



# WINCHESTER PROPOSED SUBMISSION LOCAL PLAN (REGULATION 19) CONSULTATION (OCTOBER 2024)

## MANOR PARKS, WINCHESTER

### STATEMENT OF COMMON GROUND

Between

**Bloor Homes &  
Stagecoach (South) Ltd.**

Project No 23-413-10

Revision No Choose an  
item.03

Issue date 11/10/24

# Control Sheet

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Prepared by	Signature	Date
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Reviewed by	Signature	Date
[Redacted]	[Redacted]	11/10/2024

Approved for issue by	Signature	Date
[Redacted]	[Redacted]	11/10/2024

[Redacted]



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Appendix B - Primary Vehicular Access (Romsey Road)

# 1 INTRODUCTION

## 1.1 Background

- 1.1.1 This Statement of Common Ground ('the statement') has been prepared between *Bloor Homes Ltd* (and agents acting on their behalf; *Calibro Consultants Limited* and *Savills*) and *Stagecoach*, as the relevant local bus operator in the Plan area, hereafter referred to as "the parties".
- 1.1.2 The purpose of the statement is to set out the parties' support for the proposed allocation and future residential-led development of a site known as Manor Parks (formerly promoted as South Winchester Golf Club). In so doing, the statement is aimed at demonstrating those matters that are in agreement between the parties and establishes a commitment to on-going collaboration to further optimise the accessibility of the site by bus.
- 1.1.3 In particular, this Statement assists in demonstrating that the relevant planning policies have been prepared with the active involvement of transport operators so that strategies and investments for supporting sustainable transport and development patterns are aligned (NPPF, 10b).
- 1.1.4 This SoCG is produced without prejudice to any other matters of detail the parties may wish to address at a future examination or intervening consultation processes.

## 2 OPENING COMMENTS & BACKGROUND

### 2.1 Stagecoach UK Bus

- 2.1.1 Stagecoach Bus operates an extensive network of scheduled bus and coach services both within the Plan area and is the main public transport operator serving the Winchester region.
- 2.1.2 Stagecoach, as a major transport provider, recognises its important role in contributing key information and advice to the plan-making process, in line with the National Planning Policy Framework and is actively involved in supporting all stakeholders involved in the development process, from planning and site identification to construction and handover.
- 2.1.3 Their commitment to effective partnership is evidenced by their own guidance document entitled "*Bus Services & New Residential Developments: General Highways and Urban Design advice to applicants and Highways Authorities*", dated 2017.
- 2.1.4 In line with the requirements of paragraph 110(b) of the National Planning Policy Framework (NPPF), the company anticipates and would welcome an opportunity to actively work with Winchester District Council and Hampshire County Council – as the Planning and Highway Authorities, respectively - to support the former's Local Plan aspirations as they relate or rely upon unlocking opportunities to travel by bus.
- 2.1.5 Notwithstanding, the company plans to make representations in support of the production of the Local Plan Review and this Statement should be viewed as part of the commitment towards positive engagement.

### 2.2 Bloor Homes Limited

- 2.2.1 Bloor Homes is one of the leading privately owned housebuilders in the UK housebuilding sector. We are able to meet the increasing demands from a wide range of customers, including housing for both the affordable and open market sectors. In this way, Bloor Homes are well positioned to help the Council deliver their plan objectives regarding delivery of much needed sustainable homes for all demographics.

### 2.3 Partnership Approach

- 2.3.1 The parties have a long-standing history of working in partnership to deliver non-car transport solutions at new developments around the Country and this Statement provides a basic framework for collaboration as it relates to Land at Manor Parks, Winchester.
- 2.3.2 The existing relationship is therefore considered by both parties to be conducive to delivering mutually positive outcomes to enable further sustainable development in  
[REDACTED]  
[REDACTED]  
[REDACTED]

the area whilst supporting commercial operations of Stagecoach Bus and thereby maximising the long-term viability of bus services across the network.

- 2.3.3 Both parties agree to continue to work effectively and positively to identify an optimised bus strategy to service the opportunity at Manor Parks, Winchester, as part of a comprehensive and vision-led sustainable transport strategy.

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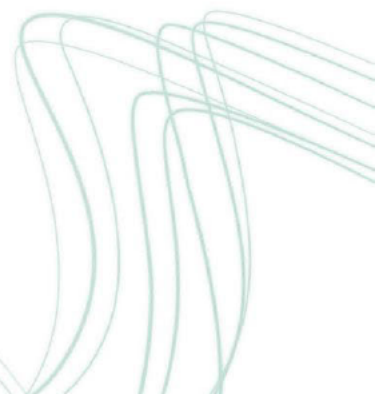


# 3 THE LOGICAL LOCATION FOR GROWTH

## 3.1 Locational Context

- 3.1.1 The parties are cognisant of the need under the National Planning Policy Framework (NPPF) to provide the right homes in the right locations which are or can be made sustainable. Notwithstanding, both parties agree that the legal obligation to achieve Net Zero at the national level creates an implicit requirement to prioritise those locations which can maximise the use of sustainable travel modes.
- 3.1.2 For both parties, this means prioritising those sites that are not reliant on retrofitting sustainability principles through costly investment in new infrastructure or services, given that the long-term sustainability of such investments can sometimes be questionable, but they can also negatively impact on the delivery of social/affordable housing and other social assets that are often funded by development.
- 3.1.3 Stagecoach (South) Ltd. supports the proposed allocation of Land at Manor Parks, Winchester as fundamentally the site is located on the fringe of the urban settlement with the highest frequency, most reliable and commercially viable public transport services in the district. Indeed, not only is it the best location but the alternatives out of Winchester are materially poorer and unsustainable. In this way, both parties agree with the baseline summaries in the Transport Assessment (August 2024). In terms of bus service frequency, it is noted that the combination of local and park and ride services the site provides an unparalleled opportunity to provide a combined frequency of circa 5 minutes in peak periods.
- 3.1.4 Beyond the benefits to the potential residents of the site, it is considered that the site also has the opportunity to provide connections to help restart a viable Oliver's Battery service although both parties agree this is not necessary to make the scheme acceptable in sustainability terms.
- 3.1.5 The parties therefore strongly agree that delivery of much needed new homes in this location is a logical way of meeting housing needs very close to established and successful day-to-day amenities. In so doing, delivery of housing at Manor Parks, Winchester is likely to make walking, cycling and public transport use greatly more relevant and attractive compared to other parts of the District.

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## 4 EXISTING BUS SERVICES

### 4.1 Existing Bus Services & Frequency

- 4.1.1 Stagecoach (South) Ltd. operates Services 5, 46, 66, and the Winchester P&R via the Pitt P&R stop. In combination with services 63 and N1 (operated by others), these services provide a combined frequency of 11 to 16 buses per peak hour (morning and evening peaks, respectively), equivalent to circa one every 5-minutes throughout the busiest times of the day.
- 4.1.2 These services are operated under commercial contract without public subsidy. They are thus commercially viable, and Stagecoach (South) Ltd. have no concern regarding their commercial viability in the long term.
- 4.1.3 The parties therefore agree there is no foreseeable risk to material changes in bus service provision at this location.



## 5 MASTERPLANNING OPPORTUNITIES

### 5.1 The Need for an Additional Park & Ride

5.1.1 Both parties agree with the Winchester Movement Strategy in that there is a need for additional park and ride capacity in the city. Whilst both parties accept there is a need for new capacity in the north of the city, actually there is a greater need to the south - with the Manor Parks site providing the opportunity for a park and ride site in the right location. Conversely, the South Winchester park and ride is in the wrong location as it forces buses to wait in the same queues as experienced by normal traffic. The park and ride site would therefore help deliver a removing away from private car travel, reducing citybound traffic in line with the WMS.

### 5.2 P&R Lite at Manor Parks

5.2.1 Given the above, both parties have worked collaboratively to design a circa 200 space Park and Ride facility – accessed from Badger Farm Road in combination with associated bus priority measures delivered at and around the existing Pitt Roundabout. In this way, it is envisaged that, through the use of Variable Message Signs (VMS), the existing Pitt P&R could accommodate trips travelling from the A3090-Romsey Road, whilst the proposed on-site P&R would accommodate trips from the A3090-Badger Farm Road. The identified strategy would comprise a P&R in a location that has been shown to elicit modal shift, as with the Pitt P&R – which in combination with the reallocation of existing road capacity – as advocated by the Winchester Movement Strategy – would act to improve access and journey time reliability of bus services travelling along both the A3090-Romsey Road and Badger Farm Road.

5.2.2 Such improvements would also benefit existing Park & Ride bus services operating from the South Winchester facility and in this way, the proposals would deliver disproportionality positive gains in the reliability of public transport services in the southern part of the City. The proposals therefore help to address a problem identified within the Winchester Movement Strategy.

5.2.3 Specifically, bus priority measures are envisaged to include the partial signalisation of the Pitt Roundabout and a new signalised junction that creates access into the site for buses and any traffic related to a potential new Park & Ride facility. For the avoidance of doubt, there would be no through-route for residents of the site.

5.2.4 The currently envisaged junction arrangements are shown in the below Figure and to a larger scale at [Appendix A](#).





## 6 SIGNATURE TO AGREEMENT

Signed on behalf of Bloor Homes Ltd

[Redacted signature]

[Redacted line]

Signed on behalf of Stagecoach (South) Ltd.

[Redacted signature]

[Redacted line]

Dated 11<sup>th</sup> October 2024

[Redacted text]



# APPENDICES



APPENDIX A

Potential P&R & Re-Allocation of Highway Capacity (Pitt Roundabout)







Parking Summary	
Cars	172
Disabled	10
EV Charging	20
<b>Total spaces</b>	<b>202</b>

- LEGEND**
- INDICATIVE RED LINE BOUNDARY
  - ZEBRA CROSSING
  - MACADAM FINISH FOOTWAY/CYCLEWAY
  - CARRIAGEWAY CONSTRUCTION
  - SUSPENDED DECKED FOOTPATH / CYCLEPATH
  - BUS LANE
  - HIGH QUALITY BUS SHELTER
  - INTERNAL PEDESTRIAN ROUTE
  - GRASS VERGE/LOW LEVEL LANDSCAPING
  - BROMPTON BIKES VENDING MACHINE: 16 UNIT CAPACITY
  - CELLWEB OR SIMILAR APPROVED SURFACE
  - TREES/PLANTING
  - ELECTRIC VEHICLE CHARGING BAY
  - SHELTERED CYCLE PARKING
  - TACTILE PAVING
  - RAIN GARDEN / SUDS BASIN
  - TRAFFIC SIGNAL LAYOUT SHOWN INDICATIVELY

- PARKING KEY**
- 10 PREMIUM 350KW ELECTRIC VEHICLE CHARGING BAYS  
4.9M X 6.2M
  - 10 STANDARD 22KW ELECTRIC VEHICLE CHARGING BAYS  
4.9M X 6.2M
  - 10 PRIORITY ACCESS DISABLED PARKING BAYS  
4.9M X 6.2M
- SCHEME SUBJECT TO DETAILED DESIGN

NO	DESCRIPTION	IF	SC	DATE
00	First Issue			20-09-24
REV:	DESCRIPTION:	BY:	CHK:	DATE:

**STATUS:**  
FOR PRE-APPLICATION ADVICE

**CLIENT:**  
BLOOR HOMES

**SITE:**  
MANOR PARKS, WINCHESTER

**TITLE:**  
BADGER FARM ROAD PARK AND RIDE LITE  
INDICATIVE CONCEPT



SCALE AT A3: 1:1,250	DATE: 20/09/2024	DRAWN: IF	CHECKED: SC
PROJECT NO: 23-413	DRAWING NO: 10-002	SHEET NO: 01	REVISION: 00

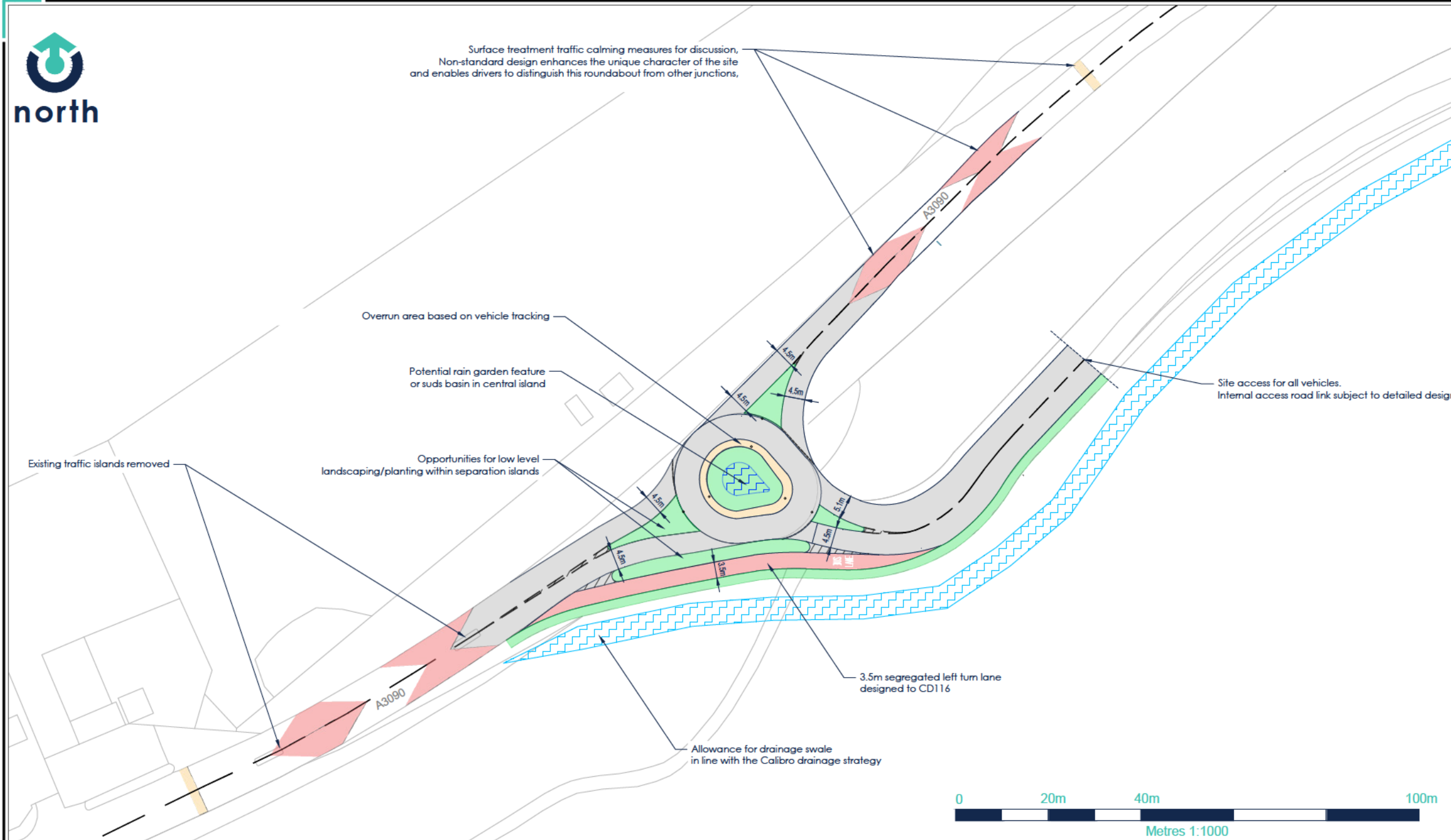
## APPENDIX B

### Primary Vehicular Access (Romsey Road)





Surface treatment traffic calming measures for discussion.  
Non-standard design enhances the unique character of the site  
and enables drivers to distinguish this roundabout from other junctions.



LEGEND

	BUS LANE
	GRASS VERGE/LOW LEVEL LANDSCAPING
	SWALE
	RAIN GARDEN / SUDS BASIN
	CARRIAGEWAY CONSTRUCTION

01	Added inset with vehicle tracking and updated title	IF	SC	11-06-24
00	First Issue	IF	SC	07-06-24
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:  
**FOR DISCUSSION**

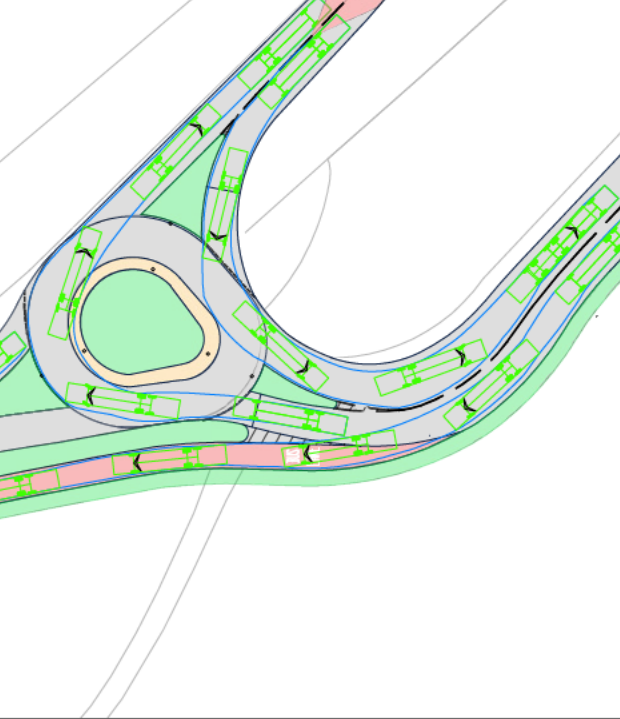
CLIENT:  
**BLOOR HOMES**

SITE:  
**MANOR PARKS, WINCHESTER**

TITLE:  
**JUNCTION 1  
SITE ACCESS / ROMSEY ROAD**

INSET A - VEHICLE TRACKING BASED ON 15m COACH

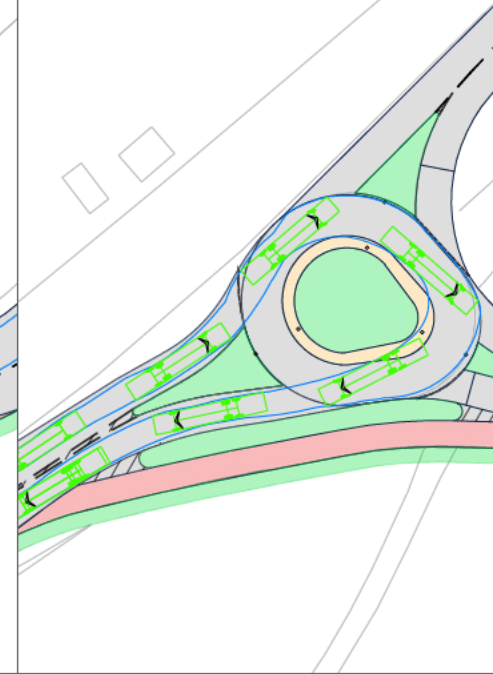
Plaxton Panther Bus	15,000mm
Overall Length	2,500mm
Overall Width	2,500mm
Overall Body Height	4,100mm
9m Body Ground Clearance	0,300mm
Track Width	2,000mm
Lock to lock time	0,200mm
Wall to wall Turning Radius	12,000mm



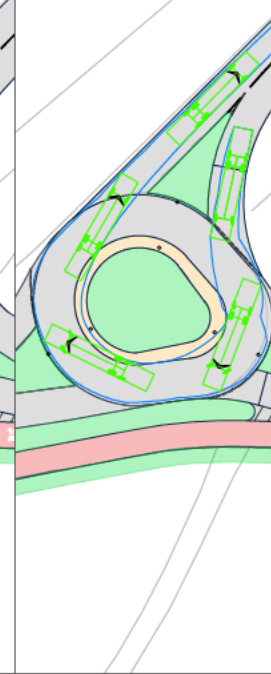
INSET B



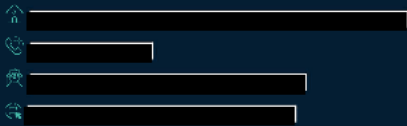
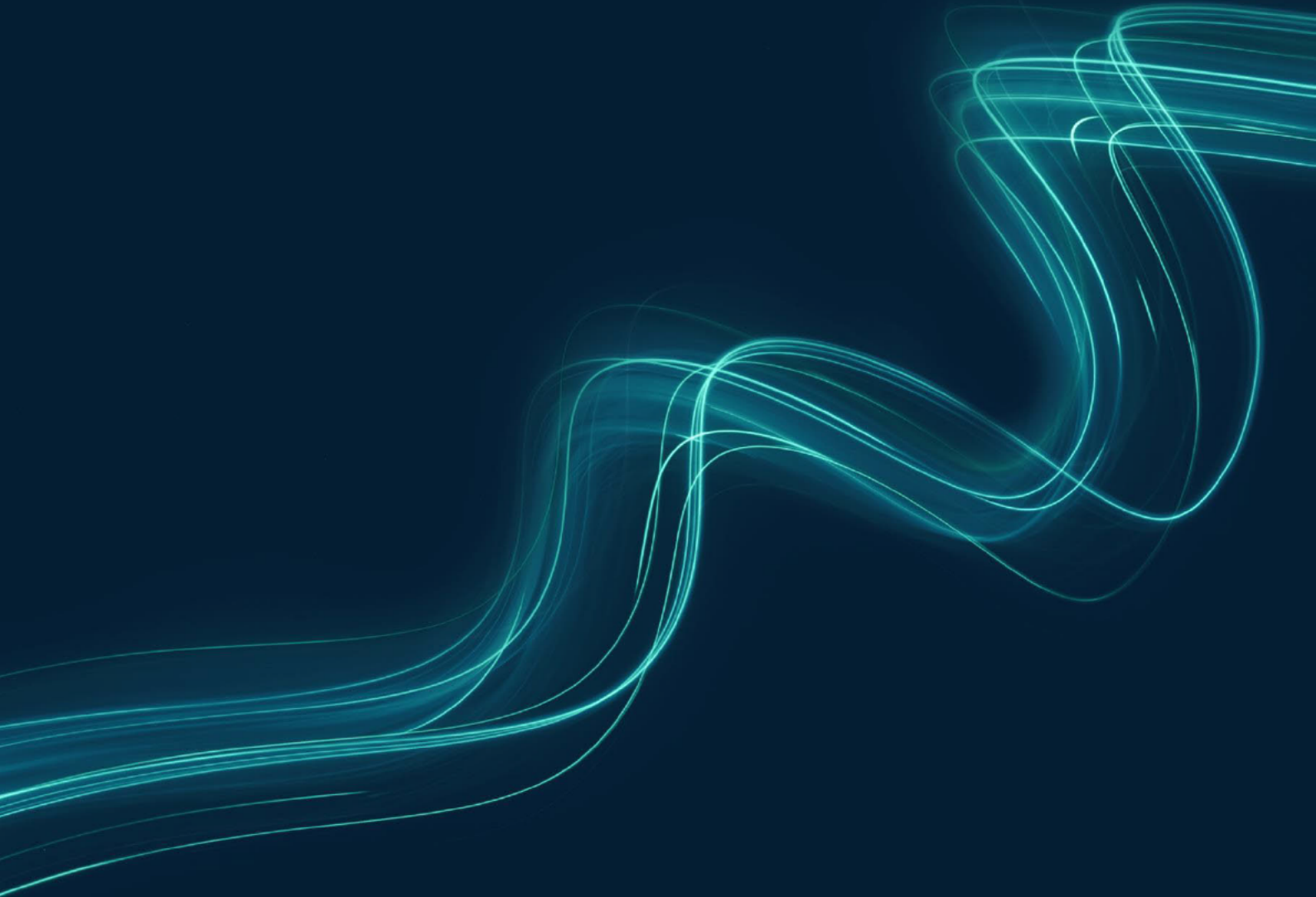
INSET C



INSET D



SCALE AT A3: 1:1,000	DATE: 11/06/2024	DRAWN: IF	CHECKED: SC
PROJECT NO: 23-413	DRAWING NO: 10-001	SHEET NO: 01	REVISION: 01



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