

# **DESIGN AND DEVELOPMENT BRIEF**

## **Land at the Old Station Yard and the Former Taylors Coaches Site, Oxford Road/Wonston Road, Sutton Scotney**

**prepared for**

**Winchester City Council**

**by**

**Kris Mitra Associates Ltd (KMA)**

**June 2005**

KMA  
26 Chapel Street  
Chichester  
West Sussex  
PO19 1DL

t: (01243) 534050  
f: (01243) 534051  
e: [planning@kma-uk.com](mailto:planning@kma-uk.com)  
w: [www.kma-uk.com](http://www.kma-uk.com)

Offices also at:  
Christchurch, Dorset and Exeter, Devon

# CONTENTS

1.0	PURPOSE AND STATUS OF THE DEVELOPMENT BRIEF .....	1
A	Purpose of the Development Brief .....	1
B	Status of the Development Brief .....	2
2.0	PLANNING POLICY CONTEXT.....	3
A	National Planning Policy Guidance .....	3
	<i>PPG1 – General Policies and Principles</i> .....	3
	<i>PPG3 – Housing</i> .....	3
	<i>Circular 06/98 – Planning and Affordable Housing</i> .....	4
	<i>PPG13 – Transport</i> .....	4
	<i>PPG15 – Planning and the Historic Environment</i> .....	5
B	Local Plan Policies .....	5
C	Supplementary Planning Guidance (SPG) prepared by Winchester City Council .....	8
	<i>‘Achieving a better Mix in New Housing Developments’ Winchester City Council, August 2000</i> .....	8
3.0	CONTEXTUAL ANALYSIS.....	9
A	Historical Context .....	9
B	Current Context .....	10
C	Conservation Context.....	10
4.0	SITE ANALYSIS .....	12
A	Site Description .....	12
B	Opportunities for Redevelopment.....	13

<b>5.0</b>	<b>PRINCIPLES OF DEVELOPMENT</b> .....	<b>15</b>
<b>A</b>	<b>Introduction and Terms of Reference</b> .....	<b>15</b>
<b>B</b>	<b>Protection of Residential Amenity</b> .....	<b>15</b>
<b>C</b>	<b>‘Secured by Design’</b> .....	<b>15</b>
<b>D</b>	<b>Commercial Appraisal</b> .....	<b>16</b>
<b>E</b>	<b>Access, Highways and Movement</b> .....	<b>17</b>
	<i>Existing Access Arrangements</i> .....	<b>17</b>
	<i>Proposed Access Arrangements</i> .....	<b>17</b>
	<i>Pedestrian Links</i> .....	<b>18</b>
	<i>Movement within the Site</i> .....	<b>18</b>
	<i>Parking</i> .....	<b>19</b>
	<i>Transport Assessment</i> .....	<b>19</b>
<b>E</b>	<b>Development Densities and Yields</b> .....	<b>19</b>
<b>F</b>	<b>Affordable Housing Provision</b> .....	<b>19</b>
<b>G</b>	<b>Phasing of Development and Uses</b> .....	<b>20</b>
<b>H</b>	<b>New Uses for Key Buildings to be retained on the Subject Site</b> .....	<b>21</b>
<b>I</b>	<b>Landscape and Open Space Requirements</b> .....	<b>21</b>
<b>J</b>	<b>Provision for Public Recreation</b> .....	<b>23</b>
<b>K</b>	<b>Development Framework – Guiding Principles</b> .....	<b>23</b>
<b>6.0</b>	<b>INFRASTRUCTURE AND UTILITIES REQUIREMENTS</b> .....	<b>24</b>
<b>A</b>	<b>Electricity</b> .....	<b>24</b>
<b>B</b>	<b>Gas</b> .....	<b>24</b>
<b>C</b>	<b>Telecoms</b> .....	<b>24</b>
<b>D</b>	<b>Water Supply</b> .....	<b>24</b>
<b>E</b>	<b>Drainage</b> .....	<b>24</b>
	<i>Foul Drainage</i> .....	<b>24</b>
	<i>Surface Water Drainage</i> .....	<b>25</b>

	<i>Flood Risk</i> .....	26
	<i>Ground Water Protection</i> .....	27
F	Environmental Protection .....	28
G	Street Lighting.....	28
7.0	CONTACT NAMES AND ADDRESSES.....	29

## **APPENDICES**

1	Ordnance Survey extract showing the boundaries to the subject site and the Inset Map for Sutton Scotney, taken from the Winchester District Local Plan Review, Revised Deposit 2003
2	Proposal S.16, taken from the Winchester District Local Plan Review, Revised Deposit 2003
3	1911 Ordnance Survey Map for Sutton Scotney
4	Old Photographs of the railway through Sutton Scotney
5	Current Ordnance Survey Map for Sutton Scotney
6	Plan showing the boundaries to Sutton Scotney's Conservation Area
7	Character Analysis of Sutton Scotney
8	Site Constraints Plan
9	Commercial Market Property Analysis
10	Development Framework Plan
11	Illustrative Layout Plan

## 1.0 PURPOSE AND STATUS OF THE DEVELOPMENT BRIEF

### A Purpose of the Development Brief

- 1.1 The purpose of this Development Brief is to provide guidance on the principles of development to be adopted for an area of Previously Developed Land at the Old Station Yard and the former Taylors Coaches site, Sutton Scotney. Proposal S.16 of the Winchester District Local Plan Review allocates the site for mixed housing and employment uses. The location of the subject site is shown outlined in red on an Ordnance Survey extract contained in **Appendix 1**, which also includes a copy of the Inset Map for Sutton Scotney taken from the Local Plan Review. A copy of Proposal S.16 and its supporting text is contained in **Appendix 2**.
- 1.2 Part (viii) of local plan Proposal S.16 requires the redevelopment of the subject site to accord with the provisions of a Design and Development Brief – accordingly, this document deals with a number of relevant matters, as follows:
- The planning policy context for the site’s redevelopment, drawing upon relevant national planning policy advice, relevant policies and proposals contained in the Winchester District Local Plan Review and relevant Supplementary Planning Guidance (SPG) already adopted by the City Council;
  - A description of the site and its surroundings, including its historical context and associations with Sutton Scotney; and an analysis of the character and appearance of Sutton Scotney’s Conservation Area, which roughly covers the site’s western half that used to be occupied by Taylors Coaches;
  - An analysis of the site’s constraints and opportunities, including an analysis of the principles that should guide its redevelopment;
  - Confirmation of the infrastructure and utilities requirements needed to support the site’s redevelopment; and
  - Contact details for agencies and organisations that are likely to be involved with proposals for the site’s redevelopment.

- 1.3 The principles outlined in this Development Brief are intended to help achieve a high quality of development on the subject site that in terms of its form, layout and character, will integrate appropriately with existing development in Sutton Scotney.

## **B Status of the Development Brief**

- 1.4 This Design and Development Brief was published on 20 December 2004 for a six week period of public consultation. The City Council considered all comments received and further changes were made to the document prior to its consideration by the City Council's Cabinet on 29 June 2005. The City Council's Cabinet has now approved this Development Brief, such that it now provides further detailed guidance concerning the site's redevelopment, supplementing the requirements of Proposal S.16 of the Local Plan Review. This Development Brief will therefore be a material consideration in determining future planning applications relating to the site.
- 1.5 A full copy of this Design and Development Brief can be downloaded from the websites of Winchester City Council ([www.winchester.gov.uk](http://www.winchester.gov.uk)) and Wonston Parish Council ([www.wonston.parish.hants.gov.uk](http://www.wonston.parish.hants.gov.uk))

---

## 2.0 PLANNING POLICY CONTEXT

### A National Planning Policy Guidance

#### ***PPG1 – General Policies and Principles***

- 2.1 PPG1 emphasises the Government’s commitment to urban regeneration and maximising the use of Previously Developed Land. In this respect, the PPG encourages development plans to identify individual sites for mixed-use development, with Planning and Development Briefs recommended as a means to guide the mix of uses sought. Planning Authorities are advised to adopt a flexible approach to planning standards, including parking provision and development densities in order to encourage mixed-use development.
- 2.2 PPG1 also emphasises the importance of good design, stating that good design can help promote sustainable development; improve the quality of the existing environment; attract business and investment; reinforce civic pride and a sense of place; and secure continued public acceptance of necessary new development.

#### ***PPG3 – Housing***

- 2.3 PPG3 sets out the Government’s approach to the provision of new housing through the planning system. Advice contained in the PPG reaffirms the commitment expressed in PPG1 to make better use of Previously Developed Land for additional housing. This leads paragraph 58 of the PPG to state that Planning Authorities should favour development at between 30 and 50 dwellings per hectare net; and paragraph 62 of the PPG to state that car parking provided at an average of more than 1.5 spaces per dwelling is unlikely to be regarded as sustainable.
- 2.4 PPG3 also sets out advice concerning affordable housing, confirming in paragraph 14 that a community’s need for affordable housing is a material consideration to be taken into account in formulating development plan policies and in deciding planning applications. The PPG therefore requires local plan policies for affordable housing to define what a Planning Authority considers to be affordable in the local plan area, in terms of the relationship between local income levels and house prices or rents for different types of households; to indicate how many and what type(s) of affordable housing need to be provided throughout the plan area; and to identify suitable areas and sites on which affordable housing is to be provided and the amount of provision which will be sought.

---

**Circular 06/98 – Planning and Affordable Housing**

- 2.5 Circular 06/98 sets out the Government’s approach to the provision of affordable housing and should be read in conjunction with advice contained in PPG3. The Circular confirms that where there is evidence of need for affordable housing, local plans should include policies seeking an element of such housing on suitable sites. Furthermore, the Circular makes it clear that Planning Authorities and applicants should be reasonably flexible in deciding the detailed mix of affordable housing types most appropriate to a particular site.
- 2.6 Paragraph 10 of the Circular introduces the concept of ‘thresholds’ for provision of affordable housing, expressed in terms of minimum site areas and dwelling yields. The circular permits Planning Authorities to adopt whatever thresholds are deemed appropriate for settlements in rural areas with a population of 3,000 or fewer. Later paragraphs of this Development Brief confirm an affordable housing target for the redevelopment of the subject site in the light of relevant local plan policies.

**PPG13 – Transport**

- 2.7 PPG13 sets out current Government planning policy relating to transport. A key objective of the PPG is to promote more sustainable transport choices and accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, reducing the need to travel, particularly by car.
- 2.8 Accordingly, the PPG encourages local authorities to ensure that full use is made of land in sustainable locations within existing towns and villages which act as local service centres and focal points for housing, transport and other services. The PPG also advises that development densities should be increased at locations that are highly accessible by public transport, walking and cycling.
- 2.9 PPG13 also comments on the transport and sustainability advantages of mixed use developments, stating that such development can provide significant benefits in terms of promoting vitality and diversity and walking as a primary mode of travel as opposed to long distance commuting. The PPG confirms that this advice applies equally to urban as well as rural areas.



**PPG 15 – Planning and the Historic Environment**

- 2.10 Advice set out in Part 4 of PPG15 is relevant to the subject site, as almost half lies within Sutton Scotney's Conservation Area.
- 2.11 PPG15 confirms the statutory duty of Local Planning Authorities to ensure that the character or appearance of conservation areas is preserved or enhanced. Accordingly, it is a key aim of this Development Brief to secure an enhancement to Sutton Scotney's Conservation Area through the redevelopment of the subject site. The City Council will particularly welcome proposals that embody imaginative and high quality design that enhances the Conservation Area and which respects the context and amenity of surrounding development.

**B Local Plan Policies**

- 2.12 This Development Brief has been prepared in the light of policies contained in the 2003 Revised Deposit Winchester District Local Plan Review and relevant proposed Pre-inquiry Changes. Policies of particular relevance to the subject site are explored below. However, applicants are encouraged to discuss any proposals with Officers in the City Council's Planning Department at an early stage.
- 2.13 Proposal DP.1 requires planning applications to be supported by a Design Statement, containing a full analysis of the proposal and its impact on its surroundings. Proposal DP.3 sets out a number of design criteria with which proposals should comply, including a requirement to maximise net housing densities in the general range of 30 to 50 dwellings per hectare; to keep parking provision to a minimum; and to provide adequate recreation and private amenity space.
- 2.14 Proposal HE.4 requires new development to conserve attractive views into or out of any Conservation Area; and Proposal HE.5 permits proposals that preserve or enhance the character or appearance of Conservation Areas.

- 
- 2.15 Proposal H.5 deals with the provision of affordable housing, defined in paragraph 6.35 of the Local Plan Review as *“housing provided, with subsidy, for people who are unable to resolve their housing requirements in the local housing sector market because of the relationship between housing costs and incomes”*. Subsidised affordable housing can include different forms of tenure, such as rented and shared equity provision. Sutton Scotney is defined by the Local Plan Review as a ‘smaller settlement’ in terms of affordable housing and Proposal H.5 indicates that the City Council will seek 50% affordable housing on suitable sites. However, following an economic analysis of the proposed proportions in the smaller and larger settlements, a further Proposed Change to the Local Plan has been put forward to the Inquiry Inspector, reducing the proportion sought to 35% in the smaller settlements.
- 2.16 It is not anticipated that the Inspector's Report will be received until the summer of 2005, but in relation to the site covered by this Brief, the City Council will expect at least 35% of dwelling units, on each part of the site if developed in phases, to be provided as affordable homes.
- 2.17 Proposal H.7 of the Plan deals with housing mix and density, confirming that sites with the capacity for 2 or more dwellings will be expected to include a range of dwelling types and sizes, with at least 50% of properties provided as small 1 or 2 bedroom units (not normally of more than 75m<sup>2</sup> gross floor area), to include those provided as subsidised affordable housing.
- 2.18 Proposal RT.3 of the Plan deals with provision of public recreational space for children’s play, sports grounds and general use in connection with new housing development. The Policy sets a standard for provision equivalent to 2.8 hectares of public recreational space per 1,000 population and requires this to be well related to the development it serves whilst taking into account the nature and size of the housing concerned.
- 2.19 The City Council will expect the site’s redevelopment to provide for its requisite elements of children’s play and general use public recreational space on site, to include a Local Equipped Area for Play (LEAP), centrally located and possibly designed around a single large specimen tree situated on the central area of the site itself. Applicants are encouraged to consult with Planning Officers and the City Council’s Open Space Project Officer at an early stage in the formulation of their proposals.
-

2.20 Proposal S.16 of the Local Plan deals specifically with the subject site and a full copy is contained in **Appendix 2** of this Development Brief. Applicants are encouraged to seek any clarification of the policy's requirements at an early stage. In the meantime, its main aspects are set out below:

- The site is proposed for mixed business and residential development. However, the Policy and its supporting paragraph 13.58 allow for a reduced level of employment provision if necessitated by constraints such as access and traffic generation; or if detailed studies identify a lower requirement for further local employment.

The results of a Commercial Property Analysis of the site are set out in later paragraphs of this Development Brief and indicate the mix and minimum amount of employment uses that the local market is currently likely to support as part of the site's redevelopment;

- That the site is redeveloped with a satisfactory means of access, including any necessary off-site highway improvements. Later paragraphs of this Development Brief outline the likely scope of these requirements in more detail;
- That the site's redevelopment improves the setting and utility of the Victoria Hall in Sutton Scotney, in the form of new adjoining open space and improved accessibility. Given the location of the Victoria Hall, it is likely that these improvements will be provided as part of any redevelopment of the former Taylors Coaches site;
- That the redevelopment of the site proceeds in accordance with any requirements arising from a drainage study and Flood Risk Assessment. The results of preliminary studies already carried out in this respect are set out in later paragraphs of this Development Brief;
- That provision is made for the improvement of local recreational space and facilities, in accordance with the requirements of Proposal RT.3; and
- That new development on the site is of an appropriate scale, character and density, both in itself and in relation to its surroundings and Sutton Scotney's Conservation Area.

**C Supplementary Planning Guidance (SPG) prepared by Winchester City Council*****'Achieving a Better Mix in New Housing Developments' - Winchester City Council,  
August 2000***

- 2.21 This SPG should be read with Proposal H.7 of the currently adopted Local Plan, although its principles are integrated within Proposal H.7 of the local plan review and its supporting paragraphs, as explored in paragraph 2.14 above. The SPG requires *inter alia* that applicants prepare Design Statements to support their proposals, in order to demonstrate that their design and layout is based on a contextual survey and analysis; and achieves a net density of development equivalent to at least the range set out in PPG3.

### 3.0 CONTEXTUAL ANALYSIS

#### A Historical Context

- 3.1 Sutton Scotney grew as a village on the main route between Oxford and Winchester (now the A34), at a staggered crossroads connecting Stockbridge in the west with Wonston to the east. This crossroads forms The Square at the heart of the village, which is still dominated by the Coach and Horses pub. It is clear from early Ordnance Survey maps that The Square was an important and prominent space in the past, having shops, two smithys, another pub (The White Swan Inn) and St Luke's Church, on Oxford Road, arranged around its edges. St Luke's Church was demolished in the recent past due to it being unsafe - the site of the church is now occupied by the village's telephone exchange. Taylors Garage used to supply petrol for motor cars, before Taylors Coaches began operating from the site. This business has recently ceased trading and apart from a small MOT business that continues to operate, this part of the subject site is now no longer used.
- 3.2 A copy of the 1911 Ordnance Survey map for Sutton Scotney is contained at **Appendix 3** of this Development Brief. This shows the longstanding historic layout of the village and it is striking that the greatest majority of the village's buildings face onto Oxford Road. The map also shows the village being served by the Great Western Railway, which ran on a north west/south east axis to the east of the village and which appears to have caused minimal disruption to its built fabric and character. The station was built more or less at grade with surrounding land, which necessitated Wonston Road to rise on a long embankment to cross the track by a bridge. Further to the north, the railway rose on an embankment, to cross Oxford Road (now the A30) via a bridge. These bridges remain today, although the deck to that over Oxford Road has been removed.
- 3.3 **Appendix 4** of this Development Brief contains a number of old photographs of the railway through Sutton Scotney. The station building has been removed and only the goods shed remains. A footpath that now runs along the railway's track bed connects the western part of the village with its recreation ground and pavilion and doctors surgery.

## **B Current Context**

- 3.4 The majority of the village's key facilities lie along Oxford Road, in very close proximity to the subject site. These facilities include the village shop and Post Office, the village pub, the Fire Station and the Victoria Hall, which is a large multi-purpose venue available for meetings, village functions and social events. The village also has a doctor's surgery located immediately adjacent to the northeastern corner of the Old Station Yard. Furthermore, extensive recreational provision, in the form of playing fields, a children's play area, a pavilion and other forms of sports provision lies immediately to the east of the surgery, connected to the subject site by a well used footpath that links to Oxford Road to the west.
- 3.5 **Appendix 5** of this Development Brief contains an up to date Ordnance Survey extract of the village. From this, it will be noted that significant changes have occurred to the village's form and character. The village has expanded in size considerably to the east and west, the railway has closed and the A30 that bypasses the village now effectively forms its northern boundary. The village has also accommodated some quite significant modern estate development in relation to its overall size, mostly to the east of the line of the former railway, such that it is now contained within the village's fabric. The creation of the village's recreation ground and the construction of the village surgery have strengthened this characteristic.
- 3.6 Elsewhere within the village, there has been much incremental development, mostly behind street frontages, in the form of infill development comprising individual dwellings and small culs-de-sac on small areas of paddock and gardens, with narrow private driveways down the side of original properties. Accordingly, the village has become larger and behind relatively dense road edge development, is characterised by more dense development, with little permeability. The subject site forms a relatively large proportion of the village's overall area and is in most part undeveloped and/or derelict.

## **C Conservation Context**

- 3.7 The village's historic character and heritage is clearly apparent and much of this is protected by the village's Conservation Area, which includes the grounds of the Sutton Manor House. **Appendix 6** of this Development Brief contains a plan showing the Conservation Area's boundaries. The village has several Grade II Listed Buildings and the City Council's 1985

Conservation Area Appraisal identifies several other buildings of some architectural or historic interest, including the Sutton Manor House.

- 3.8 The most prominent feature of the village is The Square, which is dominated by the 17<sup>th</sup> to 19<sup>th</sup> Century Coach and Horses Pub and the thatched Rosary and Brightwells cob and brick cottages. The former Taylors Coaches' building fronts The Square and whilst of no real architectural merit, helps to define the eastern edge of The Square. Stockbridge Road, leading westwards from The Square, retains most of its original historic character and has been largely unchanged over the years. This contrasts with Oxford Road in the village – whilst it has several historic buildings along its length, including the Victoria Hall with its distinctive tower, the character of the road has been degraded by having corners eased, sightlines increased and crash barriers, pavements and kerbing installed.
- 3.9 The character of the village's core has therefore been denuded, on account of the changes that have occurred to Oxford Road over the years. Within this context, the extensive areas of open undeveloped concrete aprons and other areas of dereliction on the subject site significantly detract from the village's character.
- 3.10 **Appendix 7** of this Development Brief contains a visual and textual analysis of the village's 'character areas' that are centred on The Square, Oxford Road, Stockbridge Road and Wonston Road. It will be noted that this character analysis recommends that the redevelopment of the subject site draws upon the largely unspoilt character of Stockbridge Road in terms of its scale, sense of enclosure, clear definition between public and private spaces, variety of building forms and strong building frontages.

## 4.0 SITE ANALYSIS

### A Site Description

- 4.1 Sutton Scotney has a compact urban form and there is little available land for new development within the village's defined settlement boundary. The City Council recently granted planning permission for the redevelopment of the former Sutton Park Caravan Park for housing, south of the A30, and it is therefore true to say that the subject site comprises the last significant area of Previously Developed Land within the village's confines.
- 4.2 The subject site in reality comprises two separate and distinct areas of land of roughly equal size. The western part of the site was until recently occupied by Taylors Coaches and the eastern part comprises the Old Station Yard.
- 4.3 The former Taylors Coaches site is mainly open, comprising areas of hardstanding and concrete aprons. The business used to operate from a modest two-storey building fronting Oxford Road but on the whole, the site is open to public view and is now to all intents and purposes vacant. It does not present an attractive frontage to Oxford Road and detracts from the character and appearance of the village's Conservation Area, within which it falls.
- 4.4 The principal access to the former Taylors Coaches site is currently from Oxford Road, although the business sometimes used a rear access off Wonston Road, which is shared with that to the Old Station Yard. This access 'ramps down' to the rear of the Taylors Coaches site from the approach to the bridge over the line of the former railway.
- 4.5 The former Taylors Coaches site is surrounded to the north, south and west by existing residential development. Some lies against the site's northern and southern boundaries. The Victoria Hall lies against the site's southwestern corner, separated from it by a narrow strip of land, which also accommodates a footpath link between Oxford Road and Wonston Road.
- 4.6 A distinct break of slope forms the boundary between the former Taylors Coaches site and the Old Station Yard. This part of the site is accessed off Wonston Road, lies adjacent to the line of the former railway through the village and is set below the old railway bridge along Wonston Road. The site is extensively developed with a two-storey office building that has been



vacant for more than five years, a former railway goods shed, storage pens for road aggregates and other construction materials and large areas of hardstanding and concrete aprons. The site is unused and its buildings and other structures are nearing a stage of dereliction. Indeed, the site positively detracts from the setting, character or appearance of the village's Conservation Area that lies immediately to the west.

- 4.7 The Old Station Yard is surrounded by existing residential development to the north; along most of its western boundary; and to the east, immediately adjacent to the line of the former railway through the village. Residential development to the north and west lies close to the site's boundary, separated from the site by some screening vegetation along the line of the footpath connecting with Oxford Road; whilst trees and other vegetation along the line of the former railway screen residential development to the east.

## **B Opportunities for Redevelopment**

- 4.8 The site's potential for redevelopment is recognised by Proposal S.16 of the Local Plan Review. The opportunities that should be exploited by developers include those listed below:
- The site is in a prominent position in the village centre and has the potential to establish connections between 'landmarks' such as the Victoria Hall and the village recreation ground to the north east;
  - There are two existing points of entry to the site, such that its redevelopment can be serviced from different directions and be made 'permeable' to all modes of travel;
  - The site has a weakly defined frontage with Oxford Road, which should be developed to reinforce the structure, character and enclosure of The Square;
  - The timber sheds situated along the northern boundary of the former Taylors Coaches site close down an otherwise attractive view eastwards along Stockbridge Road. New buildings on the site should enhance this view and thereby improve the character, appearance and setting of the village's Conservation Area;
  - The site's access off Wonston Road comprises a large gap in the street scene, which makes a weak contribution to the village's developed edge. The City Council will expect developers to take advantage of the opportunity to introduce a 'gateway' building onto this

part of the site's boundary, which will assist with strengthening the village's urban edge and creating a new northerly view into the heart of the site from Wonston Road;

- The former Taylors Coaches building on Oxford Road helps to define the edges to The Square and is a prominent building in the street scene and the village Conservation Area. The City Council will encourage developers to retain and find new uses for the building when the site comes to be redeveloped;
- Similarly, the former goods shed building on the Old Station Yard is a reminder of the site's history and railway heritage. The City Council will encourage developers to retain and find new uses for this building when the site comes to be redeveloped; and
- Established trees and planting surround most of the site, setting it in a mature landscape setting. This will help new development on the site to integrate with the village's urban fabric. In particular, a single large specimen tree in the central part of the site should, if possible, form the focus for an area of designed open space, incorporating a Local Equipped Area for Play (LEAP).

4.9 The City Council will also expect developers to take account of the following matters when formulating proposals for the site's redevelopment:

- A significant change in level exists between the former Taylors Coaches site and the Old Station Yard, which will need to be taken account of in the formulation of any development proposals;
- As the site is in two different ownerships, the City Council will permit its redevelopment in two phases. The City Council will expect any phases of development to demonstrate a consistent and integrated approach to the site's development as a whole;
- Existing development lies in close proximity to the northern boundary of the former Taylors Coaches site and the western boundary of the Old Station Yard. It will be important for any development in these parts of the site to respect the outlook and amenity of that surrounding. Developers should therefore pay special attention to the layout, height and orientation of any new buildings on these parts of the site;

4.9 **Appendix 8** of this Development Brief contains a Site Constraints Plan, which illustrates the above in graphic terms.

## **5.0 PRINCIPLES OF DEVELOPMENT**

### **A Introduction and Terms of Reference**

5.1 This section of the Development Brief sets out guidance on the principles that should be adopted for the redevelopment of the subject site, to ensure that new development respects the context of its surroundings; make best use of available land; complies with relevant planning policy; and makes a positive contribution to the character and appearance of Sutton Scotney's Conservation Area. However, applicants are encouraged to consult at an early stage with the City Council when formulating proposals for the redevelopment of all or part of the site.

### **B Protection of Residential Amenity**

5.2 The subject site is surrounded on all sides by existing residential development. Some of this, particularly that to the north of the former Taylor Coaches site and to the west of the Old Station Yard, lies close to the site's boundaries. It will be important for any development in these parts of the site to respect the outlook and amenity of adjacent residential development. The City Council will therefore pay special attention to the layout of any proposals in or adjacent to the 'Sensitive Boundaries' shown on the Development Framework Plan contained in **Appendix 10** of this Development Brief.

### **C 'Secured by Design'**

5.3 In the context of the above, the site's development will be expected to implement the principles of 'Secured by Design'. These principles have the objective of achieving natural surveillance wherever possible and thereby seek to minimise the risk of assault and burglary.

5.4 Accordingly, areas of open space on site, its LEAP and areas of car parking and footpaths should be designed, positioned and laid out to ensure that they are overlooked. Similarly, the layout of dwellings and other uses on site should be designed to achieve the same objective in order to minimise the possibilities of unwanted intrusion

---

## D Commercial Appraisal

- 5.5 The supporting paragraphs to Proposal S.16 of the Review local plan confirm that the amount of employment floorspace on the subject site is likely to require justification through detailed studies carried out as part of the preparation of a Development Brief. Accordingly, the Research Department of Vail Williams in Southampton has carried out a Commercial Property Analysis to determine type and amount of employment uses that the subject site could reasonably be expected to bear through redevelopment.
- 5.6 The Conclusions and Recommendations of Vail Williams' Commercial Property Market Analysis are reproduced at **Appendix 9** of this Development Brief. In light of this analysis, it has been decided that as a minimum, the site's component of employment development should comprise the amount and mix of uses set out below. However, planning applications for the site's redevelopment should be supported by evidence of local employment demand.
- Around 460m<sup>2</sup> (5,000 sq ft) of flexible Class B1 business space, most likely in the form of units ranging in size between 46m<sup>2</sup> and 92m<sup>2</sup> (500 to 1,000 sq ft), clustered in one location on the site's frontage to Oxford Road and to include the conversion of the former Taylors Coaches' building on Oxford Road. This part of the site is the most prominent to the 'market' and would therefore be best suited to accommodate these uses, possibly to allow for the relocation and/or expansion of existing local businesses.

The business units should be designed flexibly, to allow for some to be combined into larger units overall, if market circumstances dictate.

- Four Live/Work units, most likely ranging in size between 100m<sup>2</sup> and 150m<sup>2</sup> (1,070 to 1,600 sq ft), arranged as a terrace of townhouses or maisonettes on the Old Station Yard, possibly to include the conversion of the former goods yard building. In this respect, Vail Williams advise that the rear part of the site does not have the prominence that is necessary to maximise the viability of Class B1 business space but could nevertheless accommodate 'hybrid' employment uses in the form of Live/Work units – a use that would also sit comfortably with housing on the remainder of the site.

---

The Live/Work units should be designed to offer flexible living and working space and constructed to a 'domestic' specification to assist their integration with housing on site. The operation of the Live/Work units will be controlled by appropriate planning conditions that will *inter alia* ensure the long-term retention of their employment floorspace.

- 5.7 Areas of 'reserve' land on site that would be suitable for accommodating additional employment uses are indicated on the Development Framework Plan at **Appendix 10** of this Development Brief.

## **E Access, Highways and Movement**

### ***Existing Access Arrangements***

- 5.8 The site is currently served by two accesses from Oxford Road (a primary access to the site and a minor access to the north of the former Taylors Coaches' office building) and one access from Wonston Road. All these existing accesses are in the form of simple priority junctions. The existing access on Wonston Road serves both the Old Station Yard and the former Taylors Coaches site, while the main access on Oxford Road serves only the former Taylors Coaches site. All the site's existing vehicular accesses provide pedestrian access, although no specific pedestrian facilities are provided.
- 5.9 Access to the site will continue to be from Wonston Road and Oxford Road. No one phase of the site's development shall compromise the development of a subsequent phase and furthermore, existing access arrangements to the site will have to be taken account of when formulating proposals for the phased redevelopment of each of its components. The City Council will expect full permeability for all modes of travel throughout the site (particularly for pedestrians and cyclists) when it has been completely redeveloped. Measures to prevent the passage of 'through' motorised traffic and 'rat running' through the site will also be required as part of its redevelopment or any one phase thereof.

### ***Proposed Access Arrangements***

- 5.10 It is anticipated that whilst the site can continue to be accessed via simple priority junctions, all of its existing accesses will need to be improved in order to facilitate redevelopment. The site's

---

existing access off Wonston Road may also need to be repositioned in order to meet visibility requirements. Furthermore, the redevelopment of the former Taylors Coaches site will be expected to rationalise the number of accesses on Oxford Road, providing a single access to this part of the site. The design and form of the site access junctions must be agreed with Hampshire County Council as Highway Authority, to incorporate pedestrian footways and facilities for cyclists as appropriate.

### **Pedestrian Links**

- 5.11 There is an existing footpath adjacent to the northeast corner of the Old Station Yard and redevelopment on this part of the site should link with this existing footpath. Furthermore, applicants will be required to assess the need to carry out improvements to the footpath between Oxford Road and Gratton Close. In addition, the City Council will expect any phases of development on site to facilitate pedestrian links through the site itself to Oxford Road. Lastly, the County Council's Countryside Service should be consulted on any proposed footpath links from the site to the countryside surrounding the village.

### **Movement within the Site**

- 5.12 The City Council is seeking to *"place the needs of people before ease of traffic movement in designing the layout of residential developments"* (paragraph 2, PPG3). The transport infrastructure serving any residential development within the site should be designed in accordance with guidance set out in Hampshire County Council's publication 'Movement, Access, Streets and Spaces'. The Highway Authority and the City Council will be constructive in their approach to proposals for residential development that incorporate 'Home Zone' principles and will be willing to consider pilot schemes based upon them (Paragraph 3.18, 'Movement, Access, Streets and Spaces').
- 5.13 If considered appropriate, a Home Zone should be in accordance with the DTLR Traffic advisory leaflet 10/01 and designed in accordance with the IHIE Home Zone Design Guidance. Any formal application should be accompanied by an independent safety audit. The developer should liaise with Hampshire County Council as the highway adoption authority to agree the public adoption of the internal access roads and paths.

---

**Parking**

- 5.14 Car and cycle parking should be provided in accordance with Hampshire County Council's 2002 publication 'Hampshire Parking – Strategy and Standards'. Suitable parking spaces should also be provided for people with disabilities. Lastly, the layout of car parking areas should take account of the 'Secured by Design' initiative to reduce crime and maximise personal safety.

**Transport Assessment**

- 5.15 The City Council will expect planning applications for the redevelopment of all or part of the subject site to be accompanied by a Transport Assessment, which should consider matters such as access arrangements, the need for off-site highway improvements, accessibility by all modes of transport, cycle and car parking provision and traffic impact.

**E Development Densities and Yields**

- 5.16 The site lies at the heart of Sutton Scotney, close to all the village's services and facilities and public transport infrastructure. Accordingly, the City Council will seek average development densities in the range of 30-50 dwellings per hectare, subject to proposals respecting the character, appearance and 'grain' of development surrounding the site and the amenity and outlook of adjacent residential properties.
- 5.17 The site has an area in the region of 1.7 hectares, which suggests that it has the capacity to accommodate between 50 and 85 dwellings, including a proportion of affordable housing and employment floorspace. At least 50% of the site's dwelling yield must be in the form of smaller units with 2 or less bedrooms. The City Council will particularly encourage 1 and 2 bedroom terraced houses and/or apartments as part of the site's component of smaller dwellings.

**F Affordable Housing Provision**

- 5.18 As set out previously, Proposal H.5 of the Local Plan confirms that for housing developments in the District's rural settlements such as Sutton Scotney, the City Council will seek to negotiate for provision of 35% affordable housing, subject to clear evidence of need, market and site

conditions and other relevant factors. The City Council will seek to negotiate for affordable housing provision on the subject site on this basis.

- 5.19 It may be possible to design 'Live/work Units' as affordable homes, if applicants are able to demonstrate that the units are genuinely affordable to those in housing need; and have the potential to offer a source of affordable employment floorspace.
- 5.20 The site's precise yield and type of affordable housing will be negotiated with applicants at the detailed planning stage and once agreed, will be the subject of a S.106 Planning Agreement to control its provision, occupation and future management. Applicants are encouraged to consult with the City Council's Housing Enabling Manager at an early stage in the formulation of any proposals for the site's development.

## **G Phasing of Development and Uses**

- 5.21 As set out previously, roughly equal proportions of the subject site are in different ownerships – the western part is believed to still be in the control of Taylors Coaches (although this business no longer operates from this part of the site), whilst the eastern part is in the control of Associated Properties UK Limited. The City Council recognises that these two organisations may have different aspirations and different priorities for the use and development of their land.
- 5.22 Accordingly, whilst co-operative working leading to a comprehensive development of the whole site will be encouraged, the City Council acknowledges that the site's development may progress as two phases. If this proves to be the case, the City Council will expect each phase of the site's development to comply with the requirements of relevant local plan policies and the provisions of this Development Brief. Furthermore, and in the interests of securing a comprehensive development of the whole subject site, the City Council will not permit any one phase of development to prejudice the other.
- 5.23 Therefore, whilst the City Council will accept the principle of development on the subject site being accessed from both Oxford Road and Wonston Road, any phases of the site's development will be expected to fully integrate with one another in terms of maximising permeability for all modes of travel. This will ensure that development on the whole site connects with key services and facilities in the village and available public transport infrastructure.



- 
- 5.24 This Development Brief provides detailed guidance regarding the redevelopment of the subject site, thereby supplementing the requirements of Proposal S.16 of the Local Plan Review as a material planning consideration in the determination of future planning applications. It is a key element of Proposal S.16 that the subject site is allocated for mixed housing and employment uses and the City Council is committed to ensuring that this mix of uses is developed and made available through planning applications for the site's redevelopment or any one phase thereof.
- 5.25 Accordingly, planning permission will be granted for proposals that accord with Proposal S.16 and the provisions of this Development Brief, subject to conditions that will trigger the provision of employment floorspace upon the completion of a specified number of housing units.

## **H New Uses for Key Buildings to be retained on the Subject Site**

- 5.26 As set out previously, the subject site detracts from the quality of the village's environment in general and the character and appearance of its Conservation Area in particular. The unused office buildings on the Old Station Yard particularly detract from the appearance of the surrounding area; and the majority of the buildings last used by Taylors Coaches do likewise.
- 5.27 However, a former goods shed located adjacent to the line of the old railway on the Old Station Yard and the original Taylors Garage building (believed to have been used as a pub and two houses in the past) on Oxford Road are buildings that provide a link to the site's past and the village's history. Accordingly, the City Council will encourage the retention of these two buildings, for sensitive conversion and integration with the remainder of the site's development. Re-using these buildings for small business units or Live/Work Units are options that the City Council considers warrant further detailed investigation, subject to their not compromising the buildings' character.

## **I Landscape and Open Space Requirements**

- 5.28 Proposal S.16 of the Local Plan requires the site's development to improve the setting of the Victoria Hall, with the provision of an adjoining open area and improved pedestrian access from the eastern part of the village. An unkempt, overgrown area of land lies immediately adjacent to the Victoria Hall, in the south-eastern corner of the former Taylors Coaches site, and should be made available for these purposes. The improvement of this area of land will also enhance the setting of Witt's Cottage, which is an attractive Grade II Listed period property that lies immediately to the south.

- 
- 5.29 An area of open space accommodating a Local Equipped Area for Play (LEAP) should be provided in a suitable central location on site, straddling the boundary between the Old Station Yard and the former Taylors Coaches site, so that its provision can be phased if these parts of the site are developed independently. The useable recreational area of the open space should be directly related to the number and size of dwellings on each part of the site. Furthermore, the area of open space should, if possible, be designed to incorporate the single large specimen tree, adjacent to the rear entrance to Taylors Coaches, and to utilise imaginatively the change of level between Taylors Coaches and the Old Station Yard.
- 5.30 Most of the site's boundaries are already defined and contained by mature trees and hedges and a full tree survey of the site will be required to support any application for its redevelopment or any one phase thereof. In particular, the mature trees that strongly define the site's eastern boundary with the line of the former railway should all be retained and, where necessary, augmented. Furthermore, the single large specimen tree described in paragraph 5.29 above should be retained and integrated with the site's redevelopment or any one phase thereof.
- 5.31 Similarly, the site's southern boundary with Wonston Road is strongly defined by hedges and mature trees. However, these are overgrown and would benefit from management, to allow light into the part of the Old Station Yard that is set below the railway bridge and embankment, to strengthen the street scene along the roadside and to increase the overlooking of the footpath that runs along the northern side of Wonston Road.
- 5.32 The site's boundary with Oxford Road is mostly open and devoid of vegetation. Previous paragraphs of this Development Brief have highlighted the potential to bring forward new development along this frontage of the site, to strengthen the street scene along Oxford Road and to enhance the setting and containment of The Square. An agreed landscape framework should underpin any such proposals, linking with enhanced open space and new landscaping in the vicinity of the Victoria Hall as described in paragraph 5.28 above.
- 5.33 Indeed, the City Council will expect any application for the site's redevelopment or any one phase thereof to be supported by a Landscape and Open Space Framework that will also cover the provision to be made for play space and proposals for the protection, retention, management and augmentation of existing vegetation on the site and its boundaries. In terms of boundary landscaping, applicants will be expected to demonstrate how in particular their

proposals will take account of the need to protect the amenities of existing residential properties that lie alongside the site's 'Sensitive Boundaries', as shown on the Development Framework Plan contained in **Appendix 10** of this Development Brief.

## **J Provision for Public Recreation**

- 5.34 Proposal RT.3 requires public recreational space to be provided in conjunction with new residential development in areas where such provision is deficient, at a standard equivalent to 2.8 hectares of recreational space per 1000 population. The City Council will expect the site's redevelopment to provide for its requisite children's play and general use elements of public recreational space (to include provision of a LEAP) on site; and this Development Brief identifies the area around the single large specimen tree on the central part of the site as an appropriate location for at least the LEAP to be accommodated. The sports ground element of the site's public recreational space requirement can be dealt with by way of a financial contribution, in accordance with the City Council's Open Space Funding System.
- 5.35 In light of the above, applicants are encouraged to consult with the City Council's Open Space Project Officer at an early stage in the formulation of their proposals.

## **K Development Framework – Guiding Principles**

- 5.36 This Development Brief has set out advice on a number of matters that the City Council considers are important for developers to take into account when formulating proposals for the redevelopment of the subject site. **Appendix 10** of this Development Brief contains a Development Framework Plan that illustrates how these matters should be taken account of in the site's redevelopment. **Appendix 11** contains an Illustrative Layout Plan, showing how the site could be redeveloped in line with the principles outlined in this Development Brief. This plan is not intended to be prescriptive and the City Council will welcome other proposals that conform to the guidance set out in this Development Brief.

---

## 6.0 INFRASTRUCTURE AND UTILITIES REQUIREMENTS

### A Electricity

- 6.1 Scottish and Southern advises that new high voltage cables will be required from Carthage to a new sub-station on the site in order to serve the site's redevelopment.

### B Gas

- 6.2 Transco advises that Sutton Scotney is a 'no gas' area. The nearest main, an Intermediate Pressure Main, is around 1.5km from the site. Accordingly, a gas main and pressure reduction station would be required if mains gas were to be provided to the site.

### C Telecoms

- 6.3 BT Wholesale advises that there are no anticipated problems in providing network services to the site.

### D Water Supply

- 6.4 Southern Water have confirmed that the existing distribution network can support the site's redevelopment without the need for reinforcement.

### E Drainage

#### ***Foul Drainage***

- 6.5 It is believed that existing development on the subject site is served by septic tanks discharging to land drainage or soakaways. These systems are now defunct and should be removed prior to re-development of the site.
- 6.6 In light of the above, Southern Water Services has outlined three possible options for disposal of foul sewage flows generated from the site's redevelopment, as follows:

- Option 1 – connection to the village’s existing wastewater treatment works off Gratton Close, which would have to have its capacity expanded. Southern Water is currently undertaking a feasibility exercise to confirm whether this is viable. In any event, a new foul sewer would be required from the site to the wastewater treatment works and furthermore, a pumping station and rising main may also be needed.
- Option 2 – construction of a small wastewater treatment works on the subject site. Southern Water may be prepared to adopt such a system. However, as the discharge would be to a soakaway, a discharge consent would need to be obtained from the Environment Agency. Furthermore, as the discharge is likely to exceed 25 cubic metres per day a detailed site investigation and risk assessment may be required.
- Option 3 – to requisition a foul sewer to a point in the public sewerage system with adequate capacity. Presently, there is nowhere practicable.

6.7 The Environment Agency has advised that on-site options for the disposal of foul drainage will have to comply with advice in ODPM Circular 03/99 (Planning Requirements in respect of the use of Non-mains Sewerage incorporating Septic Tanks in New Development), although a septic tank on site would not be acceptable. The Agency strongly recommends that as foul drainage is a material consideration in the determination of planning applications, consent to discharge sewage effluent from the selected treatment system be obtained prior to the submission of a planning application.

6.8 The Environment Agency also advises that a deep bored soakaway would not be suitable for discharge of effluent due to the prevailing ground water table. Accordingly, the Agency suggests that consideration is given to a shallow soakaway, subject to confirming the suitability of the ground by percolation tests and contamination investigations.

6.9 In light of the above, applicants are encouraged to discuss proposals at an early stage with Southern Water Services and the Environment Agency’s Environment Management Team.

### **Surface Water Drainage**

6.10 There are no public surface water sewers in the vicinity of the site. There is a culverted watercourse in Oxford Road adjacent to the site but the design and capacity of this would need to be investigated. Any surface water discharge from the site’s redevelopment into this culverted watercourse would require flow attenuation measures.

- 6.11 The nearest alternative possible outfall location for discharging a piped, gravity system is the River Dever, about 200 metres to the north east of the site. However, this option would not be suitable for the former Taylors Coaches site, due to its lower level. The Environment Agency should be consulted regarding any proposed discharge to the River Dever, which is subject to river water quality monitoring and maintains a rating of 'Excellence'.
- 6.12 Policies in the local plan review require Sustainable Drainage Systems (SuDS) to be used in new developments wherever possible. Accordingly, the possibility of using soakaways and other forms of infiltration to discharge surface water run-off should be examined as the first option. The site currently drains to soakaways and by direct infiltration around its margins and there are no historic reports or records that this has caused problems through flooding or ponding.
- 6.13 The site overlies a major aquifer, which is subject to resource protection. Discharge of surface water run-off by infiltration, whether by soakaway or other means, may require ground conditions to be tested for possible contamination in the light of previous uses of the site. Evidence of groundwater levels will also be required.
- 6.14 Run-off from residential curtilages could be directly discharged into soakaways. Drainage from roads may need to pass through oil/petrol interceptors prior to discharging into any soakaway or other infiltration facility.

### **Flood Risk**

- 6.15 The Environment Agency's indicative mapping of the 1 in 100 year floodplain of the River Dever indicates that the subject site is remote from the flood plain. Accordingly, it should not be at risk from fluvial flooding. In addition, the site would appear to be sufficiently well elevated so as to not be at risk from extremely rare flood events. As the site would appear to fall into Zone 1 in terms of PPG25 - Development and Flood Risk (that is, low to medium risk), there would be no constraints to development due to river flooding. Indeed, the Environment Agency has no concerns regarding flooding on the site and would not require a Flood Risk Assessment. However, the Agency would oppose any proposals that would increase surface water run-off from the site.

- 6.16 The Oxford Road area of Sutton Scotney has reportedly suffered from localised flooding from time to time from a culverted watercourse known as the 'Winterbourne', which runs under the road from south to north issuing adjacent to the A30 Stockbridge Road junction. Recent improvements by the County Council to the culvert may have alleviated the situation. However, the Old Station Yard is well elevated above the level of Oxford Road and would not be at risk of flooding from that source. Some further investigation may be required to assess the risk of localised flooding at the Oxford Road frontage of the former Taylors Coaches site and any appropriate mitigation measures.
- 6.17 There is no evidence that the Old Station Yard site is at risk of flooding from rising groundwater. There may be some risk on the former Taylors Coaches site and the City Council would encourage developers to assess this likelihood. Meanwhile, anecdotal evidence points to apparent flooding of the 'Winterbourne' due to rising groundwater.
- 6.18 There is no evidence that the Old Station Yard site is at risk of flooding due to surface water run-off. It would appear that run-off mostly drains to the boundaries of the site where it probably drains into the soft borders, infiltrating to the ground, which would indicate the suitability and adequacy of the sub-soil for infiltration drainage.

### **Groundwater Protection**

- 6.19 The Environment Agency has recommended that an investigation be undertaken to assess the degree of contamination of the site and to determine its potential to cause water pollution. The Environment Agency has also advised that if foundations for new development have to be piled, the method of doing so should be agreed prior to any development commencing.
- 6.20 The Environment Agency has also advised that there is a limited unsaturated zone beneath the site, such that groundwater is potentially at risk from activities upon the site. All precautions should be taken to avoid discharges and ground spillages both during and after the site's redevelopment.

**F Environmental Protection**

6.21 The City Council's Environmental Protection Officer will require the site to be assessed for contamination. Therefore and in accordance with Proposal DP.16 of the Local Plan Review, developers will be required to carry out a survey to identify any parts of the site that are subject to contamination; and to submit a scheme with any planning application specifying how as part of the site's redevelopment (or any one phase thereof), any contamination will be remediated to prevent risks to future users of the site, the surrounding area and the environment in general.

**G Street Lighting**

6.22 Any street lighting if provided will meet the requirements of the County Council. A high standard of design will be expected for street lighting and any other street furniture provided as part of the site's development, given its rural location and its position within and adjoining the village's Conservation Area.



## 7.0 CONTACT NAMES AND ADDRESSES

7.1 Applicants are encouraged to consult with the City Council and other relevant agencies at an early stage in formulating their proposals. The following details might therefore be of assistance in this regard:

- Winchester City Council Planning Department  
Avalon House  
Chesil Street  
Winchester  
Hampshire SO23 0HU  
Tel: 01962 848177 / 848293
- Hampshire County Council  
County Surveyors Department  
The Castle  
Winchester  
Hampshire SO23 8UD  
Tel: 01962 841841
- Environment Agency Southern Region  
Hampshire and Isle of Wight Area Office  
Colvedene Court  
Colden Common  
Winchester  
Hampshire SO21 1WP  
Tel: 01962 713267
- Sewerage – Southern Water  
Southern House  
Sparrowgrove  
Otterbourne  
Hampshire  
SO21 2SW  
Tel: 0845 278 0845 (Network Development – Wastewater)

- Water Supply - Southern Water  
Southern House  
Capstone Road  
Chatham  
Kent ME5 7QA  
Tel: 0845 278 0845 (Network Development - Water)
- Electricity - Scottish and Southern  
New Housing Group  
PO Box 123  
Slough  
Berkshire SL1 2PF  
Tel: 01753 695671
- Gas - Transco  
South East LDZ  
2 Leasons Hill  
Orpington  
Kent BR5 2TN  
Tel: 01689 881300
- Telecoms – BT  
NewSite BT  
Friary House  
Britons Street  
Southampton  
SO14 3LX  
Tel: 0800 800156