



Adrian Fox
Strategic Planning Manager
Winchester City Council
Planning Policy
Offices,
Winchester
SO23 9LJ

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL

Telephone [REDACTED]
Fax [REDACTED]
www.hants.gov.uk

By email only

Enquiries to [REDACTED]

My reference

Direct Line [REDACTED]

Your reference

Date 18 October 2024

E-mail [REDACTED]

Dear Adrian,

Winchester City Council Regulation 19 Pre-Submission Local Plan Consultation

Thank you for consulting Hampshire County Council on the Winchester City Council Regulation 19 Pre-Submission Local Plan. At this pre-submission stage of plan making the County Council seeks to focus its responses on the soundness of the Local Plan.

The Strategic Transport Assessment provides an assessment of the highway impact of the Winchester local plan development sites on the Hampshire highways network. The County Council support the use of a “vision led” approach which focuses on providing a genuine travel choice, and the use of the Sub Regional Transport Model to assess the traffic growth and impacts on the network serving Winchester and southeast Hampshire. However, clarifications and additional modifications to policy wording on site allocations are provided where it is considered the suggested modifications to wording could strengthen policies from a transport perspective.

The County Council is reassured to see that a Health Topic Paper and Health Impact Assessment has been prepared to inform the identification of the health and wellbeing priorities for the district. It also welcomes the alignment to Hampshire County Council’s Public Health strategy and Planning Position Statement along with the use of the Joint Strategic Needs Assessment in helping shape this.

Additionally, the County Council in its capacity as local education authority has provided advice regarding the future school place planning requirements associated with the planned growth of Winchester City Council area and the County Council provides additional modifications to policy wording in our capacity as the owner of a large estate within the City Council area with a disposal program for our estate in development.

Deputy Chief Executive and Director of Hampshire
2050

[REDACTED]

Detailed comments can be found annexed to this letter. This includes suggested additional Modifications.

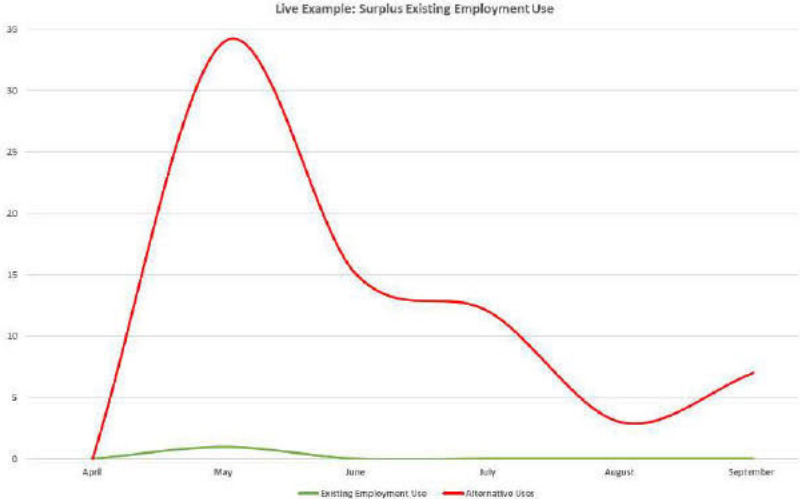
I trust that these comments are of assistance to you. If you wish to discuss any of the comments raised, please do not hesitate to contact my colleague [REDACTED] on [REDACTED] [REDACTED].

Yours faithfully,

[REDACTED]

Strategic Planning Manager
Hampshire 2050

Annex 1 – Hampshire County Council Comments on Soundness

Section / policy	Sound	Reasons and recommended modifications																					
<p>E6 (Retaining Employment Opportunities)</p>	<p>No – The Policy is not Justified because there is not enough evidence to justify the 12 month marketing exercise.</p>	<p>The County Council support the economic prosperity and vitality of Hampshire's towns, villages and cities. There is however limited evidence that a requirement for a 12-month marketing exercise is justified and effective in retaining employment opportunities.</p> <p>Recent experience is encapsulated in the table below from a live example employment site, that has been marketed by the County Council for existing use. This identifies a spike in new enquiries during the first few months of marketing, with waning interest subsequently (and very low interest in the existing use at any point). The trend is corroborated in discussion with local agents and our experience in marketing surplus land and buildings.</p>  <table border="1" data-bbox="833 868 1630 1369"> <caption>Live Example: Surplus Existing Employment Use</caption> <thead> <tr> <th>Month</th> <th>Existing Employment Use</th> <th>Alternative Uses</th> </tr> </thead> <tbody> <tr> <td>April</td> <td>0</td> <td>0</td> </tr> <tr> <td>May</td> <td>1</td> <td>34</td> </tr> <tr> <td>June</td> <td>1</td> <td>15</td> </tr> <tr> <td>July</td> <td>1</td> <td>13</td> </tr> <tr> <td>August</td> <td>1</td> <td>3</td> </tr> <tr> <td>September</td> <td>1</td> <td>7</td> </tr> </tbody> </table>	Month	Existing Employment Use	Alternative Uses	April	0	0	May	1	34	June	1	15	July	1	13	August	1	3	September	1	7
Month	Existing Employment Use	Alternative Uses																					
April	0	0																					
May	1	34																					
June	1	15																					
July	1	13																					
August	1	3																					
September	1	7																					

Section / policy	Sound	Reasons and recommended modifications
		<p>A 12-month marketing period is unlikely to be more effective in securing continued employment use than, say, a 6-month marketing period, and in fact could cause harm by delaying brownfield regeneration, also potentially adding significant holding costs to a vacant building.</p> <p>Amendments to the policy are therefore suggested to review outcomes of a more targeted marketing exercise after six months, with retained wording 'at least' to extend this period if required.</p> <p>Additional guidance on marketing requirements, the review and reporting process would be helpful as an appendix or supplementary planning document. This should include the approach to financial viability assessment, particularly regarding the City Council's key considerations when assessing the viability of maintaining the current employment use or an equivalent.</p> <p>Proposed modifications to make the policy sound: <i>'Marketing for existing and employment use should be undertaken for at least <u>6-12</u> months.'</i></p>
<p>Policy E8 (Local shops, services and facilities)</p>	<p>No - The Policy is not Justified and effective because there is not enough evidence to justify the 12 month marketing exercise.</p>	<p>There is limited evidence that a requirement for a 12-month marketing exercise is justified and effective in retaining community buildings.</p> <p>In comparison, the Community Right to Bid for Assets of Community Value allows for a 6-month period for community organisations to prepare bids to purchase the asset. Evidence presented by the County Council in respect of Policy E6 also highlights an initial surge in enquiries in the first few months of marketing, with a sustained fall in new enquiries subsequently, consistent with the County Council's experience in marketing surplus land and buildings.</p>

Section / policy	Sound	Reasons and recommended modifications
		<p>A 12-month marketing period is unlikely to be more effective in securing continued community use than, say, a 6-month marketing period, and in fact could cause harm by delaying re-use of buildings, also potentially adding significant holding costs to a vacant building.</p> <p>The County Council recognise that Policy E8 covers a broad range of local shops, services and facilities. Amendments to the policy are therefore suggested to review outcomes of a more targeted marketing exercise after six months, with retained wording 'at least' to extend this period if required. Additional guidance on marketing requirements, the review and reporting process would be helpful as an appendix or supplementary planning document. This should include the approach to financial viability assessment, particularly regarding the City Council's key considerations when assessing the viability of maintaining the existing use or an equivalent.</p> <p>Proposed modifications to make the policy sound: <u>'Marketing should be undertaken for a minimum of at least 6-12 months for existing use and alternative uses falling within the definition of local shops, services and facilities.'</u></p>
<p>Policy NE10: Protecting Open Areas</p>	<p>No – The policy as currently worded is not consistent with national policy.</p>	<p>The County Council consider it crucial to recognise the ability for school playing fields to be disposed of for alternative uses - to secure funding for recreational and education improvements - or used to accommodate school expansions, by virtue of Section 77 of the School Standards and Framework Act 1998 and supported by Paragraph 99a of the National Planning Policy Framework (NPPF).</p> <p>Proposals for loss of school playing fields are sent to the Secretary of State for consent and are determined on the overall balance of benefit of the disposal against expected gains, to pupils and existing community users.</p>

Section / policy	Sound	Reasons and recommended modifications
		In order to be consistent with national policy and legislation, the 1998 Act should be referenced in the main policy or supporting text; development of school playing fields under Section 77 would be considered as an exception to the policy.

Annex 2 – Hampshire County Council Comments on the WCC Local Plan Policies and Transport Assessment (including Recommended Additional Modifications)

Section / policy	Comment and Recommended Additional Modifications
Transport Assessment	The Strategic Transport Assessment (STA) provides an assessment of the highway impact of the Winchester local plan development sites on the Hampshire highways network. The County Council support the use of a “vision led” approach which focuses on providing a genuine travel choice and the use of the Sub Regional Transport Model (SRTM) to assess the traffic growth and impacts on the network serving Winchester and southeast Hampshire.
Strategic Policy NE1 Protecting and enhancing Biodiversity and the Natural Environment in the district	<p>The County Council recommend that the policy wording is updated to be consistent with the Biodiversity Gain Hierarchy set out in Articles 37A and 37D of the <i>Town and Country Planning (Development Management Procedure) (England) Order 2015</i> and the mitigation hierarchy approach of the NPPF (2023), paragraph 186(a).</p> <p>Proposed modifications:</p> <ul style="list-style-type: none"> • <i>'Normally any mitigation, compensation and enhancement measures are required to be delivered on-site, in line with the Biodiversity Gain Hierarchy, unless special circumstances dictate that off-site mitigation or compensation is more appropriate. Off-site mitigation or a financial contribution, in lieu of on-site mitigation, will only be considered in limited circumstances and where it is demonstrated that the proposed mitigation is deliverable and effective.'</i>

Section / policy	Comment and Recommended Additional Modifications
<p>NE3: Open Space, Sport and Recreation</p> <p>7.28</p>	<p>The County Council welcome the emphasis on retaining existing open space and recreational provision along with the need for adequate provision associated with new development. The County Council also support the commitment to ensure that intergenerational areas are co-designed.</p> <p>The County Council would advise further expansion of the last part of the final sentence, “or the benefit of the development to the community outweighs the harm caused by the loss of the facility” to include how WCC would expect to see the benefits/harms measured or quantified. The County Council would expect a detailed analysis, including the use of Public Health intelligence and information, and consultation exercise carried out.</p>
<p>Policy SH3: Whiteley Green</p>	<p>The County Council is supportive of the Whiteley Green allocation and has comments to ensure the policy and supporting text reflects the current information available from the landowner.</p> <p>In order to reflect the proposed movement strategy and provide options for access, clause (i) to read: <i>'Provide safe vehicle, pedestrian and cycle access from Bader Way and / or Lady Betty's Drive, an attractive footpath and cycleway network, and provide convenient access to public transport;'</i></p> <p>To provide an appropriate level of play space provision to meet the needs of the development, based on the reduced capacity of 30 dwellings and available site area, clause (iv) to read: <i>'Provide on-site open space (Informal Open Space, and Local Equipped Area for Play) as part of a neighbourhood green to serve the proposed and surrounding development;'</i></p> <p>To provide up-to-date site information, delete the following text in paragraph 13.31, as this is not currently identified as a constraint: <i>'There are foul and surface water sewers running across the site which would require an easement of 6m to be kept clear of all buildings and tree planting.'</i></p>
<p>Sustainable transport and active travel Page 112, Para 6.4</p>	<p>Hampshire County Council, in its role as Local Highway Authority, has recently adopted a new Local Transport Plan (LTP4) for the county. This document sets out the vision intended outcomes, guiding principles and policies for planning and delivering transport in Hampshire in</p>

Section / policy	Comment and Recommended Additional Modifications
	<p>the period up to 2050. Key objectives within this document are the encouragement of modal shift, decarbonising the transport system and the need to plan more effectively for people and places.</p> <p>The text in paragraph 6.4 refers to LTP3 as being the current transport plan should be updated to <u>LTP4</u>.</p>
P115 - Key Issues	<p>Criteria iii) The County Council recommend that this would be an appropriate section to reference that: <u>large developments and new settlements may be required to meet agreed transport outcomes such as ambitious mode share targets</u>. These outcomes and targets will only be approved where the County Council and City Council believe there are realistic opportunities to achieve a high sustainable transport mode share amongst new residents and/or shift existing residents from car to sustainable transport modes and they will be robustly monitored and managed through the travel plan process.</p> <p>Criteria ix) The County Council supports this statement.</p>
Strategic Policy T1	<p>iii) To strengthen the policy wording, the County Council recommend the inclusion of reference to 'the principles' as well as the 'concept' of '20-minute neighbourhoods'.</p> <p>iv) To Strengthen the policy wording, the County Council recommend the inclusion of reference to new developments being required to support or contribute towards the delivery of the LCWIP network across the district, and other transport schemes included within the Infrastructure Funding Statement, where appropriate.</p>
Policy T2 – Parking for New Developments	<p>The County Council would recommend clarifying the policy position regarding what residential parking standards the City Council will expect applicants to consider prior to the new Residential Parking Standards SPD being adopted in case there is a delay in the timetable for approving the new standards. The County Council is concerned that there could be a policy void between the old standards and the new one being adopted, so including a reference to what the parking standard is would be useful for developers.</p>

Section / policy	Comment and Recommended Additional Modifications
	<p>T2 ii) The County Council suggest that there should be somewhere in the policy or the associated text referencing how car parking demand for a new development is assessed and calculated, and what information is expected from the applicant to evidence this. The County Council will also welcome additional information setting out how the applicant should assess ‘on street parking stress’ in the vicinity of the proposed site if there is a risk that parking associated with the development will impact on street parking. The County Council would welcome reference to parking and loading requirements for operational vehicle activities such as delivery vans, servicing vehicles, refuse and recycling vehicles and fire appliances. It is noted that there is also no reference to disabled parking provision and standards and it may be worthwhile clarifying the policy position. In the case of large development sites particularly where lower parking provision is sought and there may be impacts on the highway network then, a requirement for an approved Car Parking Management Plan should be considered.</p> <p>T2 iii) This policy does not consider how the potential impacts on the highway resulting from developments with no car parking or limited parking might be managed. Does the policy need to reference that residents of these developments may be restricted from applying for on street resident parking permits and/or on street parking restrictions may need to be reviewed. The current wording is a good catch-all but the lack of detail could cause issues in the future or mean developments with no or limited car parking development is difficult to deliver.</p>
<p>Policy T3 – Promoting sustainable travel modes of transport and the design and layout of parking for new developments</p>	<p>T3 i) The County Council support the reference to priority parking for active and e-mobility travel and car clubs however, it is noted that there is no specific policy or signposting in the document to guidance as to the number of bays that should be provided or expected according to the size, scale, location and use of the development.</p>
<p>General Comment on Public Health links</p>	<p>The Local Plan embraces many of the key health and well-being themes and along with some policies seek to tackle the wider determinants of health across the Winchester City Council area.</p>

Section / policy	Comment and Recommended Additional Modifications
	<p>The County Council is pleased to see that a Health Topic Paper and Health Impact Assessment has been prepared to inform the identification of the health and wellbeing priorities for Winchester City Council area. The County Council also welcome the alignment with Hampshire County Council's Public Health strategy and Planning Position Statement along with the use of the Joint Strategic Needs Assessment in helping shape this.</p> <p>In general, the local plan links health outcomes through several policies within the plan such as settlement hierarchy, design, air quality, green space, open space and transport. Key themes for health within the local plan area remain an ageing population, physical and mental health and air quality. Public health would wish to support these key policy aims and the thread they form within the policies outlined above.</p>
General Comment: Transport emissions & public health	<p>In regard to transport emissions, Public Health notes potential tension between long-term targets for fine particulate matter for which both Winchester & Hampshire have legal obligations, the current policy objectives of Winchester City Council and Hampshire County Council in regard to climate change, national legislation and the forecast transport emissions associated with the local plan.</p>
Strategic Policy D1 High Quality, Well Designed and Inclusive Places	<p>Seeking healthy urbanism approaches within this policy helps to link key urban design and place policies around healthy focused outcomes. This will ensure health policy aims are carried through to the implementation part of development management. Public Health would suggest strengthening the policy aspirations with the use of assessment tools such as Building for Healthy Life and Streets for Healthy Life as part of this policy, which are also proactive tests of compliance.</p>
Policy CN1: Mitigating and Adapting to Climate Change 4.16	<p>The County Council welcomes the links between health, wellbeing and climate change outlined in this policy. UK Health Security Agency maintain that there is no safe level of air pollution (Health matters: air pollution - GOV.UK (www.gov.uk)), and hence opportunities to prevent the creation of pollution ought to be championed above reduction and mitigation.</p>

Annex 3 – Hampshire County Council Comments on the WCC Local Plan Site Allocations (including Recommended Additional Modifications)

Section / policy	Comment and Recommended Additional Modifications
<p>W1 – 2000 homes at Kings Barton</p>	<p>The planning permission for Kings Barton includes the delivery of a new 200 space Kings Barton P&R light site at the northern end of the site adjacent to Wellhouse Lane, which is to be served by a new local bus service through Kings Barton.</p> <p>The County Council consider that there is potential to link any future Park and Ride service north of the site to connect with this facility which should be cross-referenced in the supporting text for this policy as well as in Policy W2.</p>
<p>Policy W2 – 750-1000 homes at Sir John Moore Barracks</p>	<p>Expected to generate between 225 and 300 primary age pupils. It may be possible to expand one of the local primary schools to serve the development or potentially a new school, subject to walking routes, site constraints, and the distribution of places across existing schools once the development commences. The development would also be expected to generate between 158 and 210 secondary age pupils. It is likely than an expansion of the catchment secondary school (the Henry Beaufort) would be required.</p>
<p>Policy W2 – 750-1000 homes at Sir John Moore Barracks</p>	<p>This brownfield site is located on the northern edge of Winchester. Although it has challenging topography and flood risk, the site would be well suited to accommodating a new strategic Park and Ride site and has been identified as a suitable location within the Winchester Movement Strategy Park and Ride feasibility studies. The delivery of a strategic Park and Ride site would intercept and reduce traffic entering Winchester via B3420 Andover Road/Winchester Avenue, helping to ensure that the road would have the capacity needed to accommodate additional trips generated by the development. Winchester Movement Strategy studies suggest that, in combination with the Kings Barton 200 space Park and Ride lite site and other Winchester Movement Strategy improvements, this would result in demand for around 700-750 Park and Ride spaces on the Andover Road corridor by 2030.</p> <p>Further Park and Ride capacity may be required beyond this as further complementary Winchester Movement Strategy traffic reduction, movement and place plan measures and car</p>

Section / policy	Comment and Recommended Additional Modifications
	<p>park capacity reduction measures in the city centre are implemented. It is envisaged that as with all other existing Park and Ride sites, the new Strategic Park and Ride site would be served by an express bus service operating every 10-12 minutes that would connect the site to the city centre and railway station, and potentially to the Royal Hampshire County Hospital site on Romsey Road. It would be important that, as part of the Park and Ride service, the interchange time penalty incurred by Park and Ride users is largely offset by providing faster, reliable journey times into the city centre that save time compared to onward travel by private car.</p> <p>It will also be important that the access strategy for the site facilitates Park and Ride bus service access with the minimum journey time penalty.</p> <p>It is recommended that Policy W2 criteria xix is amended to 'The proposals include <i>provision</i> of a Park & Ride facility...' This is to ensure that delivery of the Park & Ride is secured in the policy wording.</p> <p>Ensuring good pedestrian and cycle connections from the site west to Littleton and south to Harestock will be very important, direct delivery or developer contributions should be sought to delivery proposals in the emerging Winchester City LCWIP that identifies links into these key locations from the site and on into the city centre.</p>
<p>Policy W3 – 30 homes at St. Peter's Car Park</p>	<p>The predicted numbers generated by this development are unlikely to have a significant impact on the local primary or secondary schools.</p>
<p>Policy W4 - 150 dwellings at Courtney Road, Abbotts Barton</p>	<p>150 dwellings would be expected to generate approximately 45 primary age pupils and 32 secondary age pupils. The development would currently be in the catchment areas of Kings Worthy Primary and Henry Beaufort School. Kings Worthy is forecasting some capacity and may be able to accommodate but it is noted that this development is not anticipated before 2030 which is outside of the school's forecasting period. Henry Beaufort will be under pressure from Barton Farm and Sir John Moore Barracks developments so a secondary contribution may be required.</p>

Section / policy	Comment and Recommended Additional Modifications
<p>Policy W4 - 150 dwellings at Courtney Road, Abbotts Barton</p>	<p>As part of plans to develop a dense connected cycle network for Winchester, the County Council is currently developing plans for a high-quality active travel corridor along the B3047 Worthy Road/ Worthy Lane corridor towards Hyde Street and Andover Road, to complement the existing cycle route to the City Centre via Dyson Drive, River Park and Middle Brook Street. This site is in a highly sustainable location, well-served by bus. As part of the development, it would be good to explore how the kink in the existing active travel route from Courtenay Road to Kings Barton could be removed, as this would make this linkage more direct, safer and more legible for users. Any new active travel links from the site to this route should be constructed to design standards set out in LTN 1/20.</p> <p>Policy W4 iii) should be amended to contribute to any other off site junction <i>transport</i> improvements necessary'.</p>
<p>Policy W7 – Mixed use development including 300 homes, retail, residential, leisure, and other town centre uses within the Central Winchester Regeneration Area</p>	<p>300 dwellings could generate up to 90 primary age pupils and 63 secondary. However, that depends on the type of housing proposed with flats, for example, unlikely to generate as many. The catchment schools serving this site are St Bede CE Primary and Westgate All through School. These schools are under pressure, so depending on the type of dwellings proposed, further consideration would be needed as to the mitigation for the educational impact of this development.</p>
<p>Policy W8 - Land is allocated for mixed use development including around 250 homes at Andover Road and Worthy Lane (Station Approach Regeneration Area)</p>	<p>250 dwellings would generate up to 75 primary age pupils and 53 secondary age pupils. However, that depends on the type of housing proposed with flats, for example, unlikely to generate as many. The catchment schools serving this site are St Bede CE Primary, Western CE Primary and Westgate All through School. These schools are under pressure, so depending on the type of dwellings proposed, further consideration would be needed as to the mitigation for the educational impact of this development.</p>
<p>Policy W9 - mixed-use site comprising 30 residential dwellings, specialised</p>	<p>The predicted number of children forecast to be generated from this development are unlikely to have a significant impact on the local primary or secondary schools.</p>

Section / policy	Comment and Recommended Additional Modifications
<p>facilities including those for care, and a local convenience store at the Bar End depot, Winchester This</p>	
<p>Policy SH1 West of Waterlooville, including Newlands 3,000 dwellings (600 in Havant).</p>	<p>With an additional 300 homes proposed an expansion of the southern primary school would be required as part of this development. Land has been reserved to accommodate an expansion.</p>
<p>Policy SH1 West of Waterlooville, including Newlands 3,000 dwellings (600 in Havant).</p>	<p>This is a carried forward site with an additional approximately 300 dwellings to be achieved through intensification within the Winchester District part of the development. The County Council welcome intensification of dwellings in the sections of the development that are within 800 metres walking distance to Waterlooville town centre or within 400 metres walking distance to the STAR bus stops on A3 London Road corridor.</p> <p>The transport implications associated with the intensification of the development proposals and the 300 additional dwellings will be felt on the road network within Havant Borough and as such must be assessed in a revised Transport Assessment. Any impacts on neighbouring authorities will require further discussions and where appropriate additional mitigation measures.</p>
<p>Policy SH2 North Whiteley 3,500 dwellings</p>	<p>Developer contributions has been secured to deliver a second new primary and new secondary school to support the expansion of the North Whiteley development</p>
<p>Whiteley Green</p>	<p>The predicted number of children forecast to be generated by this development are unlikely to have a significant impact on the local primary or secondary schools.</p>
<p>Market Towns and Rural Allocations</p>	<p>The proposed development and housing growth in these locations should be supported by active travel infrastructure improvements and the development of a rural transport strategy for each market town and settlement. Significant housing growth and development in these market towns and rural settlements would not have been supported due to the generally poor public transport accessibility and lack of services in these areas resulting in an overreliance on unsustainable private car trips.</p>

Section / policy	Comment and Recommended Additional Modifications
Policy BW1 -The Vineyard / Tangier Lane – Bishop’s Waltham	150 dwellings could generate up to 45 additional primary age pupils and 32 secondary age pupils. The site is served by Bishops Waltham Infant School, Bishops Waltham Junior School and Swanmore College. It is possible that a contribution towards the expansion of all phases of education provision may be required.
Policy BW3 - Tollgate Sawmill – Bishop’s Waltham	10 dwellings could generate up to 3 additional primary age pupils and 2 secondary age pupils. The site is served by Bishops Waltham Infant School, Bishops Waltham Junior School and Swanmore College. It is possible that a contribution towards the expansion of all phases of education provision may be required.
Policy BW4 - Land North of Rareridge Lane – Bishop’s Waltham	100 dwellings could generate up to 30 additional primary age pupils and 21 secondary age pupils. The site is served by Bishops Waltham Infant School, Bishops Waltham Junior School and Swanmore College. It is possible that a contribution towards the expansion of all phases of education provision may be required.
Policy BW4 - Land North of Rareridge Lane – Bishop’s Waltham	The County Council recommend that Criteria vii) needs to be less specific with the speed limit and the County Council therefore recommend that it should read as: " <u>provide or contribute to the reduced speed limit to 30mph measures that would support a lower speed environment</u> "
Policy NA1 - The Dean – Alresford	130 dwellings could generate up to 39 additional primary age pupils and 27 secondary age pupils. The site is served by Sun Hill Infant and Junior Schools and Perins Academy. Due to the development sites being brought forward across New Alresford it is likely that a contribution towards the expansion of infant, junior and secondary school provision will be required.
Policy NA2 Sun Lane – 325 dwellings	320 dwellings could generate up to 96 additional primary age pupils and 67 secondary age pupils. The site is served by Sun Hill Infant and Junior Schools and Perins Academy. Due to the development sites being brought forward across New Alresford it is likely that a contribution towards the expansion of infant, junior and secondary school provision will be required.
Colden Common Allocations	304 dwellings could generate up to 91 additional primary age pupils and 64 secondary age pupils. The site is served by Colden Common Primary School and Kings’ School. These schools are

Section / policy	Comment and Recommended Additional Modifications
	under pressure, so depending on the type of dwellings proposed, further consideration would be needed as to the mitigation for the educational impact of this development.
Denmead	100 dwellings could generate up to 30 additional primary age pupils and 21 secondary age pupils. The site is served by Denmead Infant and Junior Schools and The Cowplain School. It is likely that these additional children could be accommodated within the existing primary and secondary provision.
Policy KW1 Cornerways & Merrydale	45 dwellings is likely to generate up to 14 primary age pupils and 9 secondary. The site is served by Kings Worthy Primary and Henry Beaufort secondary. Kings Worthy Primary School is forecasted to be at, or close to its capacity. Henry Beaufort will be under pressure from developments at Barton Farm and Sir John Moore Barracks. In order to accommodate the additional number of children forecast from these new homes developer contributions towards both primary and secondary provision may be required.
Policy KW2 Land adjoining the Cart & Horses PH	75 dwellings is likely to generate up to 23 primary age pupils and 16 secondary. The site is served by Kings Worthy Primary and Henry Beaufort secondary. Kings Worthy Primary School is forecasted to be at, or close to its capacity. Henry Beaufort will be under pressure from developments at Barton Farm and Sir John Moore Barracks. In order to accommodate the additional number of children forecast from these new homes developer contributions towards both primary and secondary provision may be required.
Policy SW1 -The Lakes – Swanmore	100 dwellings is likely to generate up to 30 primary age pupils and 21 secondary. The site is served by Swanmore Church of England Aided Primary School, and Swanmore College. A contribution towards all phases of education may be required.
Policy WK1 - Winchester Road Housing Allocation and Open Space Allocation Wickham and Knowle	125 dwellings is likely to generate up to 38 primary age pupils and 26 secondary age pupils. The site is served by Wickham Church of England Primary School, and Swanmore College. A contribution towards expansion of all phases of education may be required.

Section / policy	Comment and Recommended Additional Modifications
Policy WK5 - Land West of Mill Lane – Wickham	40 dwellings is likely to generate up to 12 primary age pupils and 8 secondary age pupils. The site is served by Wickham Church of England Primary School, and Swanmore College. A contribution towards expansion of all phases of education may be required.
Policy WK 6 - Land at Southwick Road/School Road – Wickham	60 dwellings is likely to generate up to 18 primary age pupils and 13 secondary age pupils. The site is served by Wickham Church of England Primary School, and Swanmore College. A contribution towards expansion of all phases of education may be required.
Policy KN1 - Ravenswood	200 dwellings is likely to generate up to 60 primary age pupils and 42 secondary. The site is served by Wickham Primary School and Swanmore College. A contribution towards expansion of all phases of education may be required.
Policy HU1 - Hursley	20 dwellings is likely to generate up to 6 primary age pupils and 4 secondary age pupils. The site is served by John Keble Church of England Primary School, and Kings' School. It is likely that these additional pupils could be accommodated within the existing primary and secondary provision
Policy OT01 - Land east off Main Road – Otterbourne	55 dwellings is likely to generate up to 17 additional primary age pupils and 12 at secondary age. The site is served by Otterbourne CE Primary School and a shared catchment for Thornden School and Crestwood School at Secondary. It is likely that these could be accommodated within the existing primary and secondary provision.
Policy SU01 - Brightlands – Sutton Scotney	A development of 60 dwellings is likely to generate up to 18 primary age pupils and 13 secondary age pupils. The site is served by South Wonston Primary School and Henry Beaufort Secondary. It is likely that these could be accommodated within the existing primary provision but a contribution towards the expansion of secondary education may be required.