of the proposed development on nearby designated nature conservation sites, and the impacts on vulnerable sites from air quality effects on the wider road network in the area can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required;
 - xvi. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible;
 - xvii. Any application is accompanied by a green/blue infrastructure strategy to both enhance the development and mitigate potential impacts on the water environment and biodiversity. This should include the provision of multi-functional green links throughout the site; and
 - xviii. Layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.

EMPLOYMENT ALLOCATIONS: WINNALL

Area:

Winchester Town

Name of Site:

Winnall

Location:

Winnall industrial estate

Size:

43.48 hectares

SHELAA site Reference:

N/A

Allocated Use:

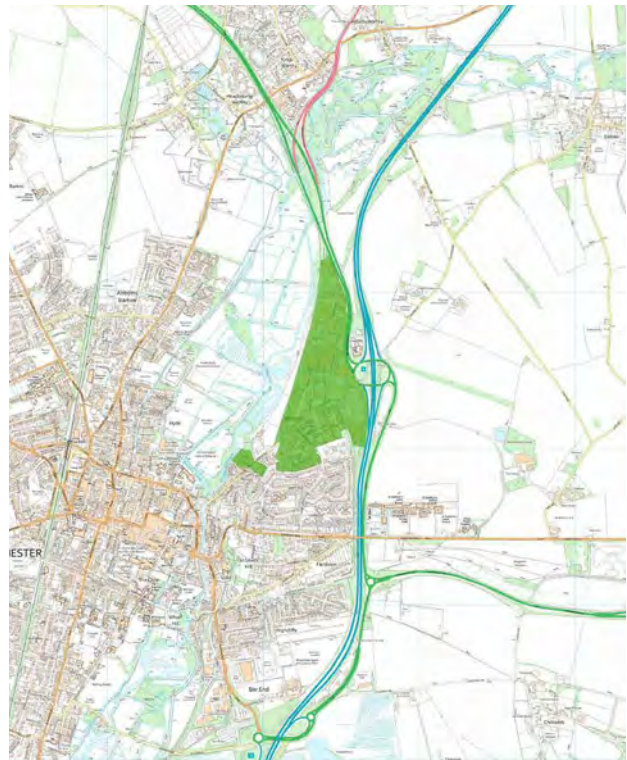
Employment

Indicative number of homes:

0

Existing use:

Employment

Site Plan**Wider context**

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12.61

Supporting text:

Winnall is an existing employment allocation in the adopted Local plan that has been carried forward, updated as necessary. The employment site located to the north east of Winchester and comprises a large cluster of employment businesses and activities which sit adjacent to the residential

neighbourhood. Winnall has access to the M3 motorway, is close to the city centre and is located next to the Winnall Moors Nature Reserve and South Downs National Park. In addition, there is good access to the A34 which is the main trunk route from the south to the Midlands.

12.62

Winnall has a high proportion of council-owned housing and locally significant levels of unemployment. It also suffers day to day problems associated with access and movement.

12.63

A Development Consent Order has been granted for Nationally Significant Improvements to Junction 9 of the M3 motorway. Part of these proposals include the creation and improvements of new cycle and pedestrian access to the South Downs National Park.

12.64

The Winnall employment area provides a number of opportunities to enhance the quality of life for the local community, and improve business performance.

12.65

Within the area there are opportunities to improve pedestrian and cycle access to the countryside and South Downs National Park, given the location of the area, and the need to provide additional open space and improve local community infrastructure.

12.66

Any development or redevelopment site should be sensitive to its location adjacent to Winnall Moors which is part of the River Itchen SSSI and River Itchen SAC. Opportunities should be taken to incorporate measures to protect these sites from surface water run-off and creation of a green buffer to the designated site where possible.

12.67

The employment area in Winnall is the largest employment area in Winchester Town and generally the area is thriving with very few vacant premises. The policy therefore is aimed at retaining the core of the employment area in traditional employment uses (Use Classes B2 and B8) while allowing for a degree of flexibility in those parts of the employment area where change might be expected and would support the vitality and viability of the area and avoid out of town destination retail and other recreational proposals. It also recognises the need to maximise opportunities to create additional B2 and B8 employment floorspace, improvements to community infrastructure, open space and green infrastructure provision.

Policy and map overleaf

12.61

12.67

EMPLOYMENT ALLOCATIONS: WINNALL

Policy W6

Winnall

Within the Winnall area, as shown on the Policies Map, the council will continue to apply Policy E6 (retention of employment land and premises) with the expectation that it will remain as the main employment area in Winchester Town. Planning permission will be granted for proposals which are in accordance with the Development Plan and the approach for Winnall, as set out below:

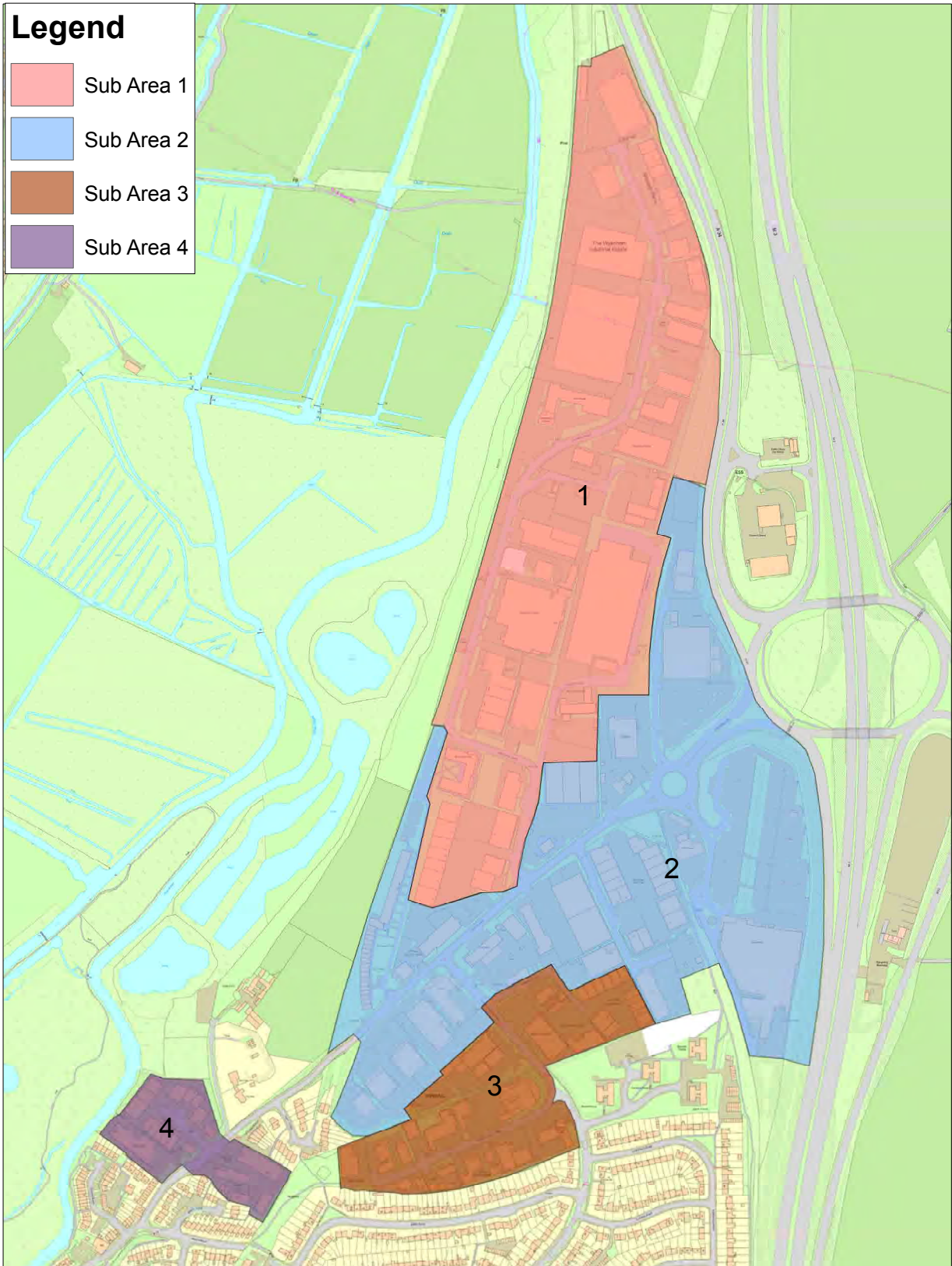
- i. In sub area 1, which is the core employment area in Winnall focussed on Moorside Road, there is a presumption in favour of the retention of existing B use class employment uses and the creation of additional B2 (General industry) and B8 floorspace (Storage and distribution) to ensure this area continues as a centre for more traditional employment opportunities;
- ii. In sub area 2, along Easton Lane, there is a presumption in favour of the retention of existing B uses classes and the creation of additional B2 and B8 floorspace to ensure that this area continues as a centre for more traditional employment opportunities. Where feasible all new development including change of use will be required to:
 - provide tangible improvements to the public realm;
 - provide an attractive, active frontage which addresses the street and avoids bland rear / side elevations onto Easton Lane; and

- provide a Travel Plan that demonstrates sustainable active travel that meets the requirement of the development for staff and commercial users to meet the requirements of the proposed development.

- iii. in sub area 3, the council will retain existing employment uses and encourage the sub-division and development of units to create provision for start-up businesses and small to medium enterprises (SMEs), Uses within Class E (g) (ii) (research and development of production or processes) and E (g) (iii) (any industrial process which can be carried out in any residential area without detriment to the amenity of the area);
- iv. in sub area 4 applications for uses outside of B2 and B8 uses will be considered against the requirements of Policy E6 (retention of employment land and premises), in the context of adjoining land uses.

Where feasible and appropriate all proposals should seek to maximise opportunities to:

- v. Create or improve pedestrian/ cycle links with the surrounding area to enable safe access to adjacent residential areas and demonstrate how this will be linked together as part of the consented National Significant Infrastructure improvements to Junction 9 of the M3 motorway and any associated Park & Ride facility; and
- vi. Create or improve recreation and greenspace opportunities in the area, including the provision of community and green infrastructure.



N
 Scale: 1:2,000
 Paper Size: A3

W6 Winnall

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MIXED USE ALLOCATIONS: CENTRAL WINCHESTER REGENERATION

Area:

Winchester Town

Name of Site:

Central Winchester Regeneration

Location:

Located between the High Street and Friarsgate

Size:

4.52 hectares

SHELAA site Reference:

N/A

Allocated Use:

Mixed Use

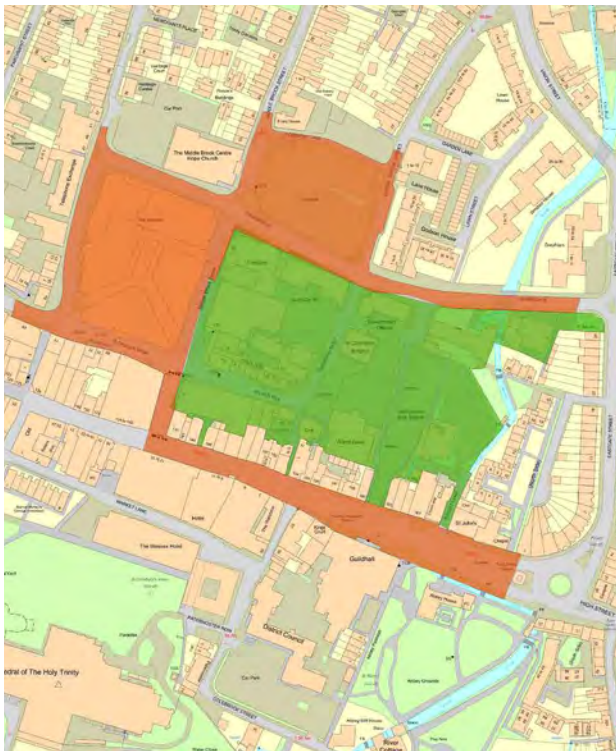
Indicative number of homes:

300 dwellings

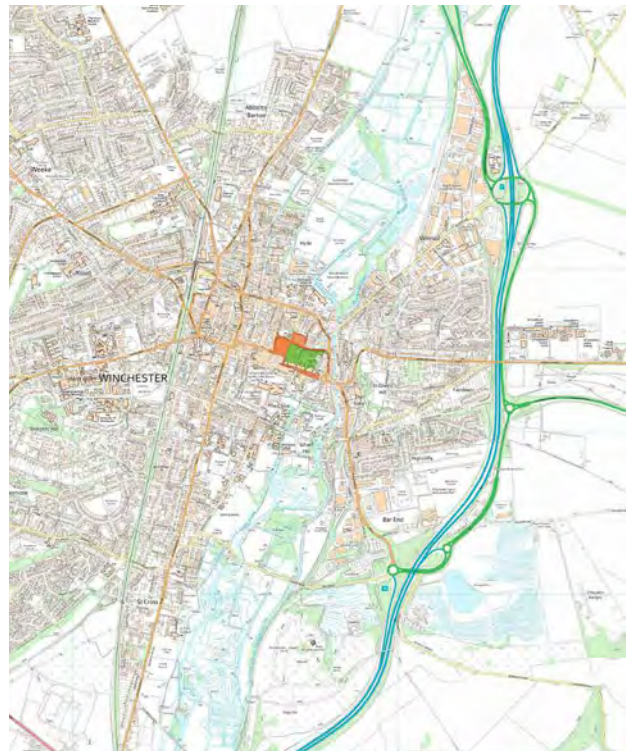
Existing use:

Bus station, derelict buildings

Site Plan



Wider context



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12.68

Supporting text:

Located on the eastern edge of the city centre, the Central Winchester Regeneration Area is an existing Local Plan allocation that has been carried forward and updated as necessary. The overall site area covers 4.5 hectares and would be capable of accommodating approximately 300

dwellings. The site is an important interface between the commercial uses and markets of the High Street, the civic buildings and spaces of the Broadway and Guildhall, and residential streets to the east and the north. The regeneration area includes the Broadway, bus station, health centre, Kings

Walk, Friarsgate retail area, The Brooks shopping centre, plus parking and delivery areas. There are also a number of vacant and under-used buildings. The whole area is located within the Walled City character area of the Winchester Conservation Area. There are no listed buildings within the regeneration area, however existing buildings of interest include the Antiques Market, now known as The Nutshell, and Woolstaplers' Hall. A number of watercourses run through the site and part of the area has the potential to flood.

12.69

The Central Winchester Regeneration is an existing and unique opportunity to bring positive changes to the city centre by delivering a dynamic mix of uses which will reinforce the cultural/heritage and high quality retail development to the heart of the city, alongside providing additional residential and other appropriate uses.

12.70

The site is located within the upper catchment of the River Itchen and feeds one of the River Itchen's tributaries known as Nuns Walk Stream. Development of the land therefore has the potential to impact upon the nationally protected site of the River Itchen SAC and other sites in the wider Solent area in terms of nutrients (phosphates and nitrates) in wastewater produced by new housing and other forms of overnight residential accommodation.

12.71

A Supplementary Planning Document has been prepared and adopted for the site that supports a fine grained and permeable design approach in order to promote the preservation and enhancement of Winchester's character and the protection and evolution of its heritage. Any subsequent planning applications for all or part of the site should have regard to the adopted Supplementary Planning Document, the following policy and other relevant policies in the Development Plan.

12.72

The development of this site needs to refer to the Winchester district Stage 2 Strategic Flood Risk Assessment. A site specific Flood Risk Assessment will demonstrate how the development will be safe for its lifetime. As part of the site is located within Flood zone 3, the access and egress arrangements to the site will need to be considered and should be addressed in consultation with the emergency planners. Due to flooding, development should be set back from the watercourse and no development should be within 8m of the watercourse. Compensatory storage may be required. As part of the design process, opportunities should be explored to de-culvert the watercourse which could assist with BNG.

12.73

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list. Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion.

Policy overleaf

MIXED USE ALLOCATIONS: CENTRAL WINCHESTER REGENERATION

Policy W7

Central Winchester Regeneration

Development proposals for a comprehensive mixed-use development within the area known as the Central Winchester Regeneration (Silver Hill) as shown on the Policies Map, will be granted planning permission provided that detailed proposals accord with the Development Plan and accord with the following:

- i. Any application for development has regard to the Supplementary Planning Document that has been agreed by the local planning authority;
- ii. The proposals relate to the whole of the allocated site or if less, do not in any way prejudice the implementation of the masterplan for the whole of the site;
- iii. The proposals provide an appropriate mix of uses that reinforce and complement the town centre, including retail, residential, leisure, and other town centre uses;
- iv. The proposals include a high standard of architectural design and uses quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and public realm;
- v. The proposals respect the historic context, and make a positive contribution towards protecting and enhancing the character and appearance of Winchester Conservation Area and the significance of its heritage assets and important historic views, especially those from St Giles Hill;
- vi. The proposals provide opportunities that enhance the public realm putting people and places at the forefront of its design;
- vii. The proposals improve facilities for those walking, cycling and wheeling, in line with the LCWIP and Winchester Movement Strategy;
- viii. The proposals only permit car parking for car clubs/ delivery spaces given its town centre location;
- ix. The proposals provide a high quality multi functional green and blue infrastructure and linked open spaces;
- x. The proposals make the provision for buses and coaches;
- xi. The proposals improve conditions in the Broadway, and where possible remove traffic from the site (except for servicing);
- xii. The proposals include an archaeological assessment to define the extent and significance of any archaeological remains and reflect these in the proposals, as appropriate;

Policy W7

Central Winchester Regeneration - continued

POLICY

- xiii. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible;
- xiv. The layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes;
- xv. The proposals considers and addresses the need for education provision (Primary and Secondary) to meet the needs of the development;
- xvi. A Strategic Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe for its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development. Where possible, reduce the overall flood risk by ensuring that any new development avoids Flood Zone 3;
- xvii. Given that part of the site is located within a Flood zone 3, it will need to be demonstrated through the design process that safe access and egress arrangements can be provided, taking into account the extent of flood risk area;
- xviii. Due to flooding, development should be set back from the watercourse and no development should be within 8m of the watercourse. Compensatory storage may be required; and
- xix. As part of the design process, opportunities should be explored to de-culvert the watercourse which could assist with BNG.

NEW SITE

Policy
W7

MIXED USE ALLOCATIONS: STATION APPROACH REGENERATION AREA

Area:

Winchester Town

Name of Site:

Station Approach Regeneration Area

Location:

Andover Road/Worthy Lane/railway station

Size:

7.19 hectares

SHELAA site Reference:

N/A

Allocated Use:

Mixed Use

Indicative number of homes:

250 dwellings

Existing use:

Mixture of uses including railway car park, public car park and buildings.

Site Plan**Wider context**

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12.74**Supporting text:**

The Station Approach Regeneration Area includes the area around the main entrance to Winchester Station, the Carfax site, the Cattlemarket car park, vacant/under-used sites and properties all which do not provide a vibrant entrance into a historic city centre.

12.75

The site is defined in a broad way, to enable a comprehensive approach to be taken regarding the future development of the land, which will be subject to a master planning process. This does not mean therefore that all of the site included in the plan is proposed or suitable for built development.

12.76

Therefore, there is an opportunity to improve a sense of arrival on this key transport node, with improved pedestrian and cycle links and routes and signage into the town centre. The opportunity should be taken to ensure that a properly integrated circulation/access scheme is developed for the required pedestrian, vehicular and public realm improvements around the Station forecourt and the main junction at the bottom of hill.

There is evidence that this part of Winchester lies within an area of significant archaeological potential and proposals will need to respond to this constraint and provide for mitigation. Proposals will therefore need to reflect and be sympathetic to the heritage assets in the vicinity.

12.77

In developing proposals for this area, consideration should be given to the retention of the former Registry Office building. Whilst, this is not an absolute policy requirement as a more appropriate architectural statement could be provided by the way of a new building, it will be necessary for proposals to demonstrate delivery of a high quality scheme, along with an improved circulation area and public realm in front of the Station and for pedestrians and cyclists wishing to access the city centre.

12.78

The site excludes, but will need to take into consideration and have special regard to the setting of the Hampshire Archives and Local Studies Offices and its garden, which have been included on the List of Buildings of Special Architectural or Historic Interest at grade II.

12.79

The Cattlemarket is an under-used site which makes no positive contribution towards the townscape quality of the area. Important views of the Cathedral can be glimpsed from the northern part of the site adjoining the Andover Road. The site is well located to public transport routes, and within walking and cycling distance of the town centre. It is recognised that the parking provision in this location is attractive to some long stay users, who might otherwise travel into one of the more central car parks which are primarily aimed at shoppers and visitors. However, the proposed Park & Ride facility at the SJM Barracks Policy W2 will be able to meet the need and demand for car parking in the north of city.

12.80

Whilst most of this area falls outside the designated conservation area, small parts lie within it and abuts the boundary of the Conservation Area. There is evidence that this part of Winchester lies within an area of significant archaeological potential and proposals will need to respond to this constraint and provide for mitigation. Proposals will therefore need to reflect and be sympathetic to the heritage assets in the vicinity.

12.81

The site is located within the upper catchment of the River Itchen and feeds one of the River Itchen's tributaries known as Nuns Walk Stream. Development of the land therefore has the potential to impact upon the nationally protected site of the River Itchen SAC and other sites in the wider Solent area in terms of nutrients (phosphates and nitrates) in wastewater produced by new housing and other forms of overnight residential accommodation.

**Supporting text and policy
continued overleaf**

12.74

12.81

MIXED USE ALLOCATIONS: STATION APPROACH REGENERATION AREA

12.82

Master planning

The site is currently in multiple land ownerships and the city council is working in partnership with a number of key landowners across the whole of the site in order to understand how this area could be comprehensively redeveloped in order to maximise the benefits for the City as a whole.

12.83

While the entire area should be planned for redevelopment, multiple land ownership and differing programmes and priorities make it likely that development will occur in stages over the plan period. In order to ensure that no individual stage prejudices further phases of redevelopment of the site in terms of good quality place-making, it will be important that a masterplan is prepared in conjunction with landowners, a range of stakeholders and the interested parties. The masterplan will be agreed by the city council.

12.84

The context and the character of the site means that the master planning process needs to assess the heritage significance of the site and that work should be used to inform the development of the masterplan.

12.85

In this highly sustainable location, where there is good access to public transport, cycling and walking for most daily trips, there is the opportunity as part of the masterplanning of the site to reduce the reliance on the private car and support healthier lifestyles.

12.86

The master planning process will need to address issues of access, car parking, level changes, views and key design principles as part of a comprehensive coordinated redevelopment of the site. This work will need to take into account local constraints, public realm, understand and respond positively to local character and address the complex relationships between the many elements that make up the built environment in this locality.

12.87

The site is located on a principal aquifer which will need to be considered and be taken into account as part of masterplanning process. Due to the past activities on the site, any contamination issues will also need to be considered as part of the masterplanning process. Southern Water's infrastructure also crosses the site and needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

12.88

To successfully integrate new development into the environment it is necessary to follow a sound design process (Policy D1) in order to have a full understanding of its local context, therefore proposals will be required to undertake detailed analysis of the regeneration area in terms of traffic activities and land use, built form, skylines and views, landscape and visual relationship with the locality and wider setting.

12.89

A key requirement for this area is to repair and enhance the urban fabric of this part of the town by the delivery of high quality development which creates its own sense of place whilst responding positively to the sites immediate and wider setting. Schemes should be compatible with the scale and character of the local environment in order to enhance the overall quality of the built environment, the attractiveness of the area for investment, economic regeneration and to reinforce civic pride and sense of place for the overall benefit of commercial interests and residents.

12.90

As part of the regeneration of the area the council has developed a number of strategic aspirations that need to be tested and developed as part of the master planning process:

- Ensure the area around the Station enhances the economic vitality of the city, offering improved employment opportunities;
- Create a high quality and welcoming arrival point that improves wayfinding and legibility so that pedestrians and cyclists can navigate their way to the city centre and other key destinations in a safe and accessible manner;
- Create an area that serves a variety of people and builds on and adds to the existing commercial and cultural life in the city;
- Improve the aesthetic and environmental impact of the area, including the retention of important trees and explores the opportunities for new planting;
- Ensure that proposals conserve, and where possible enhance the historic context, in particular the Winchester City Conservation Area;

- Investigate and record archaeological remains in the area, with provision for the public dissemination of the results of the investigation within a reasonable timeframe;
- Safeguard and enhance strategically important views such as the view of Winchester Cathedral and the character of the area; and
- Repair the urban fabric and create a cohesive high quality townscape, and high quality public spaces and improvements to the public realm.

Potential uses that will be explored and tested through the master planning process include:

- High quality flexible offices, and other employment generating uses
- Public car parking
- Open spaces and improvements to the public realm
- Leisure/culture/community
- Hotel
- Small-scale retail
- Residential, including exploring the potential to provide accommodation aimed at meeting the needs of older persons
- Student housing on suitable parts of the sites

12.91

It is likely that housing will be one of the predominant uses of the area, so the capacity of the area is estimated at about 250 dwellings, which could include specialist forms of housing such as housing for the elderly or student accommodation.

Supporting text and policy continued overleaf

12.82

12.91

MIXED USE ALLOCATIONS: STATION APPROACH REGENERATION AREA

12.92

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list.

Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion.

Policy W8

Station Approach Regeneration Area

Development proposals within the Station Approach Regeneration Area as shown on the Policies Map, will be granted planning permission for a mixed use development provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

- i. Any application for development is preceded by, and is consistent with, a site wide masterplan for the whole site which has involved and engaged with landowners, stakeholders and interested parties before it is agreed by the local planning authority;
- ii. The proposals relate to the whole of the allocated development or if less does not in any way prejudice the implementation of the masterplan of the whole site;
- iii. The proposals take a contextual approach which respects the characteristics of Winchester Town, and relate positively to the conservation area and other designated and non-designated heritage assets and their settings;
- iv. The proposals makes a positive contribution towards improving the area as a key entrance to the town centre, enhancing the public realm, enabling people to walk and cycle for most everyday trips and improving those links to the railway station, the surrounding area and other key destinations;
- v. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;
- vi. The proposals assess the impact of buildings heights on views and adjoining areas unless a taller building can be justified in townscape terms. Taller buildings are unlikely to be acceptable in close proximity to nearby residential properties;

Policy W8

Station Approach Regeneration Area - continued

- vii. The proposals retain views of the treed skyline and other key historic features such as Winchester Cathedral and assess the impact of buildings over 3 storeys on views and adjoining areas and do not exceed 4-5 storeys in height, unless a taller building can be justified in townscape terms. Taller buildings are unlikely to be acceptable in close proximity to nearby residential properties;
- viii. The proposals retain existing trees where they can make a positive contribution towards enhancing local distinctiveness, and prepare a landscape framework alongside the master planning process to establish opportunities for new planting;
- ix. The proposals provide active street frontages to enhance the pedestrian environment, and promote the vitality and viability of the local centre along Andover Road;
- x. The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development;
- xi. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible; and
- xii. The layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.

POLICY

CARRIED FORWARD SITE

12.92

Policy
W8

MIXED USE ALLOCATIONS: BAR END DEPOT

Area:

Winchester Town

Name of Site:

Bar End depot

Location:

Bar End Road

Size:

1.15 hectares

SHELAA site Reference:

N/A

Allocated Use:

Mixed Use

Indicative number of homes:

30 dwellings

Existing use:

Commercial / industrial / employment.

Site Plan



Wider context



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12.93

Supporting text:

The site at the Bar End depot consists of area of land which is 1.15 hectares. The site is located on one of the key radial routes/ gateways into and out of Winchester Town. There is an existing access to the site located off Bar End Road. The site

is adjacent to the Winchester Sport and Leisure Park and residential properties located on Milland Road. The site is within walking distance to Winchester Town centre.

12.94

The site is currently occupied by a two storey commercial offices, a range of storage buildings, an external compound and a derelict fuel storage facility. Given that the site is located on one of the key radial routes/gateways to Winchester Town and is in need of improvement and regeneration the area has been identified in the Local Plan as an 'Area of Opportunity'.

12.95

There has already been extensive previous engagement to develop a design framework for Bar End which dates back to 2015 which led to a Community Plan and adoption of the Bar End Framework (approved by Cabinet 6th June 2018). The Bar End Framework covers a much larger area than Policy W8. As part of this Framework (which also includes the Winchester Sport and Leisure Park), a shared vision for the site was developed which allows for the provision of:

- An area for sport and recreation, leisure, well-being and enjoyment;
- High quality, highly valued and accessible facility for the community; and
- Complementary uses and facilities such as hydrotherapy, treatment, and recovery alongside recreational, sporting and competitive activities

12.89

There is also scope for housing development on the site which has been estimated at about 30 dwellings.

12.96

The details of the access arrangements will need to be developed and tested at the planning application stage as the existing junction on Bar End Road, which serves the Winchester Sports and Leisure Park, has limited highway capacity to accommodate additional traffic flows. As this is the case any new development should comprise of a low traffic generating uses, with limited car parking on the site. The site is within walking distance to the Barfield Park & Ride facility.

12.97

As the site is located on a principal aquifer, any proposed development will need to avoid any contamination to this aquifer. Given the site's former use, a contaminated land assessment will need to be undertaken. Depending on the outcome of this assessment any redevelopment of the site will need to include the appropriate remedial measures.

12.98

It will need to be demonstrated through the design process how the needs of pedestrians and cyclists, including safe and attractive routes to, from and within the site have been addressed including connections to Public Rights of Way network and to the nearest public transport stop in accordance with Policy T4.

12.99

The proposals will need to include landscaping to create a buffer along the northern edge of the site in order to protect the residential amenity of the existing properties that are located on Milland Road.

**Supporting text and policy
continued overleaf**

MIXED USE ALLOCATIONS: BAR END DEPOT

12.100

As there are limited opportunities in this area for the existing residents to access shops for their daily needs, if it can be demonstrated through the design process that this fits with other requirements for the redevelopment of the land, the proposals should include the provision of a local convenience store.

12.101

This allocation falls within an area which is served by one or more GP practices. The NHS Integrated Care Board has advised that the relevant practices are working from surgeries which fall below relevant NHS space standards for the number of people on the current practice patient list. Further details are set out in the Council's Infrastructure Delivery Plan. Developers are encouraged to contact the ICB at an early stage to understand what the current position is, and any requests for support from the ICB to fund expansion.

Policy W9**Bar End Depot**

Land at Bar End depot, as shown on the Policies Map, is allocated for a mixed use development including 30 residential dwellings, specialised facilities which include an element of care and residential development and a local convenience store. Planning permission will be granted provided that details accord with the Development Plan and meet the following specific requirements:

Nature of development

- i. A masterplan, which has involved and engaged with landowners, stakeholders and interested parties establishing principles for the disposition of uses across this key gateway site into Winchester Town, open space, access and junction arrangements should be submitted for approval by the local planning authority. Any applications for all or part of the site should demonstrate how the proposal will accord with these principles and achieve the form of development intended by this allocation as a whole;
- ii. It can be demonstrated through the design process that the uses are of an appropriate scale and massing and there is a graduation in the height of the development away from the northern boundary in order ensure that there is no harmful impacts on the amenities of occupiers or properties that are located on Milland Road;
- iii. The proposals take advantage of and improves linkages to the Winchester Sport and Leisure Park;

- iv. It can be demonstrated that the proposals provide an appropriate separation distance with the existing residential properties;
- v. The proposals should include a local convenience store if it can be demonstrated through the design process that this fits with other requirements;

Access

- vi. The proposed uses are low traffic generation and there is limited on site car parking provision;
- vii. The proposals provide a safe vehicle, pedestrian and cycle access in accordance with Policy T3;

Environmental

- viii. There is a contaminated land assessment and the appropriate remedial measures are put in place;
- ix. As the site is located on a principal aquifer, any proposed development will need to avoid any contamination to this aquifer;
- x. The proposals will need to include landscaping to create a buffer along the northern edge of the site in order to protect the residential amenity of the existing properties that are located on Milland Road; and

Other Infrastructure

- xi. The proposals contribute to infrastructure needed to make the development acceptable in planning terms.

POLICY

NEW SITE

12.100
-
21.101Policy
W9

LEARNING AND NON-RESIDENTIAL INSTITUTIONS ALLOCATIONS: FORMER RIVER PARK LEISURE CENTRE SITE

Area:

Winchester Town

Name of Site:

Former River Park Leisure Centre site

Location:

Gordon Road, Winchester

Size:

1.023 hectares

SHELAA site Reference:

WIN23

Allocated Use:

Learning and non-residential institutions
(Use class F.1 and E (d))

Indicative number of homes:

0

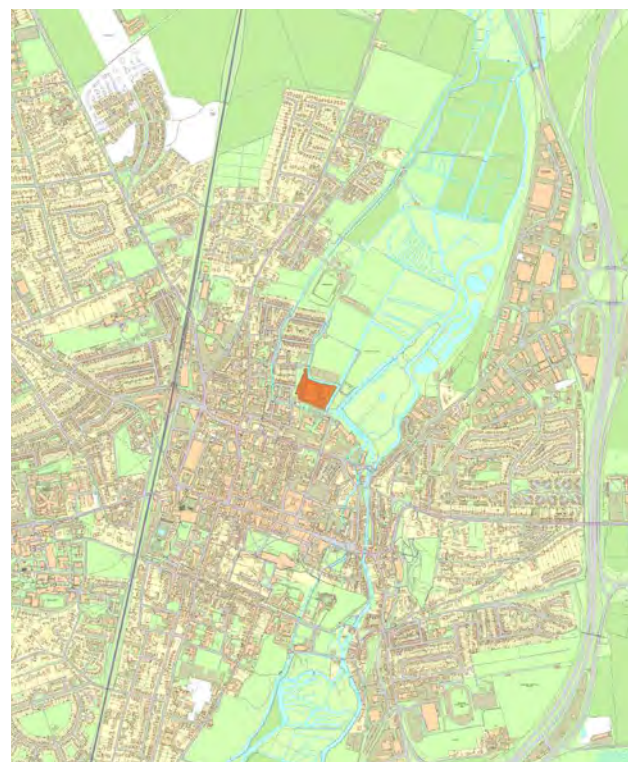
Existing use:

Former leisure centre building, skate park and indoor bowling facility.

Site Plan



Wider context



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12.102

Supporting text:

The site is located within River Park Recreation Ground. The majority of the site is occupied by the former River Park Leisure centre complex which was decommissioned

upon the opening of the new Winchester Sport and Leisure Park in 2021. It also includes the popular and well used outdoor skate park and the indoor bowling facility.

12.103

The site is defined in a broad way, to enable a comprehensive approach to be taken regarding the future development of the land, which will be subject to a master planning process. This does not mean therefore that all of the site included in the plan is proposed or suitable for built development.

12.104

The site is adjacent to the South Downs National Park (SDNP). There are views into, and out of the site, to the Park and views of Winchester Cathedral which will be key matters to consider when bringing forward any plans for the redevelopment of the site. The site is currently located outside of the settlement boundary. This site has also been identified in the Local Plan as an 'Area of Opportunity' outlined in the topic of 'High Quality, Well Designed Places and Living Well.

12.105

The skate park abuts the River Itchen and there is a small tributary of the river that runs along one boundary of the existing Leisure centre complex. Due to the proximity of the site to the River Itchen, it is located within a flood risk area and the groundwater levels are less than a metre below the surface which are important considerations that would need to be taken into account as part of the redevelopment of the site.

12.106

Hyde Abbey Gardens which includes the remains of Hyde Abbey, a Benedictine monastery, extends into the car park and grounds of the adjacent former Leisure centre complex. Hyde Gateway, which is located opposite St Bartholomew's Church in King Alfred's Place, and the Bridge is a Scheduled Monument, and Listed Building. The Bridge is also a Listed Building and a Scheduled Monument. These are the only substantial remains that exist. As the western boundary of the site is also located adjacent to the Winchester Conservation Area boundary, any development will need to take this into consideration as part of the design process. As the western boundary of the site is also located adjacent to the Winchester Conservation Area boundary, any development will need to take this into consideration Abbey remains above and below ground, both scheduled and unscheduled but potentially of national importance, and impacts on their significance as part of the design process.

12.107**Master planning of the site**

Given the prominent and unique location of the site, any redevelopment proposals would need to be preceded by a masterplan that is prepared in consultation with key stakeholders and interested parties and is agreed by the city council.

Supporting text continued overleaf

12.102

-

12.107

LEARNING AND NON-RESIDENTIAL INSTITUTIONS ALLOCATIONS: FORMER RIVER PARK LEISURE CENTRE SITE

12.108

There is an opportunity as part of the redevelopment of this site to enhance the city's cultural offer in an area of considerable historic importance. The opportunity needs to be explored through the master planning process to use public realm and the design and layout of the buildings to connect, through learning and development, the site with the Primary School which is adjacent to the site, the outdoor skate park, the indoor bowling facility and links to the nearby educational institutions.

12.109

The appearance of the buildings and use of materials, the overall scale, mass, height of the development including its roof, impact on view corridors and the design of the lighting will also require careful consideration in order to successfully create an high quality development which creates sense of place and forms a fitting gateway to the city centre that compliments the wider rural setting of the site, South Downs National Park (SDNP) and so reflects local distinctiveness. Any development also needs to protect, support and enhance the protected green space to the north and east of the site.

12.110

Whilst careful consideration would need to be taken regarding the setting and the impact of the proposed building and lighting on the SDNP, Winchester Cathedral, the adjacent conservation area and the nearby residential properties, the master planning process should explore the potential uses and activities that could take place on the upper storey of the building. Given the unique position of the site, the use of the upper storey of the building could be used to capitalise and provide unique viewpoints of the city centre and the surrounding countryside.

12.111

The outdoor skate park which is adjacent to the site will continue to be managed and maintained by the council and will be safeguarded as a key local recreational facility. Whilst the skate park should be retained on the site, opportunities could be explored through the master planning process as to how this existing facility could be potentially enhanced and/or improved.

12.112

The development of this site needs to refer to the Winchester District Stage 2 Strategic Flood Risk Assessment. A site specific Flood Risk Assessment will demonstrate how the development will be safe for its lifetime. Access and egress will need to be considered and should be addressed in consultation with the emergency planners.

12.113

As the site is located on a principal aquifer, any proposed development will need to avoid any contamination to this aquifer. Due to the close proximity to Winnall Moors nature reserve and River Itchen SSSI and SAC, any development will require an assessment and will need to be carefully designed to avoid impacts from poor quality surface water run-off by the incorporation of naturalised SuDS features, multifunctional green space that is designed and managed with biodiversity benefits. The site has been identified in Policy W10 as being suitable for a range of uses that are compatible with the flood risk, the nearby Winnall Nature Reserve and the River Park Recreation Ground.

12.114

Car parking will be retained on the northern part of the site in order to support the uses and sporting activities on the River Park Recreational Ground.

12.115

In order to make the best use of this empty building, subject to obtaining the necessary planning approvals, 'meanwhile' uses, which involve the temporary use of either the whole or part of the existing building will be supported. Any meanwhile uses need to be compatible with the site's location in the countryside, they must indicate how long the use will occupy the building and any proposals will need to comply with other aspects of the Local Plan. Any meanwhile uses that involve external works will need to be carefully assessed.

Policy overleaf

LEARNING AND NON-RESIDENTIAL INSTITUTIONS ALLOCATIONS: FORMER RIVER PARK LEISURE CENTRE SITE

Policy W10

Former River Park Leisure Centre site

Development proposals for the former River Park Leisure centre site as shown on the Policies Map, will be granted planning permission for development of F1 uses (Learning and non-residential institutions – Any use not including residential use - a) for the provision of education b) for the display of artwork (not for sale or hire), c) as a museum, d) as a public library or public reading room e) as a public hall or exhibition hall f) for, or in connection with, public worship or religious instruction, g) as a law court), Class E (d) indoor sport and recreation), provided that detailed proposals accord with the Development Plan and demonstrates how proposals will accord with the following:

- i. Any application for development is preceded by, and is consistent with, a site wide masterplan for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the council;
- ii. The proposals relate to the whole of the allocated development or if less does not in any way prejudice the implementation of master planning of the whole site;
- iii. How the site might be capable of accommodating a compatible/ flexible range of uses on different floors;
- iv. The proposals for the design must ensure strong connectivity with the surrounding landscape and townscape - visually, physically and ecologically; and are informed by and are sensitive to the heritage significance of the site, including the Abbey remains;
- v. A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe for its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development;
- vi. The proposals will need to include mitigation measures that avoid surface water run-off to the Winnall Moors nature reserve and River Itchen SSSI and SAC through the incorporation of naturalised SuDS features, multifunctional green space that is designed and managed with biodiversity benefits;

Policy W10

Former River Park Leisure Centre site

- vii. The proposals must have particular regard to the relationship with the South Downs National Park, the Winchester Conservation Area, the River Itchen and views from and to Winchester Cathedral in terms of the height, view corridors and the appearance of the building, design of the roof (including materials and detailing), lighting and any use and activity on the upper floor of the building, while ensuring that the building's massing responds positively to the Winchester Conservation Area;
- viii. The proposals need to create activity on the ground floor that take full advantage of the riverside setting in a way that creates a visually interesting design that complements the setting of the river;
- ix. The proposals are designed to complement and enhance the appearance of the River Park Recreation Ground and provides a suitable and attractive gateway into the City;
- x. The proposals are designed to be permeable, that includes publicly accessible performance/events space that benefits the City; and
- xi. The layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.

LEARNING AND NON-RESIDENTIAL INSTITUTIONS ALLOCATIONS: UNIVERSITY OF WINCHESTER / ROYAL HAMPSHIRE COUNTY HOSPITAL

Area:

Winchester Town

Name of Site:

University of Winchester / Royal Hampshire County Hospital

Location:

Romsey Road, Winchester

Size:

17 hectares

SHELAA site Reference:

WIN16

Allocated Use:

Academic uses, medical, student accommodation, housing

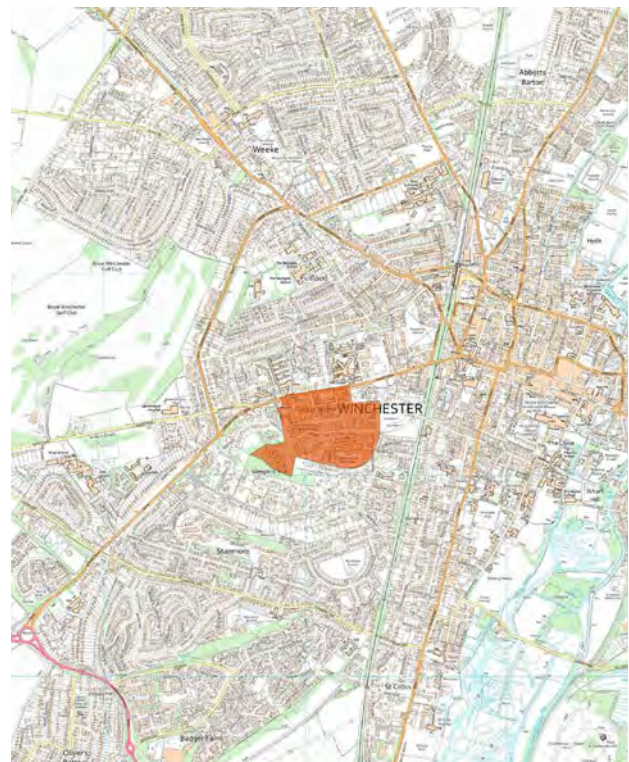
Existing use:

University, hospital, undeveloped land

Site Plan



Wider context



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12.116

Supporting text:

This policy covers land currently occupied by the University of Winchester and the Royal Hampshire County Hospital. The University is developing plans to

consolidate and improve, including additional academic buildings and student accommodation.

12.117

The city council supports a thriving University and Policy W11 provides for the redevelopment, consolidation and expansion of the University. It is important that development includes appropriate student accommodation so as not to increase pressure on the housing stock in the area, particularly on affordable housing and the creation of houses in multiple occupancy (see Policies H9 and H10).

12.118

Similarly, the city council supports the retention and improvement of the services provided at the Hospital and would not want to see these reduced or relocated. If, however, decisions are made by the health authorities which result in land becoming available for other uses, Policy W11 provides for its development for health-related uses, student accommodation, older persons' housing or general housing.

12.119

It is not possible at this stage to specify the detail of any changes or the precise capacity of the sites for student or other housing development. Policy W11 sets the overall framework for future development.

12.120

The area that is subject to Policy W11 is elevated land and has a number of constraints, particularly the presence of the Winchester conservation area in the western part of the area, the listed main Hospital block and some individual or group tree preservation orders, mainly on the southern edge. The site is sensitive due to its location on a principal aquifer and parts may have contamination issues associated with previous activities. Given these factors, a masterplan should be prepared for the area in consultation with key stakeholders and interested parties and agreed by the city council. Ideally this should cover the whole allocated area, but there could be separate masterplans for the University and Hospital areas.

12.121

The masterplan(s) need to ensure that they are complementary and should identify the key constraints and opportunities within the area, including how features such as historic buildings, important trees and open spaces, and the conservation area will be protected and how they address any steep gradients on the site in terms of accessibility for all people. Access to the area is from a number of points currently, and it is likely that these will be retained, with improvements where necessary.

Policy overleaf

LEARNING AND NON-RESIDENTIAL INSTITUTIONS ALLOCATIONS: UNIVERSITY OF WINCHESTER / ROYAL HAMPSHIRE COUNTY HOSPITAL

Policy W11

University of Winchester / Royal Hampshire County Hospital

The planning authority will permit the development and redevelopment of land within and adjoining the University of Winchester and Royal Hampshire County Hospital, as shown on the Policies Map, for development to consolidate, expand and improve academic provision, health care, student housing and residential development. 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. A masterplan establishing a development strategy for the provision of improved health, education, student housing and residential development within the area (or individual component areas), principles for the disposition of development, retained buildings, trees and open space, access and junction arrangements should be developed and approved by the Local Planning Authority. Any applications for all or part of the site should demonstrate how the proposal will accord with these principles and achieve the form of development intended by this allocation as a whole;
- ii. Priority should be given to retaining and improving academic and health provision, and providing student housing. Subject to these being adequately catered for, residential development or other appropriate uses will be permitted on suitable surplus land or buildings;

- iii. As a brownfield site, there is no restriction on the phasing of development;

Access

- iv. Use existing access points and make improvements to these as necessary, particularly to improve cycle and pedestrian access. Vehicular access to development at the University campus will not be permitted from Milnthorpe Lane;

Environmental

- v. Important trees and wooded areas within the site, particularly to the south of the area;
- vi. Ensure that development is designed so as to protect important views into and out of the area, retain listed buildings and facilitate their future use in a manner that is sympathetic to their significance and conserve or enhance the character and appearance of the conservation area;

Other Infrastructure

- vii. The layout of development should ensure access to existing sewerage infrastructure for maintenance and upsizing purposes; and
- viii. Provide active travel infrastructure such as bicycle storage in line with LTP4 and other infrastructure needed to make the development acceptable in planning terms.