



LAND WEST OF COURTENAY ROAD

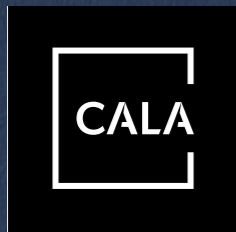
WINCHESTER

Vision Statement

October 2024



LUKEN  BECK



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Disclaimer

This document has been prepared by Luken Beck on behalf of our client for the purposes set out in this statement. All drawings within this document are not to scale and only for diagrammatic and illustrative purposes. This document should be read in conjunction with the supporting technical reports, plans and drawings.

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OUR VISION

Winchester is the largest settlement in the district and the main focus for accommodating growth in the Winchester District Local Plan 2020 – 2040. Winchester is a hub for many services and facilities which benefit residents and businesses in the district and beyond. The site is sustainably located within close proximity to primary and secondary schools, public open spaces / play facilities, leisure facilities, health facilities, local shops, Winchester Town Centre, public houses and other community facilities.

This statement sets out the background to support the proposed Local Plan allocation Policy W4 Land West of Courtenay Road, Winchester. The site is a suitable location to help achieve the district's housing needs to 2040. The vision is to deliver:

"A sustainable and well-connected new neighbourhood achieving a high quality of design, protecting the integrity of the settlement gap and forming a natural extension to Winchester. It includes the provision of a landscaped area to the west and north of the site, enhanced planting achieving biodiversity net gain and naturalistic surface water attenuation."

Key Benefits

- › Housing provision to meet local needs in a sustainable and accessible location
- › A well contained site forming a positive relationship with the settlement edge and landscape setting
- › Integration with Kings Barton and associated infrastructure and facilities
- › Safeguards the setting of the South Downs National Park
- › Protects the integrity of the Kings Worthy / Headbourne Worthy Settlement Gap
- › Enhancement of natural habitats, trees and hedgerows to deliver at least 10% biodiversity net gain



1. INTRODUCTION

Purpose of this Statement

This statement has been prepared by Luken Beck on behalf of Cala Homes in response to the Winchester District Local Plan 2020 – 2040 (Regulation 19) consultation and the need to meet the District's future housing requirement through focusing development in the most sustainable locations.

In addition to setting out the vision for a new sustainable neighbourhood, this statement is also a strategic planning document. This statement provides information in support of the proposed site allocation (Policy W4 Land West of Courtenay Road) alongside the extensive range of evidence prepared by the Council. This statement has been informed by site masterplanning and a range of technical assessments relating to transport, ecology / biodiversity, landscape, utilities, drainage and noise. This range of work confirms the sustainability and deliverability of the site and refines the Council's assessment of site capacity.

The rest of this Statement is structured as follows:

Section 2 Site and Surroundings - Provides an overview of the site and its surroundings, including its accessibility to community infrastructure, public transport and its visual context when viewed from the surrounding area.

Section 3 Planning Policy Context - Covers a review of the most relevant planning policy issues and guidance at national, and local level.

Section 4 Development Rationale - Provides an appraisal of the planning considerations most relevant to a strategic housing allocation in this location, including a summary of the impact of the proposed development, mitigation measures and net gain.

Section 5 Development Concept - Outlines the masterplanning issues and opportunities identified from the appraisal in Section 4. A summary of the masterplanning principles is provided and how they could work in practice through the proposed Concept Layout.

Section 6 Sustainability Appraisal Review – This section applies the Councils Sustainability Appraisal (SA) Framework to assess how the site performs in SA terms with a proposed residential capacity assessment of circa 160 dwellings.

Section 7 Deliverability Statement - Concludes a development of circa 160 dwellings and associated green space would form a sustainable growth option for Winchester City.

Location Plan

Barton Farm
Primary Academy

Barton Meadows

Kings Barton

Worthy Road

Winchester Avenue

Stoke Road

Park Road
Allotments

Courtenay Road

Abbots Barton

Park Road



2. SITE & SURROUNDINGS

WEST OF COURTENAY ROAD

Site Context

Site Location

The site is located immediately adjacent to the settlement boundary of Winchester which is identified as the largest settlement in the Local Plan settlement hierarchy and the main focus for accommodating growth. Winchester is a hub for many services and facilities including healthcare, education, retail, leisure and public transport services which benefit residents and businesses in the district and beyond. The site is located approximately 1 mile from Winchester City centre.

The site measures circa 5.7 ha and comprises a single large field parcel which is currently in arable agricultural use. The site is well contained and forms a natural extension to the settlement boundary in this location and maintains the integrity of the Kings Worthy / Headbourne Worthy Settlement Gap. It is bounded to the east and west by existing and future housing forming Courtenay Road and the Kings Barton development respectively. The Park Road allotments lie immediately to the south with Barton Meadows, a new nature reserve delivered by CALA Homes in association with Kings Barton, to the north.

Vehicular access to the site is served from Courtenay Road and Stoke Road. The Winchester to London railway line runs adjacent to the western boundary with a foot/cycle connection beneath providing permeability with the Kings Barton development. The site is also well connected to the regional road network including the M3 and M27.

Site Planning History

There is no recent planning history for the proposed allocation site West of Courtenay Road.

The major residential development adjacent to the site is Kings Barton. The Outline Application and subsequent Reserved Matters Applications are listed and summarised opposite:

› **09/02412/OUT**

The development proposed is for 2,000 dwellings, a local centre including a new primary school, retail food store up to 2,000 m², community building, health centre, 60 bedroom nursing home, district energy centre, car parking and supporting/ ancillary uses within Use Classes A1, A2, A3, A4, A5, D1, D2, B1(a), formal and informal recreation open space, car parking; park and ride facility for up to 200 cars, land for allotments, landscaping, drainage measures including four foul

water pumping stations, new road infrastructure including the diversion of Andover Road North and formation of new Andover Road, formation of new public rights of way across the site and provision of on and off site infrastructure.

› **13/01694/FUL**

Variation of Conditions to permitted permission-09/02412/OUT; Condition 3; Variation to enable design codes to be submitted at the same time as the first reserved matters submission, Condition 30; Size of individual A Class uses within the local centre-requires variation following feedback from potential operators and Condition 33; Scheme to secure the provision of a medical centre-flexibility in the type and scale of medical facilities following feedback from local medical providers.

› **13/02257/REM** - Reserved Matters application for Phase 1A and 1B comprising 423 dwellings

› **15/01891/HCS** - Construction of 2FE single storey primary school

› **19/01616/REM** - Reserved Matters application for Phase 2A comprising 264 dwellings

› **19/01983/REM** - Reserved Matters application for Phase 3Ai and 3Aii comprising 193 dwellings

› **19/01984/REM** - Reserved Matters application for Phase 4A comprising 273 dwellings

› **19/01985/REM** - Reserved Matters application for Phase 3B comprising 121 dwellings

› **19/02029/REM** - Reserved Matters application for Phase 4B comprising 433 dwellings

Kings Barton Connectivity



The illustrative masterplan shown in the wider context of development at Kings Barton highlights how the site will benefit from easily accessible facilities in the neighbouring development. This includes formal sports provision and equipped areas of play within recommended walking distances as outlined by the Fields in Trust Guidelines.

Winchester University



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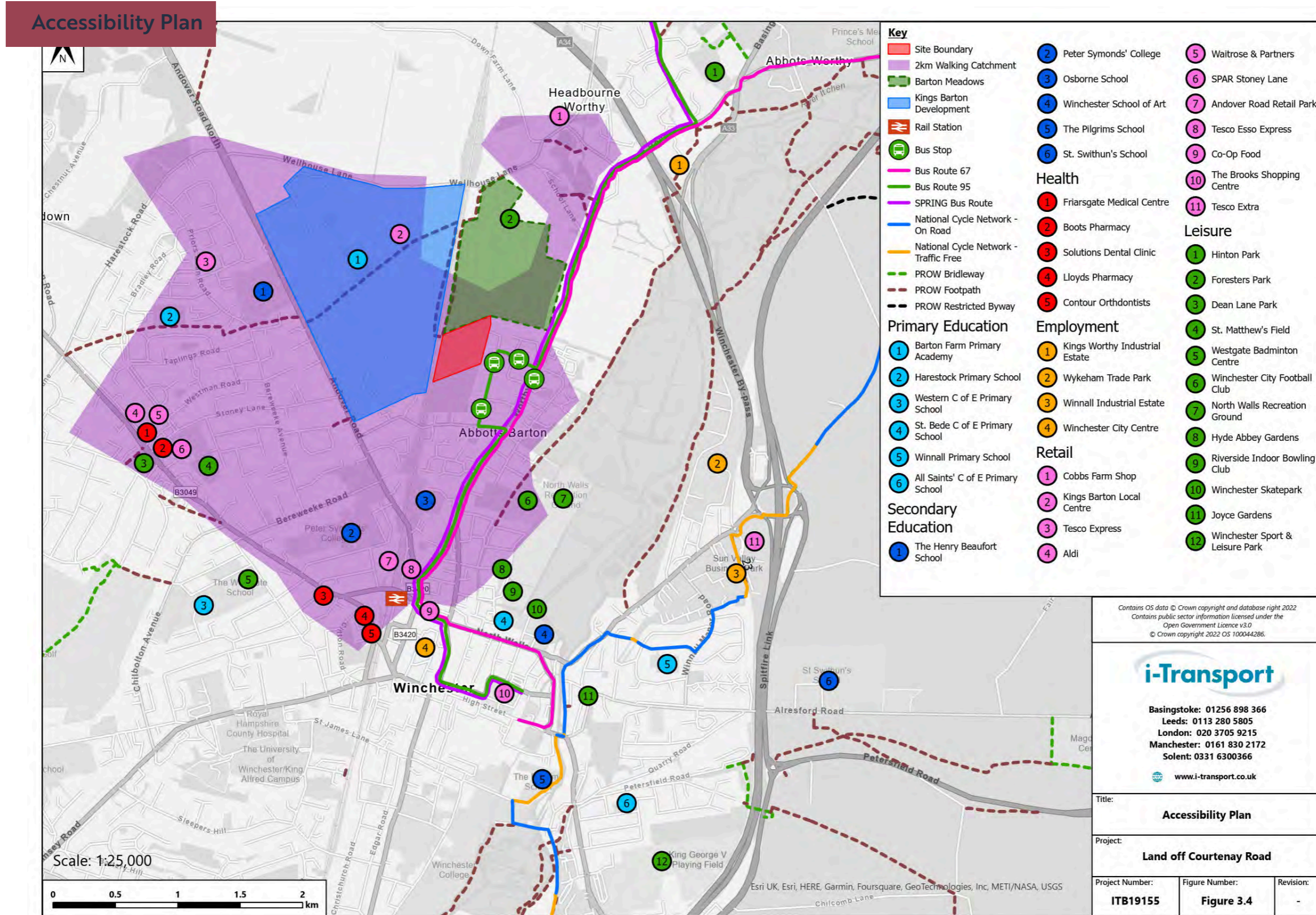
Site Surroundings

Existing Amenities

The site benefits from a footpath and cycle link under the railway line providing accessibility to the Kings Barton development and associated range of retail, community and employment facilities including 3FE primary school. Courtenay Road is served by the no. 6A bus which provides regular services between Abbott's Barton and the town centre.

The site is located circa one mile from the city centre being a six-minute cycle. This provides ease of access to a range of shopping, leisure, community and employment opportunities including Winchester railway station which provides onward connections to London, Southampton and regional routes along the west and east coast mainlines.

An accessibility plan is set out below which sets out accessibility to key services and facilities in the local area.



Existing Character

The site itself is made up of a single arable agricultural field. Overall, the site has an element of enclosure due to being bound by allotments to the south, a railway line to the west, mature tree line to the north and rear gardens of properties located along Courtenay Road to the east.

The site falls under the National Character Area 130 Hampshire Downs where many of the characteristics relate to the chalk rivers and streams of the Test and Itchen. The following key characteristics are relevant to the site:

- › Elevated plateau and upper valley slopes are characterised by extensive open tracts of large, low-hedged fields with thin chalky soils, shelterbelts, and ancient semi-natural woodland blocks on clay-with flint caps on some of the steeper slopes.
- › In contrast, within the sheltered valleys and to the east of the area, the network of hedgerows, interspersed by numerous areas of oak/ash or hazel woodland coppice and smaller meadow fields, gives a strong sense of enclosure.
- › A network of distinctive and ancient droving roads and trackways is a particular feature across the Downs.
- › The ancient city of Winchester is located at the heart of this landscape and at the centre of the Itchen Valley, and the more modern, rapidly expanding towns of Basingstoke and Andover are on downland sites at the head of the Loddon and Test valleys.

The local landscape character falls under Area 3c: Itchen Valley. Again, it identifies the main characteristics of the area that focus on the Itchen River and its associated valley floor, with the following relevant to the site:

- › An extremely rich built heritage and setting to Winchester and developed valley sides in lower reaches.
- › There is fairly good access to the valley by rights of way, and the Itchen Valley path follows the former towpath from Cheriton to Southampton.

The wider landscape surrounding the site includes the River Itchen approximately 1.1km to the east, the M3 creating a boundary to the settlement of Winchester and then further east the South Downs National Park. The A34 dissects the landscape to the north.

Visual Context



Views are considered from the footpath that is located along the northern boundary of the site as this is a publicly accessible route through the site. Photograph 1 shows a view from the footpath looking south into the site.



The properties located south of the allotments, along Park Road, will have glimpsed views into the site, which are filtered by mature hedgerow and trees along the southern boundary. Photograph 2 shows the boundary vegetation and properties located beyond it.



Rooftops of the development at Kings Barton can be seen beyond the railway line to the west as shown in Photograph 3.



The mature tree line along the northern boundary would partially screen views of the development from the north. Photograph 4 shows the mature Beech trees located along the northern boundary with the nature reserve located beyond with the land rising away to the north.



The properties located at the northern end of Courtenay Road have lower hedgerow boundaries. Photograph 5 shows the side elevations of the two closest dwellings at the site access in the northeast corner of the site.



3. PLANNING POLICY CONTEXT

National Planning Policy

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF), published in December 2023, provides guidance for Local Planning Authorities (LPAs) in drawing up plans for development. The NPPF establishes a 'presumption in favour of sustainable development' which means approving development that accords with the statutory Development Plan without delay.

The NPPF confirms the purpose of the planning system is to contribute to the achievement of sustainable development (Paragraph 7). Furthermore, Paragraph 8 advises that there are three over-arching objectives to sustainable development, namely economic, social and environmental. With regard to each objective, the NPPF defines their purpose as;

An Economic Objective: To help build a strong, responsive and competitive economy ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

A Social Objective: To support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An Environmental Objective: To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

A presumption in favour of sustainable development is at the core of the NPPF which means that LPAs need to positively seek opportunities to meet their area's development needs. With specific regard to housing delivery, the NPPF also seeks to significantly boost the supply of housing. This includes a requirement to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. The NPPF advises that deliverable sites should be available now, offer a suitable location for development and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.



On delivering and maintaining a sufficient supply of new homes, Paragraph 60 sets out;

*“To support the Government’s objective of significantly boosting the supply of homes, it is important that **a sufficient amount and variety of land can come forward where it is needed**, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”*

The NPPF sets out in Paragraph 69 that strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment (SHLAA). LPAs are expected to identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Policies are expected to identify a supply of:

“a) specific, deliverable sites for five years following the intended date of adoption; and

b) specific, developable sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining plan period.”

Paragraph 74 continues;

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way...”

Planning Practice Guidance (PPG)

In addition to the NPPF, the Planning Practice Guidance (PPG) provides guidance for LPAs on the factors that should be considered when assessing the suitability of sites and broad locations for development. A site can be considered suitable if it would provide an appropriate location for development when considered against relevant constraints and their potential to be mitigated. The following factors are considered to form part of the assessment of site suitability for development and in the future;

- › *“national policy;*
- › *appropriateness and likely market attractiveness for the type of development proposed;*
- › *contribution to regeneration priority areas;*
- › *potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation...”*

Both the NPPF and PPG are significant material considerations in terms of establishing the principle of development on this site, with particular regard to the following:

- › The presumption in favour of sustainable development
- › Winchester is identified as the largest settlement in the Local Plan settlement hierarchy and is the main focus for accommodating growth.
- › The site is relatively unconstrained. Its ‘suitability’ for a residential development compares favourably when assessed against the policies of the NPPF.
- › Land West of Courtenay Road can accommodate c160 dwellings and satisfy national and local plan policy requirements including Policy W4 of the proposed Submission Draft Local Plan.
- › The allocation of the site will make a significant contribution to the Local Plan housing requirement and enable local housing need to be provided for during the Plan period. This will help to ensure that the Plan is found ‘sound’ at Examination.
- › The site is immediately available and will provide a significant boost to housing delivery in the District, including the supply of affordable housing, potentially in the early years of the Plan period.
- › The proposals will not affect the integrity of the settlement gap or the setting of designated heritage assets.
- › The site is located adjacent to the Kings Barton neighbourhood , with a range of key services and facilities within comfortable walking and cycling distance

Local Planning Policy

The Adopted Winchester Local Plan Part 1 Joint Core Strategy (2013)

The Local Plan Part 1 Joint Core Strategy was adopted by the Council on 20th March 2013. Policy DSI - 'Development Strategy and Principles' directs new housing, economic growth and diversification to the most sustainable locations. Winchester is identified as the main focus for growth housing and economic growth in the District. Policy WT1 - 'Development Strategy' for Winchester Town also sets out how the spatial planning vision for Winchester will be achieved including on sites adjoining the defined built-up area of Winchester. Policy WT2 - 'Strategic Housing Allocation' identifies the land adjacent and to the west of Courtenay Road for up to 2000 dwellings, community facilities, primary school, local centre, open space and employment.

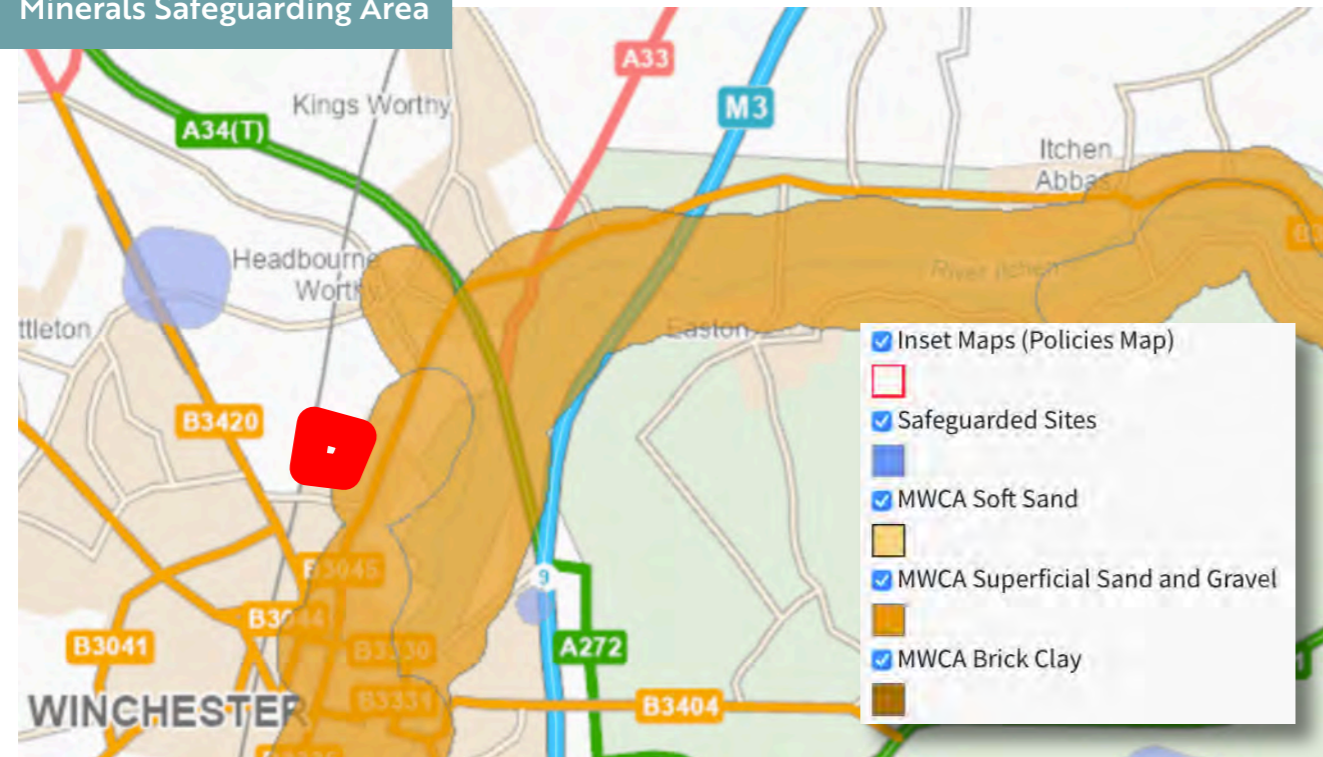
Winchester District Local Plan Part 2 Development Management and Site Allocations (2017)

The Local Plan Part 2 Development Management and Site Allocations (2017) carries forward the Local Plan Part 1 development strategy and housing requirement for Winchester and the provision of allocations to deliver 4,000 new homes in accordance with Local Plan Policy WT1.

Minerals and Waste Local Plan (2013)

The Hampshire Minerals and Waste Plan identifies the site is within a Minerals Consultation Area for sand and gravel. The minerals planning authority have considered the proposed allocation site and concluded that less than 3ha of the site lies within a Minerals Consultation Area. The site is not considered to be a viable extraction opportunity and no objection would be raised from the minerals planning team to a future planning application on minerals grounds.

Minerals Safeguarding Area



Winchester District Local Plan 2020-2040 (Proposed Submission Plan) (Regulation 19)

The Proposed Submission Local Plan (Regulation 19) 2020 – 2040 will provide the broad policy framework and long-term strategy to manage development, protect the environment, deliver infrastructure and promote sustainable communities within Winchester District excluding the area outside the South Downs National Park. Once adopted, the Local Plan 2020 – 2040 will form part of the development plan for the area and will replace policies in the current adopted Local Plan (2013).

The policies most relevant in the Submission Local Plan are as follows:

- › Policy SP2 - Spatial Strategy and Development Principles
- › Policy CN1 - Mitigating and Adapting to Climate Change
- › Policy CN2 - Energy Hierarchy
- › Policy CN3 - Energy Efficiency Standards to Reduce Carbon Emissions
- › Policy CN4 - Water Efficiency Standards in New Developments
- › Policy D1 - High Quality, Well Designed and Inclusive Places
- › Policy D2 - Design Principles for Winchester Town
- › Policy D5 - Masterplans
- › Policy D7 - Development Standards
- › Policy T1 - Sustainable and Active Transport and Travel
- › Policy T2 - Parking for New Developments
- › Policy T3 - Enabling Sustainable Travel Modes of Transport and the Design and Layout of Parking for New Developments
- › Policy T4 - Access for New Developments
- › Policy NE1 - Protecting and Enhancing Biodiversity and the Natural Environment in the District
- › Policy NE3 - Open Space, Sport and Recreation
- › Policy NE4 - Green and Blue Infrastructure
- › Policy NE5 - Biodiversity
- › Policy NE6 - Flooding, Flood Risk and the Water Environment
- › Policy NE7 - Settlement Gaps
- › Policy NE8 - South Downs National Park
- › Policy NE9 - Landscape Character
- › Policy NE11 - Open Space Provision for New Developments
- › Policy NE15 - Special Trees, Important Hedgerows and Ancient Woodlands
- › Policy NE16 - Nutrient Neutrality Water Quality Effects on the Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites of the Solent and River Itchen
- › Policy HE1 - Historic Environment
- › Policy HE2 - All Heritage Assets (both designated and non-designated)
- › Policy HE3 - Designated Heritage Assets
- › Policy HE5 - Protecting the Significance of Heritage Assets (designated and non-designated heritage assets) and mitigating unavoidable harm.
- › Policy HE7 - Non-designated Archaeological Assets
- › Policy H6 - Affordable Housing

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.

Key Considerations from Policy W4 supporting text:

Site Location

- The site adjoins the settlement edge of Winchester and is bounded by housing to the east, allotments to the south, and the railway line and Barton Farm (Kings Barton) development to the west.
- The site is well related to services and facilities provided within the Kings Barton development to the west.

Site Access

- 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 well related to services and facilities in the adjacent Barton Farm development to the west.

Ecology

- The tree belt along the northern site boundary is important for bats.

Barton Meadows Nature Reserve

- 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. The scope to enhance the Reserve and manage access to it should be investigated.

Settlement Gap

- 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.

Open Space Provision

- 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.

Planting

- There is a need to retain and strengthen planting around the site and provide landscaping within it.

Principal Aquifer

- The site is located on a principal aquifer and development will need to avoid contamination to this aquifer.

Development Phasing

- 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).

Education

- 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.

Local Evidence and Guidance

The following local evidence and guidance has informed the development concept and site masterplan.

Design Standards

The Adopted High-Quality Places SPD applies to the area of Winchester District which lies outside the South Downs National Park and supports the design policies in the Winchester District Local Plan Part 1 – Joint Core Strategy (2013), including Policy CPI3. The SPD identifies design criteria against which planning applications in the area will be assessed and provides further detailed design guidance to encourage high quality design which takes into account local distinctiveness and sustainable design principles.

The most relevant local planning policies at present are Policy CPI3 High Quality Design and CP20 Heritage and Landscape Character of the Adopted Local Plan:

CPI3 – High Quality Design

New development will be expected to meet the highest standards of design. In order to achieve this all proposals or new development (excluding small domestic applications and changes of use) should demonstrate that:

- › an analysis of the constraints and opportunities of the site and its surroundings have informed the principles of design and how the detailed design responds positively to its neighbours and the local context;
- › the proposal makes a positive contribution to the local environment and creates an individual place with a distinctive character;
- › the public realm has been designed to ensure that it is attractive, safe, accessible and well connected to its surroundings, including walking and cycling routes to and within the development, to encourage their use;
- › the accompanying landscape framework has been developed to enhance both the natural and built environment and maximise the potential to improve local biodiversity;
- › measures to minimise carbon emissions and promote renewable energy and reduce impact on climate change form an integral part of the design solutions.

CP20 – Heritage and Landscape character

The Local Planning Authority will continue to conserve and enhance the historic environment through the preparation of Conservation Area Appraisals and Management Plans and/or other strategies, and will support new development which recognises, protects and enhances the District’s distinctive landscape and heritage assets and their settings. These may be designated or undesignated and include natural and man-made assets associated with existing landscape and townscape character, conservation areas, scheduled ancient monuments, historic parks and gardens, listed buildings, historic battlefields and archaeology.

Particular emphasis should be given to conserving:

- › recognised built form and designed or natural landscapes that include features and elements of natural beauty, cultural or historic importance;
- › local distinctiveness, especially in terms of characteristic materials, trees, built form and layout, tranquillity, sense of place and setting.

Housing Mix

Policy H5 of the Regulation 19 Draft Local Plan requires the provision of a range of housing types and sizes to meet housing need in accordance with the most recent evidence.

Dwelling size and tenure

- › At least 40% of affordable dwellings for rent should be 3 bedrooms or more;
- › At least 65% of affordable home ownership dwellings should be 2 or 3 bedroomed houses; and
- › At least 30% of market housing should be 1 or 2 bedrooms.

Self-Build and Custom Housing:

To support self-build and custom housing, on sites of 50 dwellings or more, developers should offer at least 6% of serviced dwelling plots for sale to self-builders for a period of 12 months per plot. Any serviced plot which remains unsold after 12 months of marketing at or below market value can be made available on the open market or be built out and sold by the developer.

Specialist and Supported Housing

Schemes of 50 dwellings or more should include an element designed and marketed to meet the needs of older persons, or other local specialist needs, and affordable units should be provided in the same proportion as the requirements for the site as a whole. The amount of specialist and supported housing should be in line with local needs, market intelligence and site viability.

Affordable Housing

Policy H6 of the Regulation 19 Draft Local Plan requests 40% of the gross number of dwellings as affordable housing. For market led housing schemes, the affordable housing should be provided in accordance with the following proportions:

- › 35% as low-cost home ownership; and
- › 65% as social rent or affordable rent.

The 2024 Strategic Housing Market Assessment identifies the following housing mix:

Market Housing

Dwelling size	Percentage
1 Bed	30%
2 Bed	30%
3 Bed	45%
4+ Bed	25%

Affordable Housing

Social and Affordable Rented Housing Mix

Dwelling size	General Needs Rented	Housing for Older People
1 Bed	20%	55%
2 Bed	40%	45%
3 Bed	30%	45%
4+ Bed	10%	45%

Affordable Home Ownership Housing Mix

Dwelling size	Affordable Home Ownership
1 Bed	20%
2 Bed	45%
3 Bed	35%
4+ Bed	35%

Parking Standards

In Winchester District parking is to be provided in accordance with the standards set out in the Adopted Residential Parking Standards SPD (2009). The following standards are identified for residential development:

Car Parking Standards for Residential Development

Dwelling size	Parking Spaces Required per dwelling	
	Shared / Communal Parking Spaces	Allocated Parking Spaces
1 Bed	1	1.5
2 Bed	1.5	2
3 Bed	2	2
4+ Bed	2.5	3

Cycle Parking Standards for Residential Development

Dwelling size	Long Stay	Short Stay
1 Bed	1 space per unit	1 loop / hoop per unit
2 Bed	2 spaces per unit	
3 Bed	2 spaces per unit	
4+ Bed	2 spaces per unit	

Open Space Standards

Policy NE3 of the Regulation 19 Draft Local Plan requires developments of 10 or more dwellings to provide open space on site in accordance with the council's open space standards.

Parks, Sports and Recreation Grounds	Natural Green Space	Informal Open Space	Equipped Children's and Young People's Space	Allotments
1.5 ha./ 1000 population (0.75 ha./ 1000 for outdoor sport) Access: 650m	1.0 ha./ 1000 population Access: 700m	0.8 ha./ 1000 population Access: 400m	0.5 ha./ 1000 population Access: 480m Toddler and Junior Youth	0.2 ha./ 1000 population Access: 480m

Nitrates and Phosphates

Policy NE16 of the Regulation 19 Draft Local Plan sets out the policy approach for dealing with the effects of nitrogen and phosphorous in waste water from development affecting protected sites including the Solent SAC and River Itchen SAC. Development will be approved which achieves 'nutrient neutrality' where there is no net increase in nutrient loading in the catchments of the affected nationally protected sites. The impact of nitrogen affects the Solent SAC in the south of the district and phosphorus affects the River Itchen affecting areas to the north and east of Winchester.

New residential development (including West of Courtenay Road) which is likely to have a significant effect on designated sites will be required to produce a nutrient budget in accordance with Natural England guidance. As part of the preparation of the Local Plan nutrient budgets have been prepared for all proposed site allocations and are set out in the Local Plan Habitats Regulations Assessment.

In terms of mitigation, there are a number of strategic mitigation sites in the district for which nutrient credits can be purchased. The Council's Nutrient Topic Paper sets out the supply of nutrient mitigation including the Council's own mitigation schemes.

Winchester City Council's published guidance (February 2020) on achieving nitrate neutral development requires all new development in the Solent region. Policy CP21 of the adopted Winchester District Local Plan Part 1 allows for off-site mitigation to be secured. On-site and off-site measures which could aid in achieving nitrate neutrality include:

- › Achieving water efficiency standards of at least 105 cubic litres of water per day. Policy CP11 of the Winchester District Local Plan Part 1 requires development to achieve the equivalent of the former Code for Sustainable Homes Level 4 for water.
- › On-site open space appropriately managed in a low nitrogen manner;
- › Create new wetland environments in SUDS systems that act as nitrogen sink and remove nitrogen from surface water;
- › Exploring a Strategy with Hampshire Wildlife Trust.
- › Any other off-site mitigation measure that leads to a permanent net reduction in nitrates.

Due to the site's location within the Itchen Catchment Area, it will require nitrogen and phosphorus neutrality to ensure the development will not result in an increased nutrient load into the River Itchen Special Area of Conservation (SAC).

The site will achieve nutrient neutrality in accordance with the Local Plan and Natural England guidance. In relation to the impact of nitrogen a nutrient budget has been established for the site as follows:

Nitrogen

- › 391.44 kg/TN/year pre 2030 and 31.93kg/TN/year post 2030

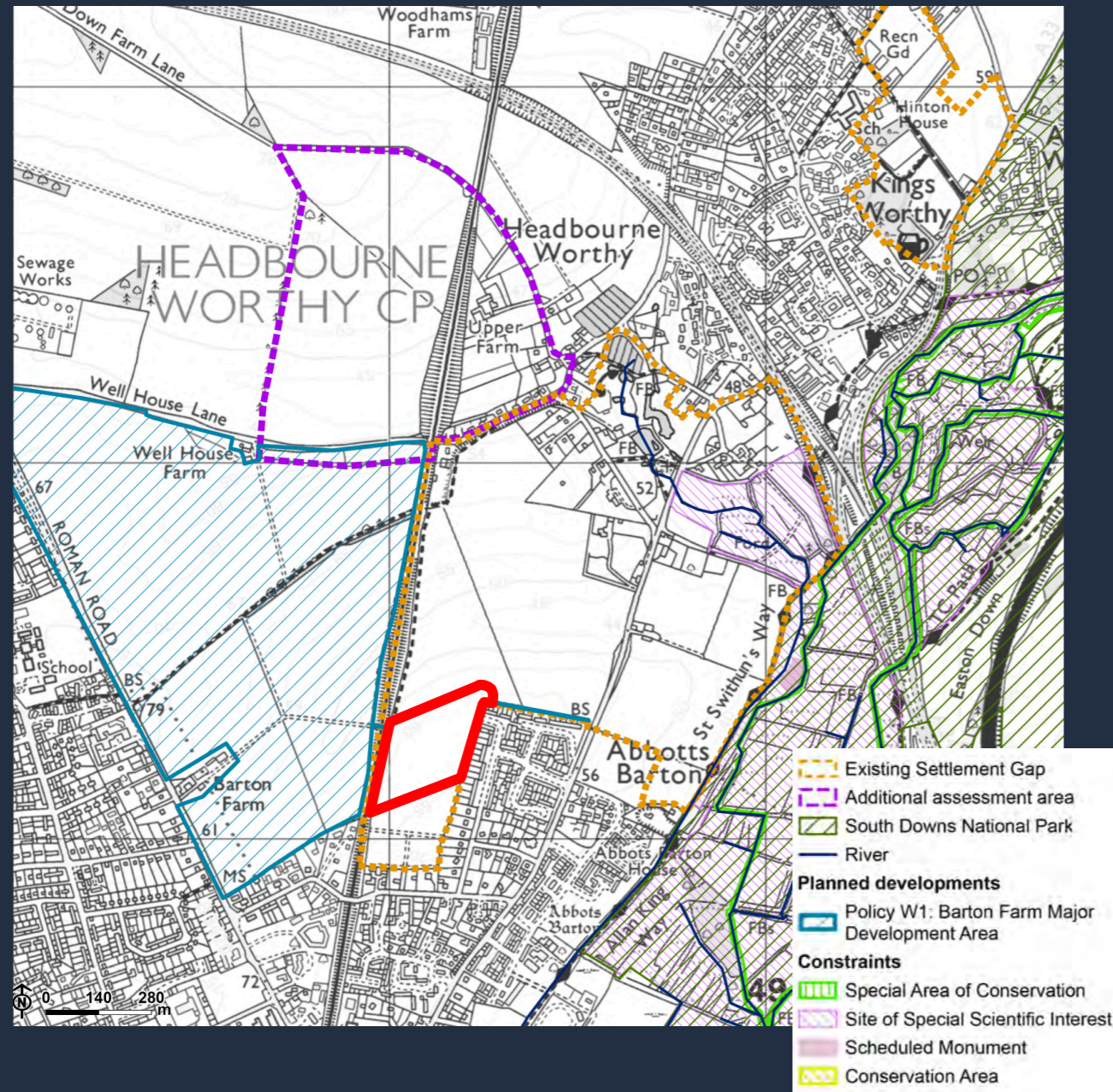
Phosphorus

- › 19.14 kg/TP/year pre-2030 and 5.51kg/TP/year post-2030

The proposed mitigation strategy includes the design of SuDS to include a management train that would meet the criteria of CIRIA C815 guidance on nitrogen removal to remove an additional 14.73kg TN/year. Using credits to mitigate the remaining area has an estimated cost of £659,860 + VAT (£584,000 for phosphorus and £74,360 for nitrogen and £1,500 admin).

Settlement Gap Review (Land Use Consultants, July 2024)

On behalf of the Council, Land Use Consultants (LUC) has considered evidence to support the definition of settlement gaps in the emerging Winchester Local Plan 2020 – 2040. The Regulation 19 Submission Local Plan proposes to remove the site allocation W4 Land West of Courtenay Road and the allotments to the south from the Kings Worthy / Headbourne Worthy settlement gap. The proposed amendment to the settlement gap is supported by the conclusions of the Settlement Gap Review.



Winchester Local Plan Regulation 18 Consultation Responses

In response to the Local Plan Regulation 18 consultation undertaken in November 2022, the following issues were raised in relation to the proposed allocation Policy W4 Land West of Courtenay Road:

1. Loss of Local Gap and Landscape Impact
2. Impact on Tree Belt (northern site boundary)
3. Impact on Residential Amenity
4. Loss of Agricultural Land
5. Ecology Impact
6. Surface Water Drainage
7. Highways Access

The key issues identified in response to the consultation are addressed in turn below:

Landscape Impact

Responses received to the consultation raise concerns regarding landscape impact. The existing site is bounded by housing to the east, allotments to the south and an elevated railway to the west. The Local Plan Sustainability Appraisal (SA) concludes that landscape impact will be 'minor negative / uncertain'. A landscape assessment has been prepared on behalf of Cala Homes to inform the proposed site allocation which identifies an appropriate mitigation package. In relation to the northern site boundary, it is proposed to retain and enhance the northern tree belt within a landscape buffer which will screen views into and out of the site.

Settlement Gap

Responses received to the consultation raised concerns regarding loss of part of the Kings Worthy / Headbourne Worthy Settlement Gap.

Whilst the site is within the Winchester to Kings Worthy / Headbourne Worthy Settlement Gap. The proposed development would not affect the integrity of the Gap, as set out in the assessment undertaken by Land Use Consultants on behalf of the Council. The Regulation 19 Local Plan also concludes that the site is well contained and suited to development and as such would not extend the built-up area beyond its current northern boundary, helping to retain the openness of the Gap.

Impact on the Tree Belt (northern boundary)

Responses to the consultation have raised concerns regarding the potential impact of development on the tree belt located along the northern site boundary. This issue has been examined through the preparation of a landscape assessment and preliminary ecological assessment which has informed the masterplanning layout for the site. The tree belt on the northern boundary will be protected by a landscape buffer and will be retained and enhanced through new planting.

Loss of Agricultural Land

Responses received to the consultation raised concerns regarding the loss of agricultural land.

The Regulation 19 Draft Local Plan directs growth to the most sustainable settlements. The development strategy includes making efficient use of land within these settlements including previously developed land in accessible locations. However, in providing for housing and employment needs there is a need to allocate some greenfield sites. Land West of Courtenay Road includes some Grade 3a agricultural land, as is the case for much of the land adjoining Winchester.

Impact on Ecology

Responses to the consultation raised concerns regarding the impact on ecology, including the northern tree boundary and Barton Meadows to the north.

A preliminary Ecological Appraisal for the site has been prepared for the site which concludes that the proposals are able to retain important features and protect and enhance them through new planting and other associated ecological enhancements. Appropriate landscape and ecology buffers will be delivered on the northern and western site boundaries. The site is also separated from Barton Meadows by the northern site boundary tree belt. The SA for the Regulation 19 Draft Local Plan also concludes that the site would have a 'minor negative' impact on biodiversity, and this does not affect the suitability of the site for allocation. The site is also able to achieve 10% biodiversity net gain on site in accordance with national and local policy requirements.

Surface Water Drainage

Responses to the consultation raised concerns regarding whether the scale of proposed development could be accommodated with an appropriate drainage strategy.

A surface water drainage assessment has been prepared for the site examining the likely drainage strategy for the development. The site is in flood zone 1, and is not subject to surface water flooding or flooding from reservoirs, has limited potential for groundwater flooding and concludes that an effective drainage strategy can be achieved on site.

Services and Infrastructure

Responses to the consultation raised concerns regarding the capacity of infrastructure to support new development. The Council has engaged with service and infrastructure providers to ensure that the allocation can be delivered sustainably. This is also evidenced through preparation of the Local Plan Infrastructure Delivery Plan (IDP).

Highways Access

Responses received to the consultation raised concerns regarding the capacity of the proposed site access at Courtenay Road to support the proposed development and additional vehicle movements.

A transport feasibility study has been undertaken by i-Transport on behalf of Cala Homes to examine the deliverability of the site in transport terms. This has included engagement with Hampshire County Council (HCC) regarding the creation of a suitable and safe vehicular access to the site off Courtenay Road.

The feasibility study has concluded that the site is deliverable and the residual cumulative transport impacts of development are not expected to be significant. The study also concludes that the proposed site access from Courtenay Road is capable of supporting development on the site up to 200 dwellings. HCC Highway Authority have concluded that the proposed access to the site is acceptable from a highways perspective. A strategic transport assessment has also been undertaken to accompany the Regulation 19 Draft Local Plan which concludes sites proposed for allocation in the Local Plan are deliverable in transport terms.

Open Space Provision

Responses to the consultation raised concerns regarding whether the development would provide for sufficient open space to meet local needs.

The site will provide for approximately 1.5ha of flexible, multi-functional accessible informal green spaces, in accordance with the Draft Local Plan allocation requirements.

Impact on Residential Amenity

Responses to the consultation have raised concerns regarding the impact on properties along Courtenay Road and the potential amenity impact. Masterplanning has been undertaken for the site which establishes that a well-designed development can be delivered which sensitively integrates with the existing settlement edge.

4. DEVELOPMENT RATIONALE

Highways and Access

A transport feasibility assessment has been undertaken by i-Transport in August 2024 to assess the transport principles applied to the development of the site and confirm deliverability of the site in transport terms.

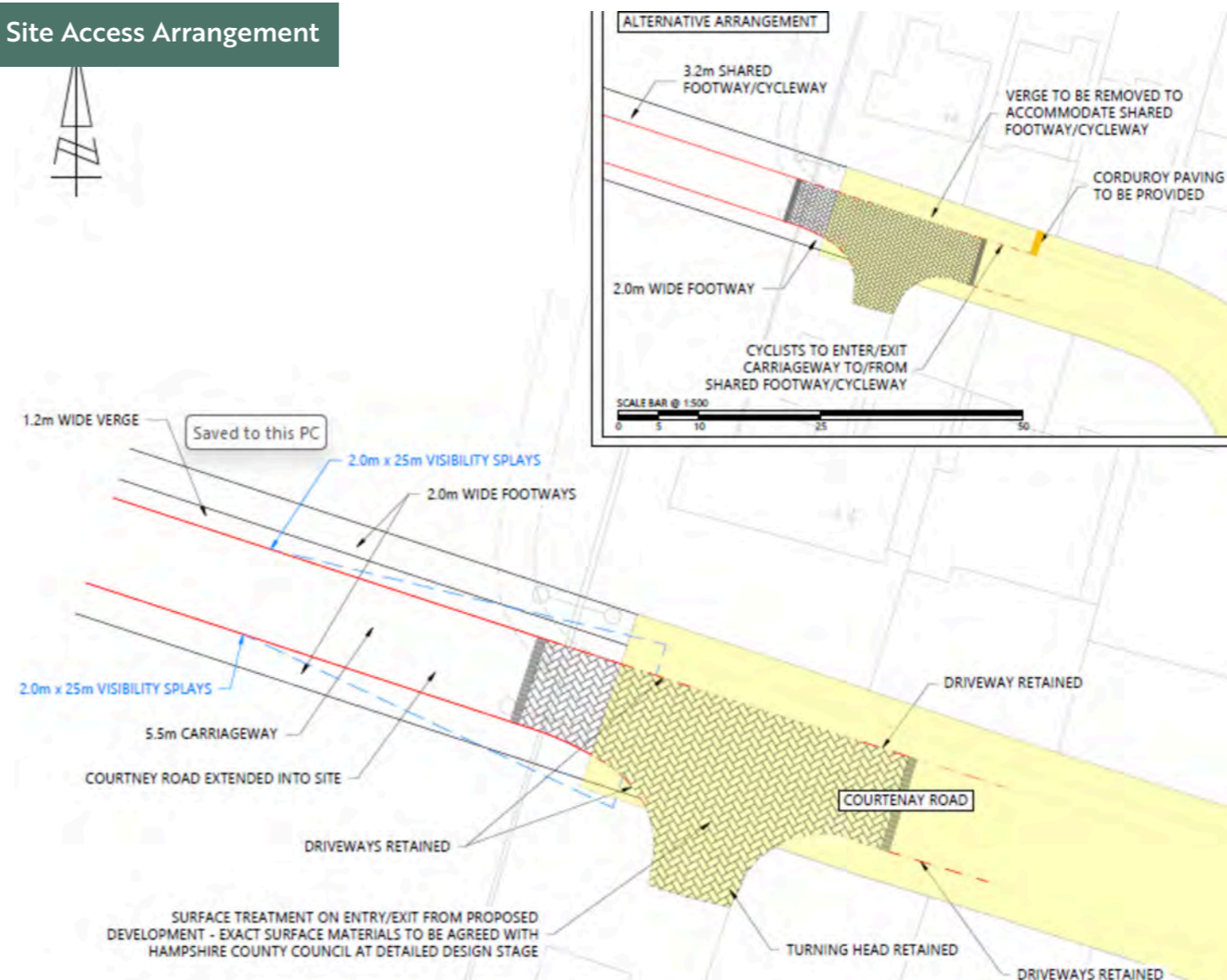
Access Strategy

Vehicular access to the Site is proposed via an extension to Courtenay Road in the location of the existing field gate access. It is also proposed to extend the existing 2.0m wide footways on either side of the carriageway into the site to connect to the established pedestrian infrastructure. There is also the potential for a 3.2m wide shared use footway / cycleway to be provided on the northern side of the carriageway (see inset box below).

The access strategy seeks to prioritise active travel modes (walking and cycling) and to provide a well-integrated development that provides a high level of permeability and connectivity to the surrounding area. As such, it is proposed to provide a pedestrian / cycle connection to Kings Barton to the west, utilising the recently constructed pedestrian and cycle route and the existing railway underpass. This active travel route will provide a link to the local facilities located within the new residential development, including primary education, retail, community, leisure, and sports provision.

The development will also provide a pedestrian connection to Barton Meadows (a local nature reserve), which offers leisure opportunities for future residents, as well as pedestrian and cycle connections to Courtenay Road providing connections to the existing residential area as well as for journeys towards Winchester City Centre.

Proposed Site Access Arrangement



Internal Layout

The scheme will be delivered in line with contemporary design guidance, namely Manual for Streets, the National Design Guide, HCC Technical Guidance and the Healthy Streets principles. Fundamentally the scheme will be developed to:

- › Deliver safe, active and sustainable streets which prioritise active travel
- › Deliver connections on desire lines, enabling ease of movement.
- › Generate a slow speed attractive environment.
- › Provide appropriate, well-designed cycle and car parking, and EV charging facilities.

Healthy Streets Principles



Sustainable Location

The proposed development site is well located to a range of everyday local facilities and services, which can be accessed within a reasonable walking distance and comfortable cycling distance. These include a primary school, secondary schools, local centre (consented as part of Kings Barton), local green spaces and Winchester City Centre as shown on the Accessibility Plan on Page 5.

Bus stops are located a short distance south of the site on Courtenay Road and Worthy Road and provide alternative travel choices to reach nearby service centres and Winchester Railway station provides a viable and attractive option for longer distance travel. The Development also offers an opportunity to help deliver active travel improvements identified in the Local Cycle and Walking Infrastructure Plan (LCWIP) on Worthy Road.

Traffic Impact

A Transport Assessment would also be prepared to support any future planning application which will consider the impact of development on the connecting road network. A Strategic Transport Assessment (STA) has been prepared as part of the evidence base for the emerging Winchester District Local Plan (2020-2040). The STA assesses the potential implications of the proposed site allocations (which include the proposed development). The report concludes that the quantum and distribution of the development proposed in the Winchester Local Plan, and the resulting transport impacts, are capable of mitigation at the strategic level, and that the plan is therefore, deliverable and sound from a transport perspective.

Travel Plan

The proposed development will also bring forward a robust travel plan which will identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport as well as facilitating working and shopping at home.

Ecology & Biodiversity

Ecology

To inform the proposed allocation a Desktop Ecology and Preliminary Biodiversity Net Gain (BNG) Assessment has been undertaken by Aspect Ecology between September 2023 and September 2024.

The site was surveyed to assess the general ecological value of the land contained within the boundaries of the site and to identify the main habitats and ecological features present and assess their condition so as to inform the BNG calculation.

The site mainly comprises a single arable field of relatively low ecological value. The site includes a small woodland block as well as boundary hedges and a tree line.

Individual trees are present but these all fall within areas of woodland, hedgerows and tree lines. The proposals will retain important features including existing trees and hedgerows wherever possible and will protect and enhance them by additional new planting. The proposals will seek to offset habitat losses by proposed new planting and other associated ecological enhancements, which will increase the value of the area for wildlife.

The following habitats are present within the site:

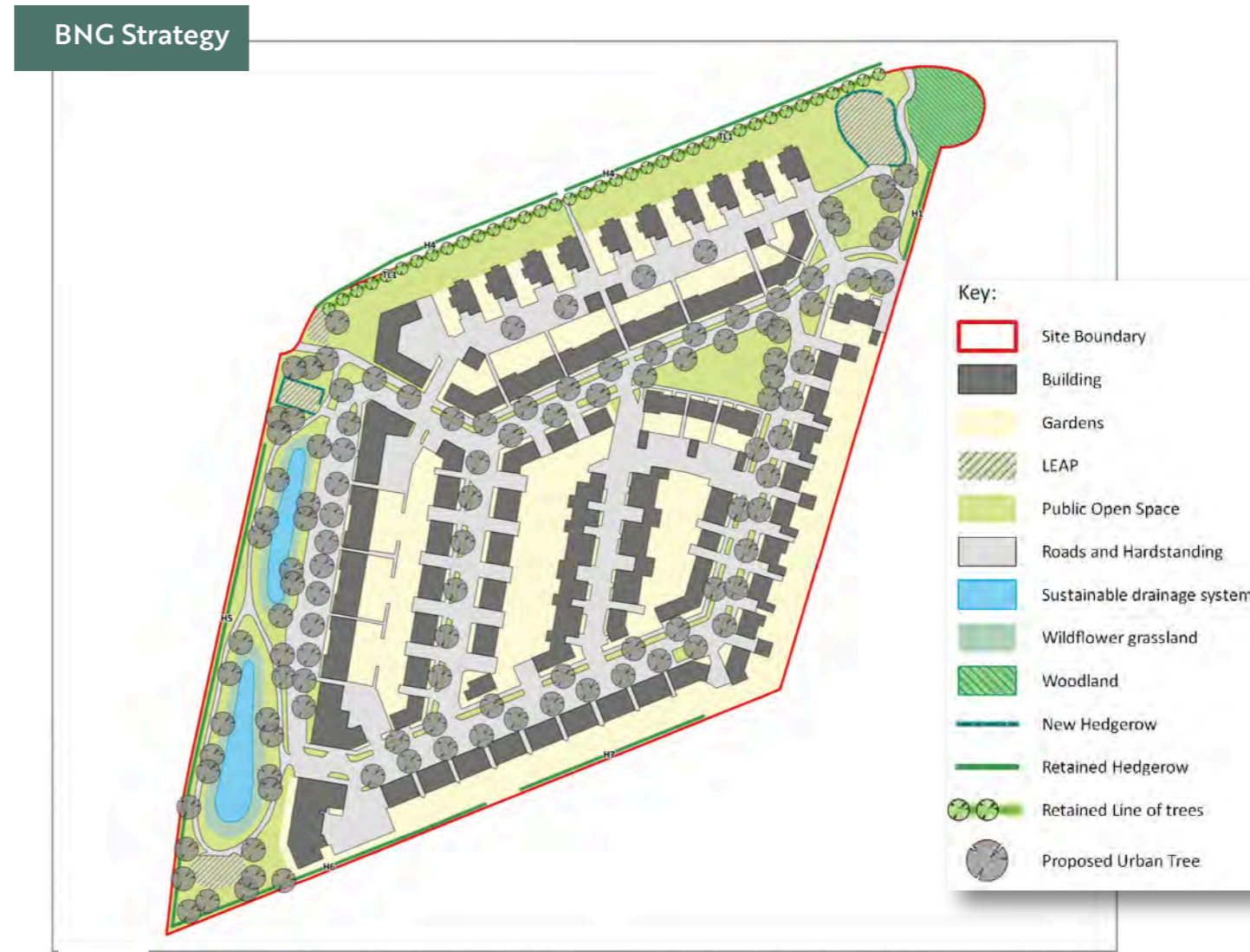
- › Arable
- › Woodland
- › Hedgerows and Tree Lines;
- › Scrub;
- › Tall Ruderal

No irreplaceable habitats are present within the site. None of the habitats within the site are mapped within a published Local Nature Recovery Strategy or any specified alternative documents. Therefore, in accordance with the User Guide, low strategic significance has been applied to the pre-development habitats.

Biodiversity Net Gain

A preliminary BNG assessment of the post-development value has been undertaken informed by the masterplanning work. This concludes that the proposed development will result in net gains in habitat units and hedgerow units within the site boundary in excess of the relevant figure of 10% in accordance with national and local planning policy requirements.

The biodiversity net gain on-site will consist of a **10.27% net gain in habitat** units and **10.48% net gain in hedgerow** units. No additional area habitats or hedgerow units are required to meet target.



Flood Risk & Drainage

Flood Risk

Following a review of the latest Environment Agency flood mapping, and the Council's recently published Strategic Flood Risk Assessment (SFRA) Level 2, it is concluded that the site is located in an area at low risk of flooding and is appropriate for residential development. It is concluded that:

- › The site is within Flood Zone 1
- › The Risk of Flooding from Surface Water Map (RoFSW) indicates the site is not at risk of flooding from surface water (pluvial) flooding.
- › The site is not subject to flooding due to reservoirs.
- › The British Geological Survey (BGS) 'Susceptibility to Groundwater Flooding' dataset indicates that there is limited potential for groundwater flooding to occur and potential groundwater flooding to below ground level.

Drainage

A drainage assessment was undertaken in August 2024 by Pegasus Group which has informed the concept masterplan as well as the surface water and foul water strategy for the site. The assessment has considered the drainage requirements for up to 165 dwellings.

Surface Water

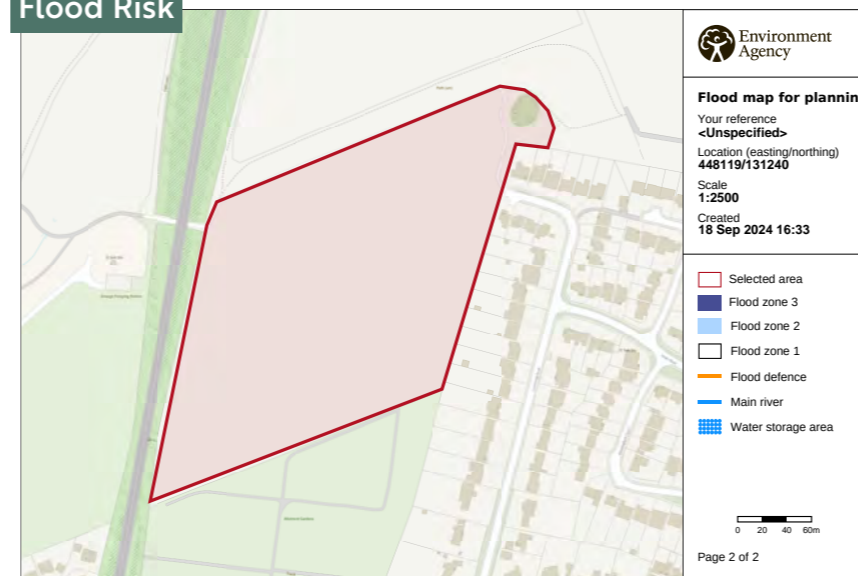
In relation to surface water and ground conditions, the assessment concludes that an infiltration-based solution provides an appropriate approach for dealing with the increased surface water run-off generated by the proposed development. This approach is consistent with the SuDs Hierarchy and guidance provided by the Water Authority and the Lead Local Flood Authority (LLFA).

The drainage assessment has informed the concept masterplan and proposed site layout which identifies the potential location for attenuation basins. The main option for discharge of surface water would be via either a single infiltration basin or multiple infiltration basins located at the western side of the site that would cater for the site's 2.80ha impermeable area. In addition, the drainage strategy proposes the use of house soakaways. The basins are situated on the western side of the site adjacent to the railway line and form part of the buffer between the site and the railway line within the open space area.

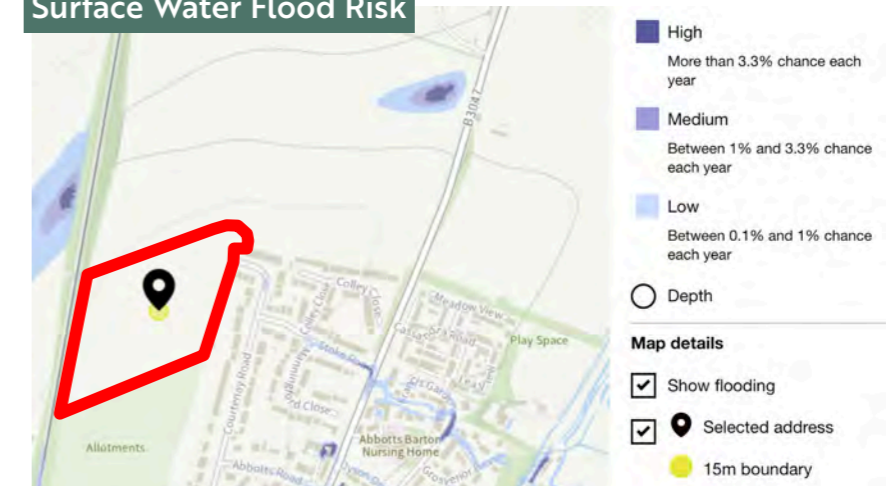
Foul Water

The development will connect to the nearest Southern Water foul sewer at the junction of Courtenay Road / Stoke Road Junction which has sufficient capacity to accommodate the proposed housing allocation. Due to the topography of the allocation site falling towards the west, there is a need for an adoptable foul pumping sewer to be provided on site. The pumping station and compound has been included in the illustrative masterplan to the northwest of the site adjacent from the crossing to the railway line. The proposed layout for the foul water pumping station has been established from the Design Construction Guidance (DCG), the document used for drainage adoption by Water Authorities.

Flood Risk



Surface Water Flood Risk



Outline Drainage Strategy



Landscape & Heritage

An Initial Landscape Assessment has been prepared by Green Landscape Studio in August 2024.

Site Context

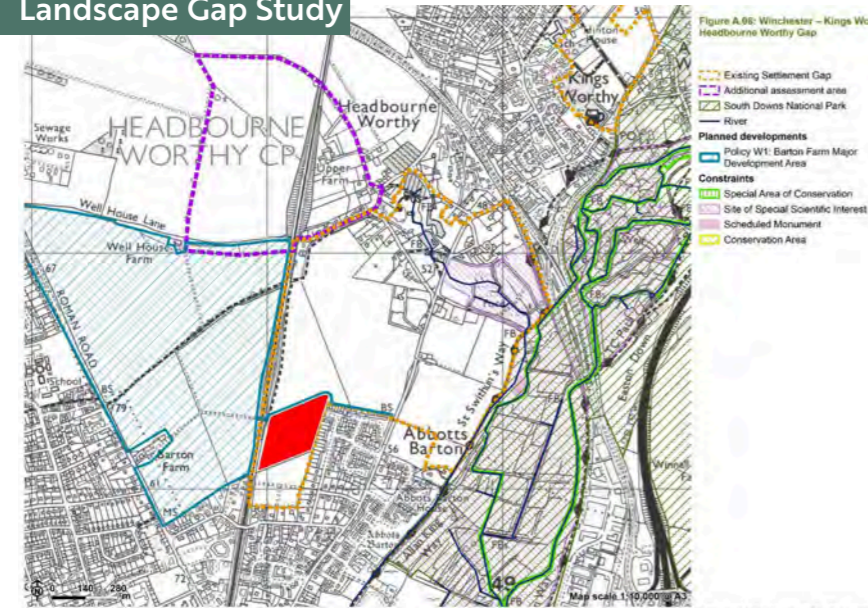
The site itself is made up of a single agricultural field currently used for the growing of arable crops. Overall, the site has an element of enclosure due to being bound by allotments to the south, a railway line to the west, mature tree line to the north and rear gardens of properties located along Courtenay Road to the east.

The site itself does not fall within any designations. It is included within the Policy W4 West Courtenay Road Allocation; Regulation 19 Draft Local Plan for residential development.

Settlement Gap

The Adopted Local Plan identifies the site as being within the Kings Worthy – Abbots Worthy Settlement Gap.

Landscape Gap Study



The policies state that the local planning authority will retain the generally open and undeveloped nature of the defined gaps, and within these areas only development that does not undermine the function of the gap and its intended role to define and retain the separate identity of settlements will be permitted.

The Regulation 19 Draft Local Plan demonstrates that development of the site will continue the built form at Kings Barton and Courtenay Road and retain a gap to the north where Barton Meadows Nature Reserve is located.

Historic Environment

There are a number of Listed Buildings located to the south-east of the site. There are no views of the site from these buildings due to interceding built form as well as mature vegetation, and the site is not deemed to form part of their setting.

Natural Environment

Barton Meadows is a Wildlife Trust Nature Reserve that was created as part of the Kings Barton development in 2017. Previously intensive agriculture use is now 30 hectares of wildflower meadows being managed for conservation. It is located to north of the site and provides public footpaths for access around the site.

Public Rights of Way

There is a public right of way that is located to the north eastern boundary of the site. It starts at Green Close to the north, heads south (where it meets the corner of the site) and travels underneath the railway before heading back up north and heading east through the Kings Barton development and coming out on Andover Road.

Visibility

Views are considered from the footpath that is located along the northern boundary of the site as this is a publicly accessible route through the site. The properties located beyond the allotments along Park Road will have glimpsed views into the site however, there are mature hedgerows and trees along this southern boundary as well as existing allotments. Rooftops of the development at Kings Barton can be clearly seen beyond the railway line to the west.

The mature tree line along the northern boundary offers glimpsed views to the nature reserve beyond. The properties located at the northern end of Courtenay Road have lower hedgerow boundaries and afford open views into the site. Overall, the site is visually contained and would be acceptable for residential development.

Conclusions

The Regulation 19 Draft Local Plan allocation can be supported by the existing landscape elements that exist both within the site and adjacent to it. Development at this location could be considered as infill development and not form part of the settlement gap between Winchester and Kings Worthy as the site boundary follows the line of existing development immediately east.

The following recommendations would ensure that any development would sit in the landscape without causing any immediate influence to the character of the receiving landscape or local designations.

- › The public right of way, public footpath and nature reserve to the north are important elements to consider. Public open space should be located to the northern part of the site to provide an appropriate buffer to the existing nature reserve. The current enclosed feel of the site will also mean the visual gap to the north will be maintained.
- › A landscape buffer has been applied to the western boundary which is refined through the noise and vibration assessment in relation to the impact of the railway line to the west. An initial buffer has also been suggested to the north creating a linear green link to the north. This will provide connections to the public rights of way and adjacent Barton Farm development.
- › Existing vegetation to the boundaries to be maintained with new native planting.
- › Regarding the building height parameters across the site, heights should generally be restricted to 2 storeys except for the potential for slightly taller units on the western edge where the land is lower and adjacent to the railway. 3 storey buildings are achieved within the Kings Barton development to the west; however, the land is much lower in this location and only the rooftops are visible over the railway line.
- › A sensitively designed site would provide an attractive development for both future and existing residents.

Noise & Vibration

A Noise and Vibration Assessment has been undertaken by 24 Acoustics between the 29th July to the 19th August 2024 to assess the impact of noise from the railway line (to the western site boundary) to inform site layout and appropriate mitigation measures.

Rail Noise

The assessment measured noise levels at the proposed location of dwellings closest to the railway, originally 50m from the centre of the railway. Noise levels recorded in this location from passing trains measured 55 dB LAeq (daytime) and dB 50 LAeq Night-time.

Rail Vibration

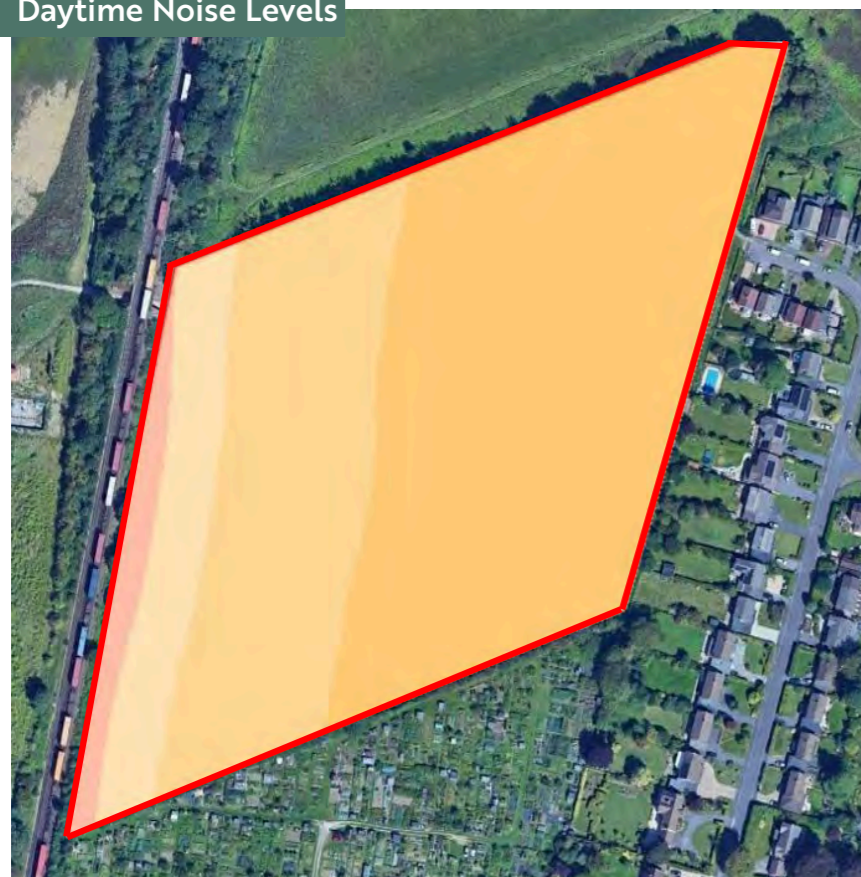
In this location, measured vibration levels were recorded of 0.04 (Daytime) and 0.02 (Night-time) (Vibration Dose Values). Daytime and night-time vibration levels at a distance of 55m from the centre of the railway line are below the range of "Low Probability Of Adverse Comment" and acceptable under BS 6472.

Mitigation

Acoustic considerations have been taken into account in the design process for the proposed development. The following mitigation measures have been identified in relation to rail noise:

- › All dwellings to be set back from railway line with a minimum set back distance of 55m to the centre of the railway line.
- › Provision of a noise barrier (1.8 metre height) on the southwest of the site fronting the railway.
- › Gardens to be located east of the houses nearest the railway and therefore, acoustically screened from the track.
- › Dwellings adjacent to the railway to be designed, where possible, with bedrooms facing away from or at 90 degrees to the railway line. Bedrooms and living rooms facing the railway line with enhanced acoustic glazing and ventilation systems (eg, MEV or more favourably, MVHR).

Daytime Noise Levels



Day Level dB(A)	
>..-40	>..-40
>40-45	>40-45
>45-50	>45-50
>50-55	>50-55
>55-60	>55-60
>60-65	>60-65
>65-..	>65-..

Nighttime Noise Levels



Night Level dB(A)	
>..-40	>..-40
>40-45	>40-45
>45-50	>45-50
>50-55	>50-55
>55-60	>55-60
>60-65	>60-65
>65-..	>65-..

Mitigation



Utilities

A utilities assessment has been undertaken in August 2024 by Pegasus Group. This assessment identifies the main utilities available around the site and their capacity to accommodate new development.

The assessment concludes that there are no utilities crossing the site that would cause a constraint or affect the deliverability of the site.

Electricity

With regards to electricity there is a substation within Stoke Road and another on the opposite side of Worthy Road. Engagement is being undertaken with Southern Electric to confirm the point of connection and capacity. With regard to loading there may be a requirement for the provision of a substation on site.

Gas

With regards to Southern Gas there is a 125mmPE pipe at the end of the cul-de-sac in Courtenay Road. This could be used as a point of connection depending upon the outcome of an assessment by Southern Gas.

Water

With the water supply there is an 8" water main at the junction of Courtenay Road/Stoke Road which could potentially be able to give capacity for the site. Engagement is currently being undertaken with Southern Water to confirm capacity.

Telephone / Internet

There are BT ducts in both footways at the end of Courtenay Road adjacent to the site, this provides a potential connection where the site could have the network supplied from. Also, there is a BT cable duct within the footway that crosses where the potential secondary access off Worthy Road/London Road would be from. This would need to be investigated at a more detailed stage to see what impact the access would have on the service.

Conclusions

The site is able to connect to utilities with regards to electricity, gas, water, telephone and broadband. Inquiries have been made to utilities providers to confirm capacity to accommodate a development of up to 160 dwellings and these will shortly be provided to the Council.





5. DEVELOPMENT CONCEPT

Design & Masterplanning Response

This section presents the proposed design and masterplanning response to the development site opportunity presented by land West of Courtenay Road, Winchester including the following:

Opportunities & Constraints Plan

The opportunities and constraints plan provides a summary overview of the key technical constraints and site considerations that have informed the proposal and illustrative masterplan.

Design Considerations / Design Principles

To inform the masterplan, an analysis has been undertaken of the key design considerations and principles in relation to the northern, eastern, western and southern site edges including the Stoke Road approach. This has considered the following key issues:

- › Stoke Road approach design considerations
- › Relationship to the existing settlement edge and properties
- › Scale, design and density considerations
- › Landscape impact including views into and out of the site
- › Relationship to Barton Meadows Nature Reserve
- › Options for enhanced boundary planting
- › Play and open space provision
- › Relationship to western edge and railway line
- › Relationship to the allotments
- › Cycling and walking connectivity
- › Drainage considerations

Concept Framework

Following analysis of the identified principles and opportunities, a framework masterplan has been prepared with a supporting movement hierarchy defining the principal street and connections network. This sets a structure for the illustrative masterplan.

Illustrative masterplan

The illustrative masterplan layout has been informed by the opportunities and constraints and design principles analysis and is consistent with the requirements of Local Plan Policy W4. The masterplan demonstrates the ability to deliver about 160 homes set within green spaces, play facilities and enhanced planting.

Land Budget Plan

A land budget plan has been established to demonstrate that strategic requirements can be delivered including 160 dwellings, 1.5ha of open space provision, drainage and other essential infrastructure.

Housing Mix

A housing mix plan is provided which demonstrates that the site provides for a policy compliant mix of open market and affordable housing in accordance with the Local Plan policy requirements.

Density and Heights

The density and heights plan sets out the proposed development heights and densities which demonstrates a positive relationship with the existing settlement edge and landscape context.

Opportunities & Constraints



Barton Meadows Nature Reserve and Local Gap

To Kings Barton

Views out

Views out

DEVELOPMENT CONCEPT

15m Offset to existing trees

60m

61m

62m

63m

Predominantly 2 storey building heights with potential for 3 storey facing railway

64m

55m Noise/Vibration easement

Courtenay Rd

Stoke Rd

Worthy Rd

To Kings Worthy

To Site

To Winchester

Allotments



- Site boundary
- Proposed vehicular access
- Pedestrian access
- Key pedestrian and cycle route
- Public right of way
- Existing walking trail
- Main elevated railway line
- Slope from railway
- Existing trees
- Potential to enhance landscape and secure existing back gardens
- Potential area for infiltration drainage basin
- Potential location for pumping station
- Key views
- Respect existing neighbours views
- Existing backs and sides
- Informal pedestrian access from backgardens

Design Considerations - Stoke Road and Courtenay Road Approach



Strong sense of arrival and transition required between existing and new development



Stoke Road is a green avenue leading off Worthy Road



Wide front gardens, on plot driveways, green verges summarise the character of approach to the site



Design Principles - Stoke Road and Courtenay Road Approach

- Opportunity for 'arrival green' and street trees to mark a transition in character from Courtenay Road approach.
- Green and lower density approach route to site fronted with 2 storey development.
- Clear views from Courtenay Road into site along road, transition needs to be sensitive along edge
- Well used walking route from site into adjacent nature reserve needs to be retained and feel welcoming
- Position of windows of properties siding onto site need to be taking into consideration in layout.



Well used connection to Nature reserve needs to be retained in an inviting green setting

Design needs to respect properties siding on to site boundary

Opportunity to incorporate elements of arrival avenue in scheme design to tie developments together

Heights should be predominately 2 storey to reflect existing character

Tree lined entrance and green marking sense of arrival

Design Considerations - Northern Edge



Views back to northern edge of site from the nature reserve highlight the gap in the trees and potential visibility of the site, especially in winter conditions.



View from western edge looking east to Courtenay Road



Existing well used foot path connection from Kings Barton to nature reserve, located adjacent to but outside of the site boundary. Proximity to nature reserve helps reinforce important ecology roles of the northern edge.



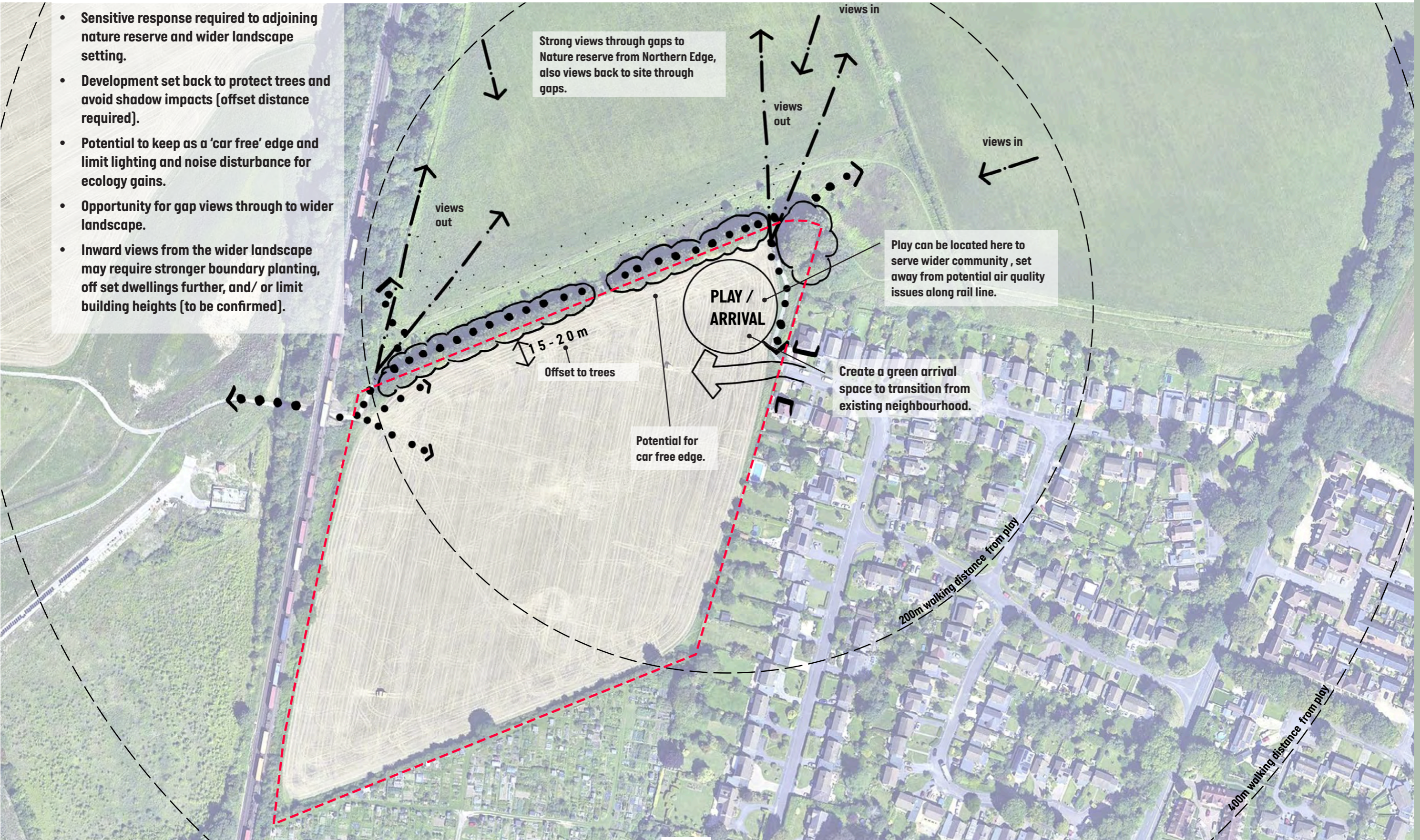
Views from NE corner along tree line looking towards Kings Barton



Views out from the site will add value and connection to countryside

Design Principles - Northern Edge

- Sensitive response required to adjoining nature reserve and wider landscape setting.
- Development set back to protect trees and avoid shadow impacts (offset distance required).
- Potential to keep as a 'car free' edge and limit lighting and noise disturbance for ecology gains.
- Opportunity for gap views through to wider landscape.
- Inward views from the wider landscape may require stronger boundary planting, off set dwellings further, and/ or limit building heights (to be confirmed).



Design Considerations - Eastern Edge



The long gardens (30-40m) of existing properties along Courtenay Road back onto eastern edge of the site



At the end of Courtenay Road properties are much closer siding onto the site



Some properties have taken advantage of the views to open fields and even incorporated gates for access



Swimming pool located to rear of garden with minimal boundary treatment for privacy



Low level fencing and fruit trees along boundary provides semi private edge

Design Principles - Eastern Edge



- Neighbouring dwellings back on with deep gardens enabling different design response options e.g. Backing on to form secure boundaries, siding on.
- Opportunity also to reinforce the boundary planting to filter views and enhance privacy between new and existing plots.

Some properties have created rear garden access onto site

Deep rear gardens allow different edge response (backing, siding)

Opportunity for larger plots and detached dwellings to provide gap views through

Opportunity to strengthen planting depending on design response.

Design Considerations - Southern Edge



View from allotments to southern boundary and the site beyond



Existing southern boundary with 'scrub' planting and some trees



View to southern boundary, allotments and development beyond

Design Principles - Southern Edge



- Allotments adjoining to the south behind a partial hedgerow understood to have limited ecological value.
- Views of the site are possible from the allotments on higher ground, but this is not considered a public viewpoint and therefore is less sensitive.
- Potential to reinforce planting and to secure site boundaries.

Opportunity for south facing gardens to back onto this edge.

Opportunity to reinforce boundary planting

Design Considerations - Western Edge



Noise & vibration attenuation would require a 55m set back into the site from the centre of the rail line (shown approx by dotted line)



Hedging and some tree planting create a green edge to rail line with potential for high ecology value



Raised position of rail line highlights its prominence over site



Public right of way and important pedestrian and cycle connection to Kings Barton

Design Principles - Western Edge



- Noise, vibration and air quality offset required from the railway.
- Drainage areas set on lower ground within informal / natural open space.
- Potential for play facilities to form a focal point at the connection point to Kings Barton [subject to suitable conditions].
- Design response should front and overlook the space, with potential for taller buildings and more continuous frontages to contain noise spread.
- Opportunities to enhance landscape and ecology along this edge.

Concept Framework

Framework plan response to the identified principles and opportunities, with a supporting movement hierarchy defining the principal street and connections network. This sets a structure for the illustrative masterplan.



Illustrative masterplan

DEVELOPMENT CONCEPT

Illustrative masterplan layout demonstrating the potential to deliver 160 new homes, set within accessible green spaces, play facilities and new tree and hedgerow planting to create a green and leafy character.



LUKEN & BECK



Land Budget Plan

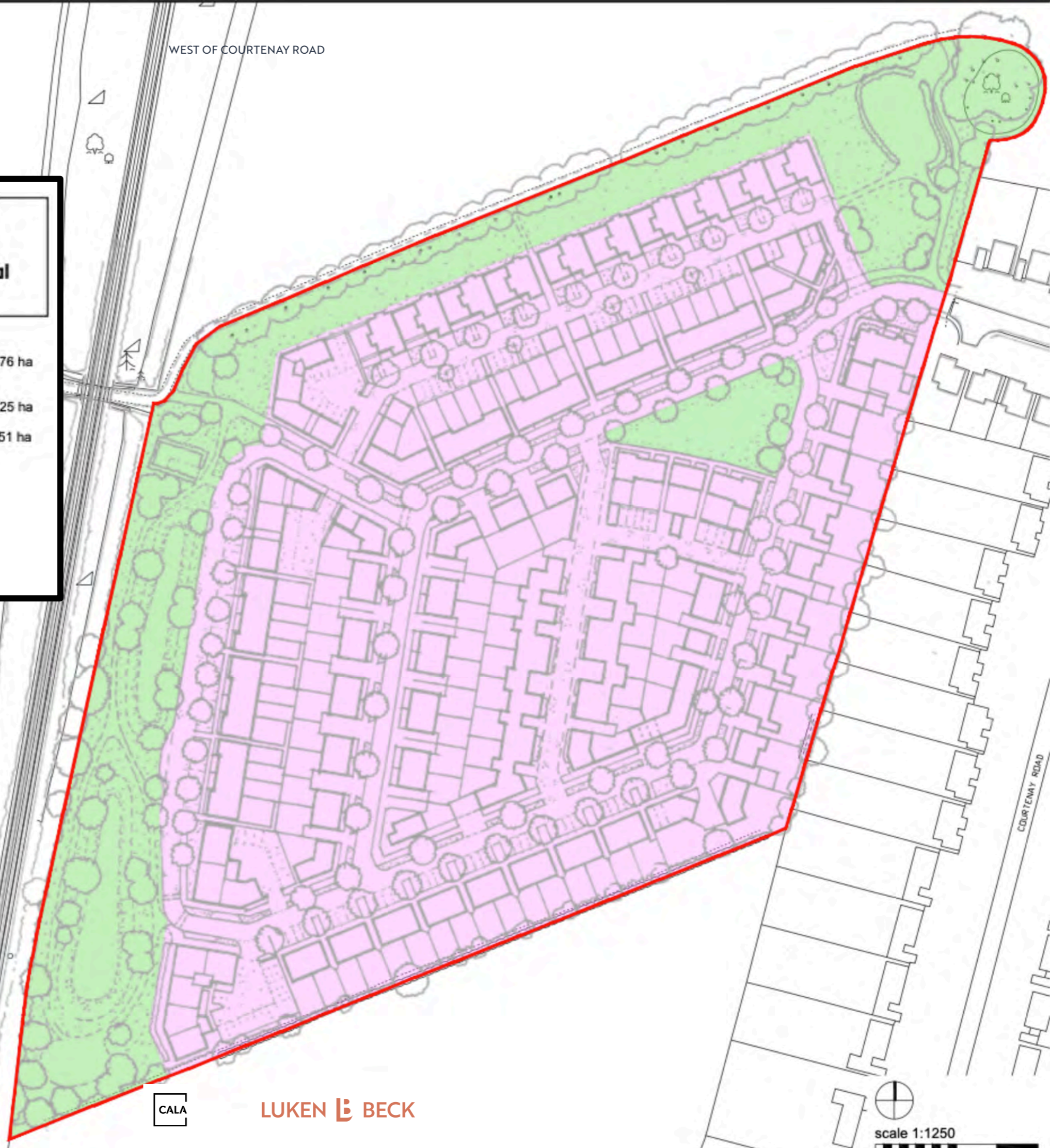
WEST OF COURTENAY ROAD

Gross residential area of 4.25 hectares with over 1.5 hectares of public open space supporting play, informal recreation and drainage / essential infrastructure.

	Site Boundary	5.76 ha
	Residential (Gross Area) <small>Including internal roads, incidental green and parking</small>	4.25 ha
	Public Open Space <small>(Including formal/informal play and recreation, natural green space, path routes, drainage attenuation and pumping station of 100m²)</small>	1.51 ha

Notes :

All open space calculations are based on gross areas, inclusive of existing trees and vegetation.
This Land Budget gives a high level estimate of approximate figures for land areas and dwellings based on the information available at the time of production.



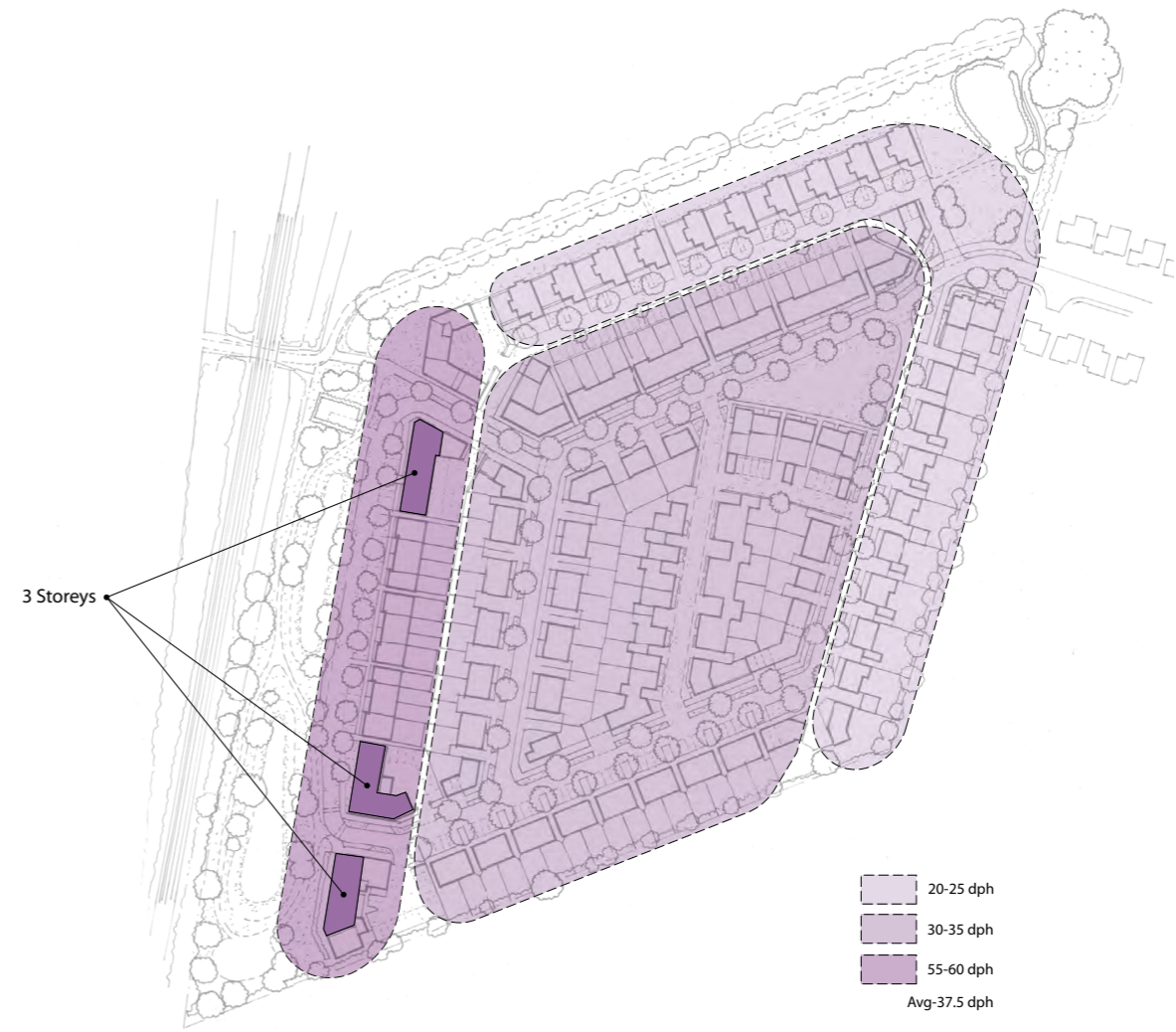
Dwelling Mix

- A total of 160 homes, of which 64 [40%] will be delivered as affordable across low cost home ownership and social / affordable rent.
- A balanced mix of dwelling types and sizes is provided helping to open local housing choice.
- Overall:
 - 68x 1-2 bed apartments / FoGs / houses [42.5%]
 - 61x 3-bed houses [38%]
 - 31x 4+ bed houses [19.5%]



Density & Heights

- Overall gross residential density of 37.5 dph.
- Core area density averaging between 30-35 dph
- Lower density transition to the north and east between 20-25 dph
- Higher density edge response to the western edge greenspace between 55-60 dph
- Predominantly 2 storey building heights with occasional apartment buildings reaching up to 3 storeys



6. SUSTAINABILITY APPRAISAL REVIEW

Regulation 19 Sustainability Appraisal Review

This section of the Vision Document provides a review of the Local Plan SA undertaken for the proposed allocation Policy W4 Land West of Courtenay Road. It is considered appropriate to review the SA at this stage, informed by the masterplanning work and technical assessments undertaken for the site, which assists in refining the Local Plan SA and demonstrates the sustainability and deliverability of the site.

Local Plan SA Framework

Key to Appraisal	
++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect likely
+/-	Mixed minor effects likely
++/-	Mixed significant effects likely
-	Minor negative effect likely
-- / +	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	Negligible effect likely
?	Likely effect uncertain

Site W4 West of Courtenay Road, Winchester			
IIA Objective	Regulation 19 Score	Our Score	Commentary
IIA1: climate change mitigation	-	++/-	<p>The site is located within 2km of the Winchester City Centre. The Site benefits from its location close to local facilities in Winchester and Kings Barton and is connected by footways, cycleways and bus facilities, which collectively provide access to a significant range of facilities to meet everyday needs.</p> <ul style="list-style-type: none"> › The site is within 200m of a bus stop and approximately 2km from Winchester Rail Station. › The site is readily accessible to the services and facilities to be delivered on the Kings Barton site. › It is within 401-800m of a primary school. It is within 501-1,000m of a secondary school. › It is within 300m of open space, open country or registered common land. Informal open space provision will be provided on site. › The site is approximately 2km from the nearest GP surgery. <p>The majority of the site is within an area where average commuting distance is in 61-80% range for the plan area.</p> <p>The development will promote energy efficiency, the efficient use of water and the use of renewable energy infrastructure.</p>
IIA2: travel and air quality	-	++/-	Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions
IIA4: health and wellbeing	-	++/-	<p>The proposed site layout includes a noise buffer to the western site boundary (55m from the centre of the railway line) and a noise barrier which will bring noise levels at night to appropriate levels to accommodate the development in accordance with national and local policy.</p> <p>The site is within 300m of open space, open country or registered common land. It is within 200m of a public right of way or cycle path. Informal open space provision will be provided on site.</p> <p>The site is approximately 2km from the nearest GP surgery.</p>
IIA7: services and facilities	-	++/-	Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.
IIA8: economy	0 ?	0	The site is proposed for residential and does not involve the loss of employment land.
IIA9: biodiversity and geo-diversity	-	0	The site is within a SSSI Impact Risk Zone for 'residential' or 'all planning applications' (River Itchen to the east). The site is currently in agricultural use and of low ecological value. The proposed development will deliver net gains in biodiversity in accordance with national policy.
IIA10: landscape	-	++/-	The site has medium or higher overall landscape sensitivity. The Landscape Assessment concludes that overall, the site is visually contained. The proposed site layout includes landscape buffers on the northern and western site boundaries including retention of hedgerows, trees and enhanced planting to screen views into and out of the site. Therefore, it is considered that the SA assessment should be mixed Minor Effects / Negligible.
	?	0	
IIA11: historic environment	-	+/-	The site is not in a Conservation Area and will not have an impact on heritage assets.
	?		
IIA12: natural resources	--	0	<p>The majority of the site contains greenfield land. Approximately 60% of the site is Grade 3a Agricultural Land. The Local Plan SA concludes that the loss of agricultural land will not significantly affect the supply of land to meet local needs.</p> <p>The site is within a Minerals Consultation Area for sand and gravel but there is less than 3ha within the MCA and the Minerals Planning Team conclude that minerals extraction is not required.</p>
IIA13: water resources	0	0	The site does not fall within Source Protection Zone 1, 2 or 3, within a drinking water safeguard zone (groundwater), or within a drinking water safeguard zone (surface water).
IIA14: flood risk	0	0	The site has been assessed through the SFRA Level 2 (2024). The entirety of the site is defined as Flood Zone 1. The RoFSW Map indicates that the site is not at risk of flooding from surface water. The BGS 'Susceptibility to Groundwater Flooding' dataset indicates that there is limited potential for groundwater flooding to occur and potential for groundwater flooding to below ground level.

7. DELIVERABILITY

Site Suitability

Paragraph 60 of the NPPF sets out that, to significantly boost the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. Local Authorities should specifically identify a sufficient number of sites to meet a 5-year housing land supply.

The site is located adjacent to the settlement edge of Winchester with public transport connections to Winchester City Centre and the rest of Hampshire. The site is not within an area of high landscape sensitivity or of international, national or local ecological importance.

Winchester is identified as the largest settlement in the District and the main focus for accommodating growth as identified in the Winchester District Local Plan 2020 – 2040 (Regulation 19, 2024). Winchester is a hub for many services and facilities which benefit residents and businesses in the district and beyond. The site lies within close proximity to primary and secondary schools, public open spaces / play facilities, leisure facilities, health facilities, local shops, Winchester Town Centre, public houses and other community facilities.

The site is well contained within the landscape and would not extend beyond the current northern boundary of Abbots Barton which retains the openness of the Settlement Gap. The proposed new neighbourhood provides the opportunity for informal green space, new planting and landscape enhancements to screen views into the site. The proposed concept layout and landscaping of additional greenspaces could deliver a minimum of 10% net gain in biodiversity.

Site Availability

The land is entirely within the control of Cala Homes. There are no known legal or ownership issues that would constrain the site coming forwards for development in the immediate future.

Site Achievability

The site is immediately available and capable of delivery within 5 years. It is anticipated that a full planning application could be submitted within 12 months of the adoption of the Local Plan with first residential completions 12 months following. Phasing of delivery is anticipated to be 55 dwellings per annum for market homes with the percentage required for affordable homes delivered.

Progress with Site Assessment Work

Masterplanning

A concept masterplan has been prepared for the site providing an indicative layout for a sustainable new neighbourhood of about 160 dwellings and demonstrates how Local Plan allocation can be delivered.

Highways and Access

A Transport Feasibility Note has been undertaken to assess the deliverability of the site in transport and accessibility terms. This has included engagement with Hampshire County Council (HCC) regarding the creation of a suitable and safe vehicular access to the site off Courtenay Road.

The Site is located within the Winchester City administrative area, approximately 2km from the city centre. The Site benefits from its location close to local facilities in Winchester and Kings Barton and is connected by footways, cycleways and bus facilities, which collectively provide access to a significant range of facilities to meet everyday needs.

The feasibility note has concluded that the site is deliverable and the residual cumulative transport impacts of development are not expected to be significant. The assessment concludes that with site access from Courtenay Road the development is capable of accommodating about 160 dwellings.

Ecology and Biodiversity

A desktop Ecology and Preliminary Biodiversity Net Gain assessment was undertaken for the site which has assessed ecological impact and biodiversity net gain requirements. The study identifies the site mainly comprising of a single arable field including a small woodland block as well as boundary hedges and a tree line. The proposals are able to retain important features wherever possible and to protect and enhance them by additional new planting. The proposals also seek to offset habitat losses by proposed new planting and other associated ecological enhancements, which will increase the value of the area for wildlife. The biodiversity net gain metric calculation concludes that the proposals can readily deliver 10% net gain in both area habitats and hedgerow units.

The assessment concludes that the retention and enhancement of important features and biodiversity net gain can be delivered with a site capacity of 160 dwellings.

Nutrients Mitigation

There is a local policy requirement for new development to be nutrient neutral in relation to the impact on water quality of the Solent area. The proposed development has established a nutrient budget for the site and an appropriate mitigation strategy in accordance with Winchester City Council's position statement to mitigate the impact of nitrogen and phosphates on the Solent SAC and River Itchen SAC. An appropriate mitigation package in accordance with Local Plan Policy NE16 to achieve nutrient neutrality will be achieved.

Landscape & Settlement Gap

The Landscape Assessment concludes that overall, the site is visually contained. The proposed site layout includes landscape buffers on the northern and western site boundaries including retention of hedgerows, trees and enhanced planting to screen views into and out of the site. Dwelling storey heights will be restricted to 2 storeys with some 3 storey buildings located on lower lying land adjacent to the western site boundary.

The site is within the currently defined Winchester to Kings Worthy / Headbourne Worthy settlement gap. On behalf of the Council, Land Use Consultants reviewed the existing settlement gaps through the emerging Winchester Local Plan 2020 – 2040. The study concludes that the removal of site W4 Land West of Courtenay Road from the settlement gap would not affect the integrity of the gap. The Regulation 19 Local Plan also concludes that the site 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.

Therefore, it is considered that the proposed allocation will relate positively to the landscape setting and maintain the integrity of the settlement gap.

Noise

A noise assessment has been undertaken in relation to the impact of noise on the site from the Winchester to London rail line which also identifies necessary attenuation to mitigate noise impact associated with the railway. In accordance with Winchester City Council's Technical Guidance for Noise there is a requirement to reduce noise levels by 28 dBA to bedrooms and 21 dBA to living rooms. The assessment concludes that delivery of the proposed noise buffer area and ventilation strategy noise levels can be restricted to appropriate levels to accommodate the development in accordance with national and local policy. The assessment concludes that the delivery of appropriate noise buffers and attenuation measures can be accommodated within a development of about 160 dwellings.

Drainage

An outline drainage strategy has been prepared examining the likely surface water drainage for the development. The assessment concludes the site is in Flood Zone 1, is not subject to surface water flooding or flooding from reservoirs with limited potential for groundwater flooding. A drainage strategy incorporating an infiltration-based solution is proposed to deal with surface water run-off as a preferred approach based on the SuDS Hierarchy. In relation to foul water, the site layout includes an onsite pumping station to ensure sufficient capacity for foul drainage. The strategy concludes that the site is capable of delivering 160 dwellings with an effective drainage strategy delivered on site.

Utilities

A utility search report has provided an assessment of all utilities known to operate within or near the specified boundary. The search report identifies that utilities operating at the site location include electricity, gas, water and sewage and telecoms. The site is able to connect to key services and utilities and the location of existing utilities do not affect the ability to deliver a development of 160 dwellings.

Open Space Provision

Policy W4 of the Regulation 19 Draft Local Plan requires the provision of approximately 1.5 hectares of on-site flexible, multifunctional accessible green spaces. Therefore, the site has greater capacity to provide for about 160 dwellings while satisfying the requirements of local plan Policy W4.

Conclusion

The proposed new neighbourhood is of an appropriate scale and is sustainably located on the settlement edge of Winchester and is deliverable in terms of suitability, availability and achievability.

Winchester is identified as the largest settlement in the district and the main focus for accommodating growth as identified in the Winchester District Local Plan 2020 – 2040 (Regulation 19, 2024). The site is allocated in the Regulation 19 Local Plan and provides a valuable contribution towards the district's housing requirement.

Winchester is a hub for many services and facilities which benefit residents and businesses in the District and beyond. The site lies within close proximity to primary and secondary schools, public open spaces / play facilities, leisure facilities, health facilities, local shops, Winchester Town Centre, public houses and other community facilities.

The outputs of the technical assessments relating to transport, noise, ecology, landscape, drainage and utilities demonstrate that the site is deliverable in the short term and capable of sustainably accommodating about 160 dwellings.



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