

Introduction

- 12.1 This Chapter deals specifically with the new communities in the District, and each has specific proposals setting out the requirements for their development. These requirements cover all the aspects needed to enable them to become communities in their own right.
- 12.2 The Local Authority has worked closely with the Department of Health to establish a new use for the former Knowle Hospital buildings, located in the countryside south of Wickham. The Winchester District Local Plan (1998) therefore provides for the creation of a new village containing a range of uses, retaining the most important buildings and spaces, and respecting the site's prominent countryside setting.
- 12.3 A larger new community is proposed in the south-east of the District, west of Waterlooville, one of four Major Development Areas proposed in the adopted County Structure Plan (Review). This Plan defines the extent of the area expected to accommodate development, and sets out the requirements for the preparation of a Master Plan, which should be prepared before detailed proposals are considered.
- 12.4 The adopted County Structure Plan (Review) policy H4 also requires the Local Plan to make provision for possible additional Major Development during the Plan period. The proposals for West of Waterlooville and Winchester City (North) below (NC.2 and NC.3) identify "areas of search" sites within which such provision will be made, if a need is identified. ~~Work is continuing on refining these areas and the aim is to include more details in subsequent versions of the Local Plan.~~

Knowle

Background

- 12.5 Outline planning consent for the Knowle development was granted in 1994, in accordance with the principles of the Development Brief, also adopted in 1994. The Brief requires a comprehensive Master Plan to be prepared for the site before detailed proposals are considered. A Master Plan was approved in 1998, and this establishes a framework for the development of the site. An Urban Design Framework was subsequently approved in 1999.

- 12.6 The Master Plan incorporates some changes within the site to enable a development that respects the character of all the buildings proposed for retention. Since the Development Brief was prepared, the extent and number of listed buildings has been revised, and a number of additional buildings are proposed for retention, including the prominent South Block in the southern part of the site. The Master Plan therefore proposes a rearrangement of some of the land uses within the Development Brief area, to provide for the retention of the additional buildings, and an additional open area in front of the South Block to enhance its setting. Revisions to the open space areas to be retained (subject to Proposals RT.1 and RT.2), the retained buildings, and the areas to accommodate new built development, are therefore incorporated in Inset Map 16.
- 12.7 Detailed planning permission has been granted for parts of the site in accordance with the principles of the Master Plan, and the new village is currently under construction. A new access road from the A32 (in the adjoining Borough of Fareham) was a prerequisite of the development and is now the primary access to the site. A legal agreement provides for complementary traffic management measures on the roads that formerly served the Hospital (Mayles Lane and River Lane). It also incorporates the provision of improved public transport services, and safe pedestrian and cycle routes to the adjacent settlements of Wickham and Fareham.
- 12.8 Some areas within the area subject to Proposal H.2 of this Plan are not covered by the Master Plan. This includes the business uses on land between the Hospital site and the railway, and existing residential uses around the edge of the development. If any development takes place in these adjoining areas, the Local Planning Authority will need to ensure that proposals relate well to the new community, and its access arrangements.

Proposal NC.1

Within the defined policy boundary for Knowle, planning permission will be granted for the re-use of the site and buildings to create a new rural community, provided that development proposals:

- (i) *provide a range of appropriate uses to include:*

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- a mix of dwelling sizes and types, including affordable housing, in accordance with Proposals H.5 and H.7;
 - employment uses falling within Use Class B1 (Business);
 - adequate facilities and services to serve the community, in accordance with Proposal DP.12, the provisions of the Development Brief and Master Plan;
 - adequate public, private and amenity recreational/open space, in accordance with Proposals DP.6, DP.7 and RT.3;
- (ii) provide, or contribute to the provision of, the physical and social infrastructure necessary to serve the community both on and off-site. This will include:
- the completion of the new primary access between the site and the A32 prior to the occupation of the dwellings, traffic management measures to discourage the use of existing accesses, and adequate links to the local footpath and bridleway network, including provision for a bridleway link, to provide a continuous bridleway route from Fareham to Wickham (as part of Proposal RT.9);
 - appropriately enhanced public transport arrangements and pedestrian and cycle links to and from the site;
 - upgrading/renewal of the sewerage and water supply systems, and other physical infrastructure;
 - the use of the Church as a community hall;
 - local shopping and associated social facilities in a new village centre;
 - adequate recreational and educational facilities;
- (iii) retain and bring into beneficial use the listed and other buildings that make a positive contribution to the whole complex. Proposals for these buildings will be expected to:
- conserve their architectural features and scale;
 - ensure their upkeep and maintenance prior to conversion, which should be undertaken in accordance with an agreed phasing programme;
 - accommodate car parking, private amenity space, etc, whilst conserving the relationship of the buildings to the surrounding spaces, landscaping and other features;
- (iv) incorporate new development/redevelopment, which will be expected to:
- relate well to existing buildings in terms of size, height and location to create an attractive community and a sense of place;
 - conserve the main landscape features of the site and incorporate them into the development proposals. Of particular importance are the trees in the enclosed courtyard areas and around the edge of the site. New planting will be expected to reinforce and maintain or enhance the landscape features of the site, taking into account its prominent countryside location;
 - conserve the main features of nature conservation interest. Development proposals will be expected to incorporate protective measures, where appropriate, in accordance with Proposals C.8 - C.10;
 - include appropriate noise attenuation measures, particularly in relation to the western part of the site;
- (v) be planned and managed comprehensively to ensure that new facilities and services are provided in

conjunction with development, in accordance with the requirements of Proposal DP.12, having regard to the provisions of the Development Brief and Master Plan;

- (vi) *accord with Proposal DP.3, other relevant proposals of this Plan, and the provisions of the Knowle Village Development Brief and Master Plan.*



“Development proposals should retain and bring into beneficial use the listed and other buildings”

General principles

- 12.9 The Development Brief and Master Plan together provide an overall framework for the development of the site, setting out in more detail how the requirements of Proposal NC.1 should be implemented.
- 12.10 New development should relate well to the retained buildings and landscape features and form an integral part of the overall complex.
- 12.11 Development should be phased in accordance with the provisions of the Master Plan, to ensure that the retained buildings are restored and converted, infrastructure is provided in step with development, and proper provision is made for community facilities. Development proposals should incorporate structural landscaping, retain existing important trees in the enclosed courtyard areas, and provide car parking, open space and recreation areas whilst retaining the important features of the site.
- 12.12 The established landscape features on the site should be reinforced by substantial structural landscaping. This should soften the appearance of the development, provide a

new edge to the settlement, and protect the amenities of patients remaining at Ravenswood and occupiers of existing and proposed housing. The layout of the site should also provide for the retention of existing landscape features within the site and the provision of new landscaping to enhance the appearance of the development.

- 12.13 There is a woodland area of some ecological value in the south-western part of the site. It is to be retained and incorporated within the development, providing the opportunity for limited public access. A footpath is to be provided to link with the proposed bridleway between Fareham and Wickham (Proposal RT.9).

Housing

- 12.14 About 575 dwellings are expected to be developed at Knowle, and the development should be complete by 2005. The Local Planning Authority has sought a proportion of affordable homes, in accordance with the requirements of Proposal H.5, and these are being provided as an integral part of the development. The development should include a mix of dwelling types and sizes, and achieve a net density of 30 - 50 dwellings per hectare, in accordance with Government guidance and Proposal H.7 of this Plan. At least 50% of units, including those provided as subsidised affordable homes, should be 1 or 2 bedroom units, to increase the availability of units currently in short supply in the area.
- 12.15 The site is bounded to the west by a live railway line, and to the west of the railway line there is a shooting ground which may cause noise disturbance from time to time. Any development on the western part of the site should, therefore, incorporate noise attenuation measures, although it may be possible to resolve some of the difficulties off the development site.
- 12.16 Development proposals should be of a high design standard, complementing and enhancing the character of the retained buildings, which are shown on Inset Map 9. The design and layout should particularly address the Hospital's institutional character, whilst maintaining its overall sense of scale and massing.
- ### Employment
- 12.17 The area between the former Hospital access road and the railway is suitable for small

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industrial and business uses, subject to their use falling within Use Class B1 (Business). Uses falling within Class B2 (General Industry) may exceptionally be permitted where these would not harm the environment of the area, the amenities of residential properties, or lead to excessive traffic generation, bearing in mind the location of existing and possible proposed new dwellings and the means of access to the site. The existing avenue of mature trees that borders this area should be retained and reinforced as appropriate with additional planting to screen the eastern side of the site.

Community facilities

- 12.18 Development should provide adequate community and indoor recreational facilities. The Chapel is to be retained, and may provide suitable accommodation for some of these facilities.
- 12.19 The creation of a new "village centre" is proposed within one of the retained buildings. Provision should be made within the centre for community and leisure facilities, including some retail uses. All facilities and services provided in conjunction with the new development should be in accordance with the requirements and phasing set out in the Master Plan.

Open space and recreational facilities

- 12.20 The developer is required to submit details of all the recreational and sporting provision to the Local Planning Authority for approval, prior to the occupation of any part of the development. This provision should accommodate children's play areas, sports grounds and general informal open space in accordance with the requirements of Proposal RT.3 of this Plan.
- 12.21 Suitable equipped children's play areas, casual play space and space for general informal use should be dispersed around the Knowle development, so that all housing areas have ready access to these facilities. The woodland area to the west of the site is also suitable for some general informal use, although any public access will need to have regard to the features of nature conservation interest.
- 12.22 Most of the sports grounds required should be provided on the retained playing field area on the north-east side of the site, but a small amount of the provision should be made in

Wickham, in association with other sports grounds needed to serve the parish. The developers are to make a financial contribution to allow the land and facilities to serve Knowle to be provided there. Land to the east of Mill Lane, adjacent to the Community Centre, is reserved on Inset Map 44, in accordance with Proposal RT.4 of this Plan.

Access and services

- 12.23 A new road to serve the development has been constructed from the A32 to the east of the site, most of which is off-site and in the administrative area of Fareham Borough Council.
- 12.24 Developers will be responsible for providing or upgrading all the roads and sewers needed as a result of development. This will include measures necessary to discourage the use of the existing access roads. The existing on-site roads are to be rationalised and a new road hierarchy created as part of the overall development of the site.
- 12.25 Developers will need to ensure that an efficient public transport service is available before the new village becomes established, and this will require discussions with the rail and bus operators. Whichever service is adopted, developers will need to provide appropriate bus and/or train stopping facilities as part of the development at Knowle.
- 12.26 The new community will need good access to footpaths, cycleways and bridleways in the adjacent countryside, and Proposal RT.9 of this Local Plan provides for the full implementation of a long-distance bridleway. It is already in use to the north of Knowle to Wickham and beyond and to the south of Knowle to Fareham, but a link adjacent to the Knowle area is yet to be provided. The Local Authority will seek to enable its provision, and the preferred route is indicated on Inset Map 16. There may, however, need to be variations to this route, which would be undertaken through the formal bridleway dedication procedures. The developers are to make a financial contribution to improve pedestrian and cycle access to the site.
- 12.27 The developers are also to make financial contributions towards improving educational facilities at Wickham School. These will fund the cost of the four additional classrooms needed to serve the Knowle development.

West of Waterlooville

Background

12.28 A new community is proposed at West of Waterlooville, one of four Major Development Areas (MDAs) required by the Hampshire County Structure Plan 1996-2011 (Review). The Structure Plan indicates that the new community should help to meet the development needs of south-east Hampshire and support the continued economic regeneration and associated environmental improvements in Portsmouth, Havant and the surrounding urban area.

RD12.02 12.29 The development area is situated within the south-east extremity of the Local Plan Area, adjoining Waterlooville, which is within the administrative area of Havant Borough Council. The majority of the development area is within Winchester District, but a small part is within Havant Borough. Winchester City Council and Havant Borough Council are therefore working in partnership to plan for the new community. The Winchester District Local Plan deals only with that part of the development area that falls within its administrative boundary. The Havant Borough District-Wide Local Plan, prepared by Havant Borough Council will set out complementary proposals for that part of the development within its own area. Havant Borough Council has **recently** published a **revised** draft deposit Local Plan for the Borough, **but this does not at present set out proposals for the new community which includes specific proposals for part of the MDA.**

RD12.03 12.30 Although the development area straddles two local authority boundaries, a comprehensive Masterplan for the whole development area will be required and it is the intention that this will be jointly prepared and agreed by Winchester City and Havant Borough Councils. Development will not be permitted until the Masterplan has been prepared and adopted. **The proposals for the MDA set out in this Plan are based upon a Masterplan Framework which will form the basis for more detailed work. The main features of the Masterplan Framework, most of which have also been agreed by Havant Borough Council, are shown for illustrative purposes at Diagram 1 (loose in folder).**

RD12.04 Development options

~~12.31~~ There are two alternative development options for the MDA at Waterlooville. These are shown on the maps below in a schematic form. The area highlighted represents that needed not only for new housing, but also for employment, public open space and new social and community facilities as well as for landscaping. ~~Inset Map 41 shows the preferred option for the new community, but only deals with that part of the development which is within the administrative area of Winchester City Council. Both options have the same overall development 'footprint'. The difference between them relates to how development might be phased within the respective parts of the site to meet the Structure Plan's immediate requirements, for a mixed use development of 2000 dwellings, 30 ha. of employment land and associated infrastructure requirements, and the future potential need for an additional 1000 dwellings, should a compelling justification for this be identified.~~

RD12.06 ~~12.32~~ In Option One, development is concentrated around Waterlooville Town Centre and the Brambles Business Park, to the east of the powerlines and to the north of the ridgeline that runs east west across the site. In this case, the "area of search" to meet any additional development requirements is concentrated to the south of the ridgeline and to the west of Purbrook. An area to meet formal and informal recreational needs is located to the south of Purbrook Heath Road.

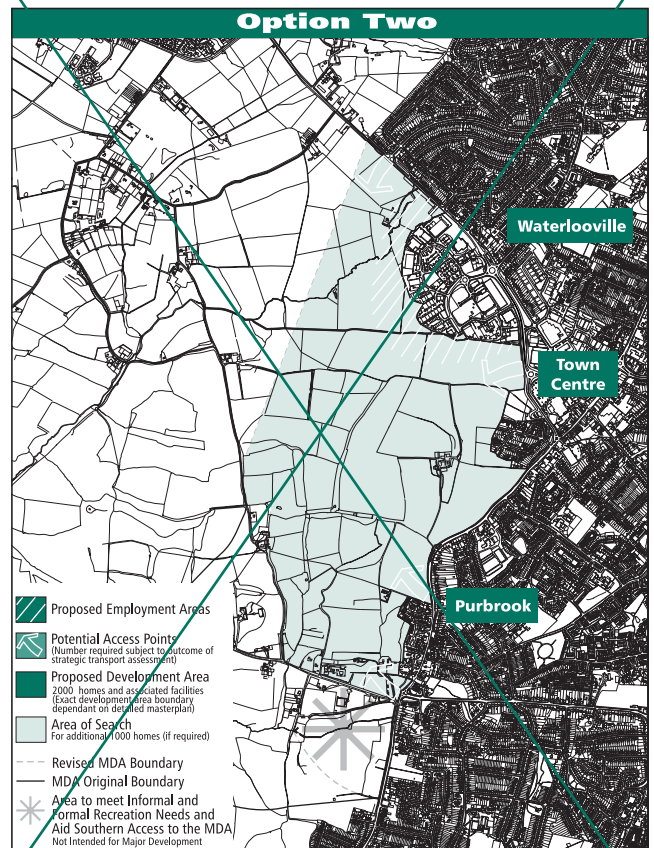
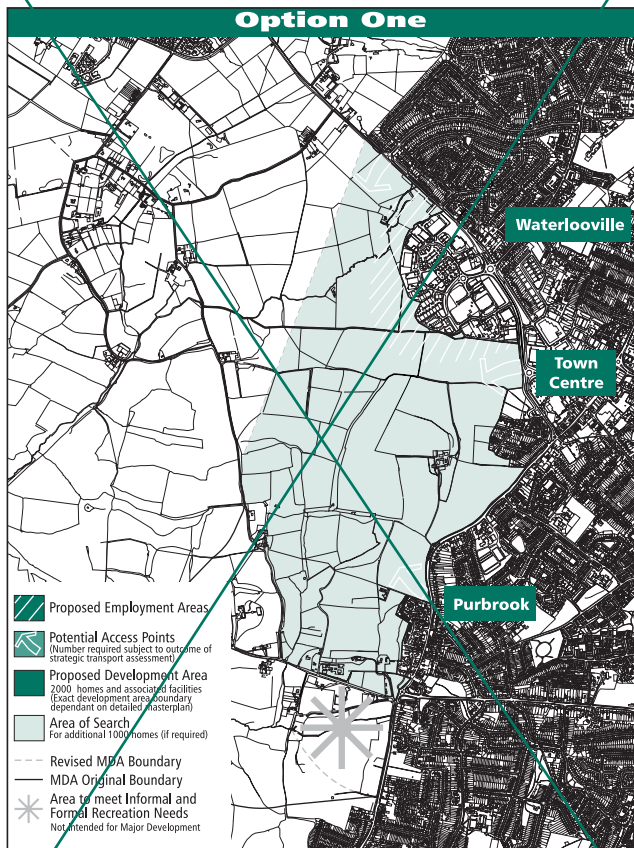
RD12.07 ~~12.33~~ In Option two, the majority of development is again concentrated around Waterlooville Town Centre and the Brambles Business Park. However, some development to meet the Structure Plan's immediate requirements is also proposed to be located south of the ridgeline and to the west of Purbrook. Accordingly, in this case, the area of search to meet any additional development requirements is located further to the west and stretches north-south alongside the 'core' development area. An area to meet formal and informal recreational needs is again located to the south of Purbrook Heath Road.

RD12.08 ~~12.34~~ The main factor accounting for the different approach towards the phasing of development in the two options is whether a southern access point to the development from the Purbrook Heath area should be secured at an early stage as part of an

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integrated transport strategy for the MDA and the surrounding Waterlooville/Purbrook areas. Initial technical work presents a strong case for securing such a link to help manage the additional traffic arising from the MDA and to alleviate the potential implications of additional southbound traffic through the Purbrook area.

of Purbrook from the Purbrook Heath area at an early stage in the development. Where a new road is environmentally acceptable, is feasible and can be secured early on, it can contribute effectively towards an integrated transportation strategy for the MDA and surrounding areas. In this case, there would be merit in some development coming forward to the west of Purbrook to meet the Structure Plan's immediate requirements,



RD12.09 12.35 Further work is currently underway to investigate the feasibility of securing an access point from the Purbrook Heath area. This work will need to include an assessment of the potential impact of a new road on important landscape and nature conservation interests to the west of Purbrook and consider the potential implications for the Rowans Hospice. It should provide further advice on the likely timing and phasing of the new road.

RD12.10 12.36 Development Option Two is, subject to the outcome of the studies referred to under para. 12.35, currently the preferred option in this Plan. This scenario is based on the ability to secure a southern access road to the west

(rather than being kept in reserve to meet future potential needs) provided that it is located in a sensitive manner to respect environmental interests in this area. Some development to the west of Purbrook could help to support the Purbrook local centre and would be well related to the existing facilities and services in both Waterlooville and Purbrook. Where an element of development accompanied the new road, it could further help to support the viability of a good quality public transport link through the MDA.

RD12.11 12.37 Should the results of further technical work into the southern access road reveal that such a link is not feasible or cannot be secured; or that the environmental impact would be

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~~unacceptable; or that the road would not be needed unless the additional 1000 dwelling requirement is triggered, Option One would be considered preferable.~~

~~12.38 The results of the further technical work into the new road will be taken into account in preparing the Revised Deposit version of the Local Plan. Proposals for the MDA may need to be amended in the light of these studies. However at the present time, Development Option Two is the preferred approach and Proposal NC.2 below specifically relates to this option.~~

RD12.12

Proposal NC.2

RD12.13

A new, mixed use community comprising up to 2000 dwellings, employment provision, and associated physical and social infrastructure is proposed ~~within the area defined on Inset Map 41 to the at~~ West of Waterlooville. ~~The part within Winchester District is defined on Inset Map 41, which also defines the maximum extent of the area for housing, mixed use, community facilities and other associated buildings and infrastructure. It also defines the area for employment. Such~~ development will be permitted provided that:

- (i) it is in accordance with a comprehensive Masterplan, to be produced, including a detailed design brief which covers the whole site and has been approved by the Local Planning Authority;
- (ii) it accords with Proposals DP.1 and DP.3 and secures a high quality of design, and Proposal DP.8 which seeks to minimise the use of resources;
- (iii) an environmental and sustainability statement is submitted, demonstrating that interests of acknowledged importance will be protected and any adverse impacts mitigated, or that there is an overriding justification for development to take place in the location and manner proposed;
- (iv) an integrated and balanced mix of housing, employment, recreation, education, social and community facilities is proposed, which contributes towards a sense of identity

for the new community including:

- a mix of housing types and sizes, including affordable housing to meet identified local needs (see Proposals H.5 and H.7);
 - approximately 30 hectares of employment development (Use Classes B1 and possibly B2 and B8), the majority to be located ~~adjacent as extensions~~ to the existing Brambles Business Park and phased in accordance with the approved Masterplan. Where appropriate, smaller-scale Class B1 development may be located elsewhere as part of mixed use development;
 - the reservation of land within the proposed employment area adjoining the Brambles Business Park for a resource centre, to include provision for a replacement household waste recycling centre and other appropriate waste management operations subject to further study in the preparation of the detailed Masterplan for the site;
 - adequate facilities and services to serve the new community ~~and where appropriate the existing local communities~~, including provision for local shopping, education, health care, ~~a place of worship, a cemetery~~ and other social and community facilities as identified by the Masterplan;
 - adequate formal and informal public, private and amenity recreation land/open space, in accordance with Proposals DP.6, DP.7 and RT.3;
- (v) the provision of the physical infrastructure necessary to serve the community both on and off-site has been provided or appropriately secured, including:
- (a) the completion of appropriate access routes, including a southern access route linking to Purbrook Health Road in the vicinity of the Ladybridge roundabout, from the

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development to the adjacent transport network for public, commercial and private transport, cycling and walking. Transport provision should:

- encourage greater use of public transport, walking and cycling and, in particular, integrate with the A3 bus priority corridor proposals;
- provide good access for these modes within the site and to Waterlooville town centre, local employment areas and schools;
- minimise the impact of traffic from the development on sensitive roads and residential areas; and
- provide parking within the development in accordance with the adopted standards.

(b) adequate improvements to the sewerage and water supply systems, including where feasible the implementation of sustainable drainage systems, are also made, **together with arrangements to ensure that the development is designed to ensure that there would be no change in run-off and river characteristics upstream or downstream of the development site and that it would not result in any increase in flood risk;**

- (vi) the proper integration of new development with Waterlooville Town Centre is achieved, with the town centre acting as the focus for shopping, leisure and other community activities for the new community. Development should also support and/or enhance the role of existing local centres at Purbrook and Hambledon Road;
- (vii) arrangements are made to enhance informal public access to the countryside, which may include:
- extending and/or improving the recreational opportunities at Purbrook Heath;

- improving and/or extending public footpath, bridleway and cycleway networks in the surrounding countryside;
- taking advantage of strategic landscaping planting within and around the site, and other landscape features, to provide informal recreational opportunities and improved public access to the countryside;

(viii) the main landscape features of the site are retained and incorporated into the development proposals with appropriate arrangements secured for their long-term management and maintenance including:

- the substantial woodland blocks to the west of Purbrook where the impact of development should be minimised;
- important trees and hedgerow networks;
- water features, which could be integrated with greenways to provide improved linkages to the countryside for informal recreation;
- the main ridgeline that runs east-west across the development area, which should form an integral part of the structural landscape framework and could incorporate a linear open space to improve access to the countryside;
- long distance views from Portsdown Hill and the East Hampshire Area of Outstanding Natural Beauty, which should be protected as far as possible through the sensitive design and layout of development and an appropriate landscaping scheme.

An advanced strategic landscape planting and management scheme should be secured, funded and implemented to reinforce, maintain and enhance the landscape features, both on and off-site, before development commences.

- (ix) *the main nature conservation interests are protected ~~and wherever possible enhanced~~ in accordance with Proposals C.9 and C.10. In particular, development should avoid **wherever possible** the loss and fragmentation of the Sites of Importance for Nature Conservation (SINCs) to the west of Purbrook and protect waterways and hedgerow features. Opportunities should be taken to strengthen links between these features to create a network of wildlife corridors throughout the development. Appropriate long-term management and maintenance arrangements will be required. Where development, such as a transport link or item of infrastructure, is necessary in a particular location that affects a SINC, suitable design and mitigation measures will be required to minimise the impact;*
- (x) *the local gap between Waterlooville and Denmead as defined on the Inset and Proposals Maps is maintained in accordance with Proposal C.3;*
- (xi) *residential development is phased and implemented in step with the provision of employment and social and physical infrastructure, in accordance with the Masterplan.;*
- (xii) *it can be demonstrated that the most efficient use is made of land proposed for development having regard to the provisions of the Masterplan, government guidance on housing density and the amount of housing permitted in the early phases of development.*

An "area of search" The maximum extent of a reserve area sufficient to accommodate an additional 1000 dwellings is also identified. This additional development will not be permitted in this area unless a compelling strategic justification for additional housing is identified by the strategic planning authorities. Until such time countryside policies will continue to apply to the ~~"area of search"~~ reserve area. If the reserve housing is required, the precise extent

of the area identified on Inset Map 41 within which housing and associated buildings will be permitted will depend upon the density proposed and the extent of the land permitted to accommodate the 2000 dwellings.

No development will be permitted within the boundary of the new community which would prejudice its proper development, including the possible development of an additional 1000 dwellings.

Masterplan

12.39 Inset Map 41 identifies land sufficient to accommodate a comprehensively planned, mixed use new community comprising up to 2000 dwellings, 30 hectares of employment land and associated physical and social infrastructure. The development of this area will not be permitted until a comprehensive Masterplan for the whole site has been adopted by the Local Planning Authority.

RD12.14 ~~12.40~~ *The Masterplan will identify the detailed capacity of the area to accommodate development and define a precise development boundary. It will be required to test possible design solutions for the area, including examining residential densities and the layout and form of development, to create a compact new community, with a sense of place that engenders a strong community identity. The appropriate density of residential development will be dependent upon a variety of factors and will vary across the site. The landform, topography and other natural features such as hedgerows and woodlands will exert a major influence on the overall design concept. PPG3 advises that the residential development should achieve an average net density of not less than 30 dwellings per hectare. This will, therefore, be the minimum acceptable density for the development as a whole, but the consequences of achieving significantly higher residential densities than this should be tested and expressed through the Masterplan process before a final decision is made about the most appropriate form of development.*

RD12.15 **12.41** Community involvement in the preparation of the Masterplan will be necessary, particularly in examining the merits of different design solutions, including higher

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density development options. ~~Work on the Masterplan has commenced and it is anticipated that the Masterplan will be well advanced by the time the revised deposit Local Plan is published.~~

Development principles

RD12.16 ~~12.42~~ The northern part of the area allocated for the development of 2000 houses (see Inset Map 41) has the scope to accommodate well designed, higher density development, particularly where it abuts Waterlooville Town Centre and the urban edge. This area could potentially accommodate 2000 dwellings or more, should a higher density of development be shown to be achievable and acceptable through the Masterplan. This possibility must be carefully tested during the preparation of the Masterplan. The City Council is keen to maximise the development potential of this part of the site, so as to reduce development pressures on the more environmentally sensitive areas to the south, around Purbrook.

RD12.17 ~~12.43~~ The southern part of the site, immediately to the west of Purbrook, raises complex design issues. This area is particularly attractive, with mature woodlands, many of which are designated as SINC's. Existing traffic on the local highway network already leads to some congestion along London Road, particularly through Purbrook. The need for an adequate transport solution to avoid the development area exacerbating these problems excessively is a major issue for local people. It has been concluded that a southern access point to the development should be secured where this proves feasible and, for this reason, the proposed development area extends southwards to Purbrook Heath Road.

RD12.18 ~~12.44~~ Development of the land to the west of Purbrook requires careful consideration to ensure that the new road and associated development can be accommodated to protect as far as possible important local environmental features, particularly the integrity of the woodland blocks, and to minimise ecological and visual impact. The potential impact of a new road on the tranquil setting of Rowans Hospice will also need careful consideration. A detailed feasibility study is being carried out to examine possible options for the alignment of a new road through this area, including the issues of phasing, land ownership and potential environmental impact. The Local Planning

~~Authority will need to be satisfied that the benefits of a new southern access point outweigh any impact on the woodlands and SINC's. Limited accompanying development will be permitted and should be of high quality, possibly at a lower density, to minimise environmental impact as far as possible.~~

RD12.19 ~~12.45~~ Depending on the outcome of the feasibility study referred to above, it may be necessary for the new access road to join the A3 to the south of Purbrook Heath Road. The Plan allows for this possibility, but generally seeks to avoid development to the south of Purbrook Heath Road, other than for recreational purposes.

New paragraph

RD12.20 Inset Map 41 identifies the maximum extent of the land required for up to 2000 dwellings, mixed-use, community facilities and other associated buildings and infrastructure. It is based on an average net residential density of approximately 40 dwellings per hectare. However, in the interests of creating a compact new community and minimising land take, developers will be encouraged to build at the highest appropriate density. A phased release of the land for up to 2000 dwellings is therefore proposed to enable the land take to be reduced if higher densities than presently envisaged are achieved in the early phases.

New paragraph

RD12.21 There are expected to be considerable variations from the average net density across the site, dependent upon a number of factors including topography, existing natural features and the proximity of the town centre, local facilities and public transport routes. In particular, higher density development should be provided where the site abuts Waterlooville Town Centre and the urban edge.

New paragraph

RD12.22 Sustainable drainage systems (SuDS) have significant advantages for the water environment and for nature conservation. Residential development at densities of 40 dwellings per hectare or lower is likely to permit the implementation of SuDS. In the event that higher densities are achievable, developers will need to explore the feasibility of implementing SuDS.

New paragraph

RD12.23 Proposed built development is located

away from the southern part of the MDA to minimise the impact of the development on sensitive ecological features in the area to the west of Purbrook and on the Rowans Hospice.

RD12.24 The "area of search reserve area"

12.46 Inset Map 41 also shows an "area of search" a

RD12.25 "reserve area" for up to an additional 1000 dwellings. Some or all of this area may be required to meet strategic housing needs, should a compelling justification be identified. The strategic planning authorities (Hampshire County Council, Southampton City Council and Portsmouth City Council) will determine whether such a justification has been established. The Masterplan process will determine how much of ~~this additional land~~ **the reserve area** would be required to provide the additional 1000 dwellings, taking account of the capacity of the allocated development area.

12.47 Although the need for the additional housing

RD12.26 has not yet been "triggered" by the strategic planning authorities, it is sensible to plan for the possibility that all the land will need to be developed. This is particularly important in relation to the provision of infrastructure and the design concept adopted. The Masterplan will, therefore, be required to ~~consider~~ **include** the "area of search" reserve area.

12.48 Unless or until such time that additional

RD12.27 development is "triggered" the countryside policies of this Plan will be applied to the ~~area of search reserve area~~ shown on Inset Map 41. **Moreover, no development will be permitted that would prejudice the proper planning of the new community including the reserve area.**

An integrated and balanced community

12.49 The new community will provide for large-scale, mixed use development, including the co-ordinated and integrated development of transport, housing, employment, health, community and social facilities, shopping, education, formal and informal recreation and leisure facilities and other identified local needs. The aim is to achieve a high quality, well designed and balanced new community with a strong sense of identity and place.

Housing

12.50 Residential development should include a

RD12.28 good choice and mix of housing types and sizes. The range of housing types should

include a sizeable proportion of smaller dwellings (1 and 2-bed units) to reflect the identified housing needs of the local area. Winchester City Council currently seeks 50% smaller dwellings on larger developments ~~although further work is required to establish whether it would be appropriate to require this proportion in the Waterlooville development.~~ **The results of an updated housing survey undertaken in 2002 on behalf of the local authorities in South East Hampshire conclude that a large proportion of small units is also required to meet needs in South East Hampshire. Therefore 50% of the MDA total housing provision will be sought in the form of small units (as defined in Proposal H.7).**

12.51 The development will be expected to provide

RD12.29 affordable housing and other housing to meet any special housing needs that may be identified within the south-east Hampshire area. This Plan seeks 35% affordable housing in development schemes within Winchester District (see Proposal H.5). ~~An updated housing needs survey is currently being undertaken by Havant Borough Council in partnership with Winchester City Council, East Hampshire District Council and Portsmouth City Council. The analysis of the results will specifically address the role of the MDA in meeting local needs and enable the appropriate proportion of affordable housing for the development area to be determined (which may be different from the proportion sought under Proposal H.5), along with any identified special housing needs. However, the MDA will meet a wider sub-regional need, and will contribute to the affordable housing needs of a number of adjacent Local Authorities in addition to this District. The updated housing need survey referred to above concludes that a 50% proportion of affordable housing would be justified in the MDA, and split between rented and shared equity, the proportions to be determined in the light of up to date survey work. The Local Planning Authority will therefore seek a proportion of 50% subsidised affordable homes within the MDA.~~ Affordable housing provision will be expected to be fully integrated with the development of market housing and to be dispersed within the development area. Concentrations of large numbers of affordable housing should be avoided in one location.

12.52 It may be appropriate to locate affordable

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housing closest to public transport and community facilities, where residents are likely to have limited car ownership levels. This is particularly important for any special needs provision.

Employment

RD12.30 12.53 The new community will include approximately 30 hectares of new employment land, most of which should be ~~located adjacent~~ **provided as extensions** to the existing Brambles Business Park, to take advantage of the good accessibility to the A3(M) and strategic road network. Expanding the Brambles Business Park would create a significant strategic site (~~approximately 57 hectares in total~~) and provide a location and accommodation that is needed by local businesses. **The remainder of the employment provision should be provided in the form of mixed use development or small-scale workshops adjoining the local centre or at other appropriate locations within the MDA.**

12.54 Employment development should include provision suitable for local business expansion and relocation. In Havant Borough Council's recent Business Property Needs Survey (August 2000), 76% of respondents said that half to nearly all their workforce were local residents and these were the businesses most likely to have increased their workforce in the last five years. Allowing for the expansion of existing businesses will therefore help to avoid losses of local employment and secure a viable development, based on known demand.

12.55 The decline in the manufacturing sector locally suggests that the main emphasis should be on the generation of jobs, biased towards the industrial sector, especially manufacturing. However, there should be a mix of uses within Use Classes B1, B2 and B8, in order to promote diversification and greater robustness in the area's employment base, although B8 uses (Storage and Distribution) should be limited due to their generally low employment generation and high commercial vehicle use. The distance of the area from the motorway network also indicates that the site is less likely to be attractive to such uses.

12.56 Developers will be expected to contribute to the provision of training schemes for local people, which will assist with development

and business take-up. This will be especially important where new businesses are likely to require skills that are not available locally. There may be scope for linkage to Single Regeneration Budget funding, where benefits to the areas such as Wecock and Leigh Park can be shown.

12.57 The successful enterprise centres at Brambles Business Park and Broadmarsh indicate that a similar centre may be appropriate to cater for start-up businesses, as well as accommodation for businesses that need to expand. There may also be the opportunity for a business cluster or innovation hub, building on the uses at Brambles Business Park and Aston Road/Aysgarth Road industrial estate. This would help to reinforce the role of the older industrial estate and integrate with the MDA. Links to a University, such as Portsmouth or Brunel, or other research establishments, such as the Defence Evaluation Research Agency (DERA), could also benefit the development of businesses.

New subheading

RD12.31 Resource Centre

New paragraph

RD12.32 The employment allocation includes a reservation of approximately 2.8ha. for a 'resource centre', the purpose of which is to make the community as sustainable as possible in terms of the consumption of natural resources. In terms of waste, this will mean minimising the need for waste disposal facilities by maximising reuse and recycling through the provision of local reception and processing facilities. The resource centre will include a site of around 0.4ha for a new Household Waste Recycling Centre to replace the existing facility off Hambledon Road, which has outgrown its location. The exact nature of other uses required by Hampshire County Council as Waste Disposal Authority would be determined by the precise location of the site, its access, proximity to dwellings and the needs in the area at the time of site availability. The resource centre could also include a site of approximately 0.5ha for a small 'biomass plant'. This would be a facility to generate a small amount of heat and power from coppice arisings and similar material that would provide a source of sustainable and renewable energy to serve part of the needs of the new development. Detailed proposals for

12. NEW COMMUNITIES

any of the elements of the resource centre will need to provide for the satisfactory routing of heavy goods vehicles to minimise any adverse impact on Denmead, Hambledon and Southwick.

Transport

~~12.58~~
RD12.33 Innovative transport solutions will be critical to the success of the development area, its relationship to Waterlooville and its acceptance by the local community. Development proposals should be aimed at avoiding exacerbating transport problems on the existing network excessively, if possible seeking to alleviate congestion on the A3 corridor, and to improve transport choice by ensuring that the new community has good pedestrian, cycling and public transport access to Waterlooville town centre.

~~12.59~~
RD12.34 Careful consideration has been given to how access to the new community can best contribute to these objectives and a number of potential means of access have been identified. Further transport studies and assessments will be required before a final decision is taken. However, the potential choice of access has been influenced by the desire to avoid loading excessive additional traffic onto the A3 corridor, particularly through Purbrook. The proposed southern access point is particularly sensitive, since the alignment of a new road to the west of Purbrook is likely to have some impact on nature conservation interests and may affect the tranquil setting of the Rowans Hospice. As a matter of priority a feasibility study is under way to examine these matters.

12.60 The location of the new community immediately adjacent to Waterlooville town centre offers substantial opportunities to encourage walking, cycling and public transport. The Masterplan for the new development will promote a development design and layout that maximises travel choice by these modes.

~~12.61~~
RD12.35 The South Hampshire Rapid Transit proposals are integral to the local transport strategy for the Waterlooville area. The A3 bus priority corridor proposals are already being implemented and improvements along the corridor are being phased over the next few years and are due to reach Waterlooville town centre by 2004/5. **Provision for A** a new bus priority link through the development area should be secured to

ensure an integrated transport system for the whole area.

New paragraph

RD12.36 Careful consideration has been given to how access to the new community can best contribute to transport objectives. The proposed vehicular access points are shown on Inset Map 41. They include an access from the A3 at or in the vicinity of the Ladybridge roundabout to provide a southern access road for the new community.

New paragraph

RD12.37 The southern access road is required to minimise the volume of traffic originating from the MDA needing to use the A3 through Purbrook. It is also required to enable the provision of a good quality public transport link through the MDA. The southern access road is therefore expected to be provided at an early stage in the development. Its alignment will need careful design to minimise its impact on important nature conservation and landscape features to the west of Purbrook and to preserve the tranquil setting of the Rowans Hospice.

New paragraph

RD12.38 At the northern end of the development, provision is made for two access points onto Hambledon Road. The northernmost of these is intended to be constructed in conjunction with a bus-only link within the site to further facilitate the provision of a good quality public transport link through the MDA including a connection with Cowplain Secondary School to the north.

New paragraph

RD12.39 Vehicular access to the main new employment areas is proposed from Elettra Avenue and Waterberry Drive (within the Brambles Business Park) to minimise the volume of heavy goods vehicles needing to use the roads within the MDA. It is also expected that there will be vehicular connections, as well as pedestrian and cycle links, between the employment areas and the remainder of the MDA to facilitate access for other traffic including buses. Appropriate traffic management measures will need to be considered to restrict the use of these connections by heavy goods vehicles.

New paragraph

RD12.40 No vehicular access to the MDA will be permitted from Closewood Road or

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Newlands Lane. Careful consideration will be given to the appropriate routing of construction traffic before planning permission is granted for any development.

Community services and facilities

- 12.62 Provision should be made for new and/or improved local services and facilities to meet the needs of the new community, in step with or advance of new housing provision. It will be important to ensure that new social infrastructure is in place early on in the development of the community. Some of the main community facilities that will be needed are considered below, but a range of other facilities and services required by the development will be identified in the Masterplan.

Education provision

- 12.63 The Local Education Authority's policy is that, where possible, primary schools should be within walking distance from the homes of pupils within the area to be served, with safe (preferably segregated) routes for journeys on foot or bicycle and related to public transport. Therefore, provision for primary education should be made within the development area.
- 12.64 The development of 2,000 houses will generate a need for one new primary school and if development extends to 3,000 houses a second primary school would be required. Given the aim of educating primary children locally, the new primary school should be available very early in the development programme. Because it can take three years from initial programming to completion of a school, temporary accommodation is likely to be needed whilst a permanent school is being built.
- 12.65 The development will also generate a demand for secondary school places, but this would be insufficient to require a new secondary school. Therefore, appropriate improvements will be required to existing secondary schools in the local area and safe routes to schools should be established. This will need to be reflected in design of the footpath/cycleway network and public transport links within the development area, and improvements to off-site links are also likely to be needed.
- 12.66 Government and local authority funding for new schools is insufficient to cover the full

cost of provision. As the need for education provision is generated by the development, developers will be expected to provide all education facilities needed on-site (including a second primary school when required) and contribute to improved provision off-site for secondary education.

- 12.67 The Education Authority must secure adequate provision of pre-school education, currently for all 4 year olds and to be extended to 3 year olds in the near future. It is not normally a provider, this being achieved by involving the voluntary/community sector and "not for profit" or fully commercial providers. There will also be a need for day care facilities for children in the 0-4 age range. It will, therefore, be necessary to make provision for pre-school facilities. Increasing demands, in terms of space and time, suggest that dedicated accommodation will be needed, which should be provided by the developers.

Health provision

- 12.68 Existing primary care services in the Waterlooville area are at capacity and new and/or improved primary health care facilities will be required as a consequence of the new development. Primary health care includes GP services, pharmacies and dentists. The precise requirements are still to be determined, but new facilities could take the form of a surgery/health centre, a drop-in centre or a multifunctional building, which would meet a range of community needs. The Masterplan will establish specific development requirements, to which developers will be required to contribute.

Neighbourhood centre

- 12.69 A new neighbourhood centre, acting a focal point for the new community, will be required. This is likely to support a small convenience store and possibly other small retail units. Community buildings, such as the primary school **and place of worship** may appropriately be located in the neighbourhood centre, which should also be located having regard to the existing neighbourhood centres at Hambledon Road and Purbrook.

New subheading

RD12.41 Cemetery

New paragraph

RD12.42 A cemetery is proposed on the land to the north of the Rowans Hospice with

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vehicular access from the proposed southern access road.

Integration with Waterlooville town centre

RD12.43 12.70 Waterlooville Town Centre will provide higher order facilities and services and the development should be physically integrated with it. The Masterplan will examine ways in which pedestrian, cycle and public transport links can be improved between the town centre and the new community, including the feasibility of changes to Maurepas Way to improve accessibility and reduce traffic impact. The town centre is currently orientated away from the development area. Havant Borough Council is looking at ways in which the town centre can be better linked to the development and detailed proposals will be set out in the Masterplan.

Recreation and open space

RD12.44 12.71 Provision should be made for formal and informal recreation and open space in line with Winchester's and Havant's standards of provision, taking into account existing



"The development should be physically integrated with Waterlooville Town Centre"

deficiencies in the local area. This should include provision for children's play, sports grounds (including playing pitches) and general open space. There is an identified shortfall of playing fields and sports pitches in both the Waterlooville and Denmead areas, which new development will exacerbate unless appropriate new provision is made. **An area of land within Havant Borough's part of the MDA adjoining London Road and Plant Farm is proposed in the Havant Borough-Wide Local Plan as an urban park. The proposed urban park is intended to**

include provision for part of the MDA sports pitch requirement.

12.72 Provision for children's play will need to include Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and a Neighbourhood Equipped Area for Play (NEAP). Provision for young people should also be considered. This could take the form of a multi-use games area or skateboard area and will be determined by the Masterplan, following further consultation with local community groups.

New subheading

RD12.45 Allotments

New paragraph

RD12.46 A small part of the existing allotments at Plant Farm lie within Winchester District. These will be retained in allotments use. Provision will also need to be made for new allotments within the MDA to serve the needs of the new community.

Enhanced access to the countryside

12.73 There are significant opportunities to improve and enhance public access to the countryside on foot and by cycle by careful attention to the layout and design of new development. Links should be provided from the urban edge of Waterlooville across the development area to the wider countryside beyond. Existing water courses, footpath networks and the ridgeline provide the more obvious opportunities for achieving greenways running east-west through the development. There are also opportunities to improve north-south footpath links to the existing Purbrook Heath recreation area. The area to the south of Purbrook Heath Road has been specifically highlighted on Inset Map 41 as an area for improved and enhanced recreation and public access, both to serve the needs of the new community and to protect its character and value to the setting of Portsdown Hill.

RD12.47 12.74 The development area is situated adjacent to the Forest of Bere for which Hampshire County Council has developed a strategy to encourage green tourism and informal countryside recreation to support the local economy, in addition to promoting a wide range of other land management objectives. The opportunity should be taken to develop strong links with the Forest of Bere Project in planning for informal recreation and improved access to the countryside as part of

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the MDA proposals. In particular, opportunities exist **subject to landowner consent** to improve access and links to Creech Wood to the west of the development area and to provide circular walks of differing lengths through the development area to the countryside beyond.

Landscape and nature conservation

- 12.75 The most important landscape features, which tend to be to the west of Purbrook, should be protected and utilised to provide an attractive setting for new development. The main woodlands should be retained intact as far as possible, taking account of the need for a southern access point. The woodlands are important for nature conservation and designated as SINCS. Opportunities to strengthen links between woodland blocks by maintaining wildlife corridors should be taken. Where loss of wildlife habitat is unavoidable, appropriate mitigation proposals will be required.
- 12.76 The ridgeline running across the centre of the area should form part of the structural landscape framework. A linear open space should be provided to maintain a green link to the countryside and provide for informal recreation. The ridgeline is visible in long distance views from Portsdown Hill in the south and the East Hampshire AONB to the north, and this will need to be taken into account when devising the structural landscaping framework.
- 12.77 Waterways are also an important feature which should be enhanced and utilised to provide both an attractive setting for new development and for their informal recreation value. Opportunities also exist to enhance the nature conservation value of these areas.
- 12.78 The northern part of the site has few distinguishing landscape features and is generally open, with low nature conservation value. The opportunity should be taken to improve tree cover, protect hedgerow networks and enhance habitats wherever possible.
- 12.79 A prerequisite to development is that advance structural landscaping is provided. A planting scheme should be agreed and implemented at the earliest possible opportunity and satisfactory arrangements for its long-term management put in place.

Local gap

- 12.80 A local gap to protect the separate identity of Denmead has been designated. The area of south of Purbrook Heath Road should also be kept free from development and is set aside for recreational use and to enable improvements in public access to the countryside. This will respect the landscape quality of the area and help to protect the setting of Portsdown Hill.

Phasing

- RD12.48** 12.81 Phasing will be determined through the Masterplan process but development is likely to commence **in the northern part of the site, adjoining the access points from Hambledon Road, Maurepas Way and London Road. However, if feasible, a new road access from the south. The proposed southern access road should be provided at the earliest opportunity and development to the west of Purbrook may be permitted to facilitate its early provision to relieve Purbrook of additional traffic flows and to provide a route for a good quality bus service and construction traffic.**

Design statement

- 12.82 A design statement will be required to accompany all development proposals in accordance with Proposal DP.1. The City Council wishes to secure a high quality of design and layout within the development area to provide an attractive living and working environment. All development proposals will also be expected to demonstrate that best use of resources has been made in accordance with the provisions of Proposal DP.8. Innovative and sustainable solutions for energy and water conservation are encouraged along with sustainable construction methods.

Developer contributions

- 12.83 Hampshire County Council is currently preparing supplementary planning guidance for Major Development Areas, which will be used to guide and determine development contributions towards infrastructure and facilities for the new community. The paragraphs above set out some of the main provision that will be required but is not intended to be fully comprehensive. More detailed requirements will be established as part of the Masterplan process.

Winchester City (North)

12.84 The Hampshire County Structure Plan 1996-2001 (Review) requires a "reserve" housing allocation to be made in the Local Plan for a Major Development Area capable of accommodating 2000 dwellings and associated infrastructure at Winchester City (North). The land will, however, only be released for development if a compelling justification for additional housing has been identified by the strategic planning authorities (Hampshire County Council, Southampton City Council and Portsmouth City Council). Until such time, the City Council will strongly resist any development proposals at Winchester City (North) and countryside policies will continue to be applied.

RD12.49 12.85 Unlike other Major Development Area proposals in the County, an indicative map was not produced by the Strategic Authorities as part of the background technical work to show which area was considered to be suitable for major development in the north Winchester area. Accordingly, the first stage of the technical work has been to evaluate the broad merits and ability of different locations in the north Winchester area to accommodate development on the scale envisaged. The results of this work **have** enabled an "area of search" for the development to be identified in **this the Deposit Local Plan Review**. ~~Inset Map 45 indicates the extent and location of this area to the north of Winchester City. The search for a specific site for the development will be concentrated in this location.~~

New paragraph

RD12.50 ~~However,~~ Further detailed studies and surveys ~~will need to be~~ **have been** carried out ~~before to determine~~ a specific development site ~~can be defined,~~ **should the development be needed.** The site for the reserve Major Development Area is indicated on Inset Map 45. **Before planning permission is granted for such development, a compelling justification would need to be identified by the strategic planning authorities and a number of other requirements met, including the approval of a Masterplan. These Planning permission will not be granted for development at Winchester City (North) unless a number of requirements are met,** as set out in Proposal NC.3.

Proposal NC.3

RD12.51 ~~An "area of search", within which A reserve site for a major development area comprising approximately 2000 dwellings and associated physical and social infrastructure will be located if needed, is identified on Inset Map 45. Development in this area on this site will not only be permitted if unless the Local Planning Authority is satisfied that a compelling justification for additional housing in the Winchester District has been identified by the strategic planning authorities, and provided that:~~

- ~~(i) the Local Planning Authority is satisfied that a compelling justification for additional housing has been identified by the strategic planning authorities. Until such time countryside policies will apply;~~
- ~~(ii) a specific development site has been identified following further detailed studies and assessments which have been carried out in accordance with accepted standards and as specified by the Local Planning Authority. These studies will need to include the following:

 - ~~landscape appraisal;~~
 - ~~ecological surveys;~~
 - ~~an "appropriate assessment" of the impact of development on the River Itchen;~~
 - ~~transport assessment;~~
 - ~~hydrogeological and hydrological surveys;~~
 - ~~other studies that may be needed to address site specific issues.~~~~

~~In defining the site boundary, the requirements of Structure Plan policy MDA1 should be taken into account.~~

- ~~(iii) (i) a comprehensive Masterplan for the development has been prepared and adopted by the Local Planning Authority.~~
- ~~(ii) it accords with Proposals DP.1 and DP.3 and secures a high quality of design, and Proposal DP.8 which seeks to minimise the use of resources;~~

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- (iii) *an environmental and sustainability statement is submitted, demonstrating that interests of acknowledged importance will be protected and any adverse impacts mitigated, or that there is an overriding justification for development to take place in the location and manner proposed;*
- (iv) *an integrated and balanced mix of housing, employment, recreation, education, social and community facilities is proposed, which contributes towards a sense of identity for the new communities including:*
- *a mix of housing types and sizes, including affordable housing to meet identified local needs (see Proposals H.5 and H.7);*
 - *appropriate employment development, which may include provision for a resource centre for recycling uses to serve the area;*
 - *adequate facilities and services to serve the new community, including provision for local shopping, education, health care and other social and community facilities as identified by the Masterplan;*
 - *adequate formal and informal public, private and amenity recreation land/open space, in accordance with Proposals DP.6, DP.7 and RT.3;*
- (v) *the physical infrastructure necessary to serve the community both on and off-site has been provided or appropriately secured, including:*
- (a) *appropriate access routes to link the development to the transport network for public, commercial and private vehicles, cyclists and pedestrians. Transport provision should:*
- *encourage greater use of public transport, walking and cycling;*
 - *provide good access for these modes within the site and to local schools, the town centre, and the railway station;*
 - *minimise the impact of traffic from the development on sensitive roads and residential areas; and*
 - *provide parking within the development in accordance with the adopted standards.*
- (b) *adequate improvements to the sewerage and water supply systems, including where feasible the implementation of sustainable drainage systems;*
- (c) *measures to avoid the risk of flooding, both on and off-site, including appropriate siting of buildings, design of drainage systems and measures to alleviate any adverse impacts off-site; in particular the dry valley indicative groundwater flood hazard area identified on Inset Map 45 should be kept free of any built development, including private open space;*
- (vi) *the new development is properly integrated with the existing built-up area of Winchester;*
- (vii) *arrangements are made to enhance informal public access to the countryside, including:*
- *the provision of informal recreation land and facilities to the east of the railway line;*
 - *improving and/or extending public footpath, bridleway and cycleway networks in the surrounding countryside;*
 - *taking advantage of strategic landscape planting within and around the site, and other landscape features, to provide informal recreational opportunities and improved public access to the countryside;*
- (viii) *the main landscape features of the site are retained and incorporated*

into the development proposals with appropriate arrangements secured for their long-term management and maintenance including the woodland belt along the Barton Farm ridgeline and other important trees and hedgerow networks. An advanced strategic landscape planting and management scheme should be secured, funded and implemented to reinforce, maintain and enhance the landscape features, both on and off-site, before development commences;

- (ix) *any important nature conservation interests are protected and wherever possible enhanced in accordance with Proposals C.9 and C.10. An 'appropriate assessment' of the effect of development on the River Itchen, a candidate Special Area of Conservation (cSAC) will be required. Opportunities should be taken to strengthen links between these features and others off the site to create a network of wildlife corridors throughout the development. Appropriate long-term management and maintenance arrangements will be required;*
- (x) *residential development is phased and implemented in step with the provision of social and physical infrastructure and employment, in accordance with the Masterplan.*

Countryside policies will continue to apply until such time as the land is required for the development of a new community.

RD12.52 12.86 The Local Planning Authority will not permit development at Winchester City (North) unless it is satisfied that a compelling justification for the release of additional housing land has been identified by the strategic planning authorities. Until such time countryside policies will continue to apply.

RD12.53 12.87 The area of search extends to approximately 255 hectares. The area needed for large-scale development sufficient to meet the Structure Plan's 2000 dwellings requirement, including

~~associated infrastructure and open space is expected to be approximately 100 hectares. Further detailed studies and surveys within this preferred area will need to be conducted to identify a specific site. The Local Planning Authority will wish to work with landowners to agree the precise scope of the studies that will be required. However at the very least these will need to include a full landscape appraisal of the area, a detailed ecological study, full transport appraisal, analysis of hydrogeological and hydrological conditions, including land drainage, water supply and disposal. In addition, an 'appropriate assessment' under the Conservation (Natural Habitats, etc) Regulations 1994 will need to be carried out to assess the potential effects of a major development proposal on the River Itchen Site of Special Scientific Interest (SSSI) and candidate Special Area of Conservation (cSAC).~~

RD12.54 12.88 In defining the site boundary, account must also be given to the requirements of Structure Plan Policy MDA1 which sets out guidance on planning for major development areas and to the sustainability principles set out elsewhere in this Plan and in Government Guidance, particularly in PPG3 on housing.

RD12.55 12.89 A detailed Masterplan for the development area will also need to be produced. This should be in place and be agreed by the Local Planning Authority before development can go ahead. The development will also require an environmental statement to be submitted, which should meet the requirements set out in the 'Scoping Opinion' produced by the City Council in February 2002, as well as any more recent Government or best practice advice.

New paragraph

RD12.56 The Masterplan will be required to test possible design solutions for the area, including examining residential densities and the layout and form of development, to create a compact new community, with a sense of place that engenders a strong community identity. The appropriate density of residential development will be dependent upon a variety of factors and will vary across the site. The landform, topography and other natural features such as hedgerows and tree belts will exert a major influence on the overall design concept. PPG3 advises that residential development should achieve an average

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net density of not less than 30 dwellings per hectare. This will, therefore, be the minimum acceptable density for the development as a whole, but an average density of at least 40 dwellings per hectare should be tested through the Masterplan process before a final decision is made about the most appropriate form of development. Community involvement in the preparation of the Masterplan will be necessary, particularly in examining the merits of different design solutions.

New subheading

RD12.57 An integrated and balanced community

New paragraph

RD12.58 The new community will provide for large-scale, mixed use development, including the co-ordinated and integrated development of transport, housing, employment, health, community and social facilities, shopping, education, formal and informal recreation and leisure facilities and other identified local needs. The aim is to achieve a high quality, well designed and balanced new community with a strong sense of identity and place, which will complement Winchester's environmental character and result in an attractive and integrated new neighbourhood.

New subheading

RD12.59 Housing

New paragraph

RD12.60 Residential development should include a good choice and mix of housing types and sizes. The range of housing types should include a sizable proportion of smaller dwellings (1 and 2 bed units) to reflect the identified housing needs of the local area (see Proposal H.7). The development will also be expected to provide affordable housing and other housing to meet any special housing needs that may be identified within the Winchester area. This Plan seeks 35% affordable housing in development schemes within the District (see Proposal H.5). An updated housing needs survey is currently being undertaken which may result in a higher requirement being sought for the reserve MDA. Affordable housing provision will be expected to be fully integrated with the development of market housing and to be dispersed within the development area. Concentrations of large numbers of

affordable housing should be avoided in one location.

New subheading

RD12.61 Employment

New paragraph

RD12.62 Current indications are that there is a need only for limited employment provision, given the existing imbalance between the number of jobs and the working population of Winchester. However, accurate and up to date information is not currently available and the situation will need to be reviewed in the light of the results of the 2001 Census, and further analysis which should be undertaken if the need for the development is confirmed. It is currently estimated that no more than 6 hectares of employment land will be needed, mainly within Use Classes B1 and B2, but which may include provision for a 'resource centre' for recycling uses to serve the area. Depending on the needs of local organisations, there may be scope for employment to be more appropriately provided through the expansion of local businesses and services, such as the higher education sector.

New subheading

RD12.63 Transport

New paragraph

RD12.64 A planning application for development would need to be supported by a full Transport Assessment of the proposals. The impact of the development on the road network in the town centre, north Winchester and the adjoining rural area needs to be minimised by encouraging the use of alternative modes of transport to the private car. Solutions to stimulate walking, cycling and bus usage, will be required and particular attention should be directed at measures to ensure the viability of public transport provision. The following should be examined and provided where appropriate:

- a network of high quality footpaths and cycleways through the site, lit and signed where appropriate, linking the main traffic generators within and adjacent to the site, including the provision of new routes to Worthy Road;
- improvements to the footway on the Andover Road site frontage to facilitate cycle movement;

- a new foot and cycle bridge adjoining the Andover Road rail crossing and other necessary improvements to facilitate pedestrian and cycle movement between the site and the town centre;
- bus priority measures at the site access and egress points;
- a bus route through the development that is convenient and attractive for bus passengers and operators and the provision of high quality waiting and information facilities;
- the use of innovative technology to provide public transport and trip information;
- the provision of a frequent, high quality bus service via Andover Road from the outset of development to town centre destinations, including the railway station, where the opportunities for enhanced interchange facilities should also be examined; and
- the potential for the development of a park and ride site within or adjoining the development.

New paragraph

RD12.65 It is likely that principal vehicular access to the site would be gained from Andover Road at two or more points. Secondary vehicular access is likely to be needed onto Well House Lane and the need for an improvement to the junction between Andover Road and Well House Lane should be investigated. No provision should be made for vehicular movement through the railway underpass to Worthy Road. The road layout within the site should be designed to discourage high traffic speeds and the movement of through traffic. Measures would also need to be considered to:

- reduce traffic speeds on Well House Lane, Down Farm Lane and Bedfield Lane, Kings Worthy;
- improve safety at the junction between the A33 and London Road (B3047), Kings Worthy; and
- minimise the volume of traffic using the Andover Road (north)/A34 Trunk Road route for destinations within Winchester.

New subheading

RD12.66 Drainage and flooding

New paragraph

RD12.67 The southern part of the site forms part of a dry valley, which is sometimes subject to flooding when groundwater levels in the underlying chalk are high. To avoid the risk of property flooding and the nuisance caused when private open spaces, such as gardens flood, new development should be located away from this dry valley bottom although it may be suitable for public open space. Any access roads, public footpaths and cycleways across the dry valley should be elevated above potential flood levels and be provided with flood conveyance openings. The indicative extent of the groundwater flood hazard area is shown on Inset Map 45 but its precise extent will need to be refined to inform planning application decisions. A detailed flood risk assessment will be required as part of any planning application or environmental statement, which should not only assess flood risk on the site and incorporate appropriate preventative measures, but which should also assess the off-site impact of changes to drainage systems (see Proposals DP.10 and DP.11). The site is underlain by permeable chalk and the Environment Agency's current advice is that maximum use should therefore be made of soakaways for the disposal of clean surface water within the limitations imposed by the need to avoid increasing the risk of groundwater flooding on-site or downstream. Because of the significance of this development, if triggered, and because of its potential impact on downstream flooding, developers will be expected to contribute to a joint study of flooding issues in Winchester, which is being led by the Environment Agency.

New subheading

RD12.68 Community services and facilities

New paragraph

RD12.69 Provision should be made for new and/or improved local services and facilities to meet the needs of the new community, in step with or in advance of new housing provision. It will be important to ensure that new social infrastructure is in place early on in the development of the community. Some of the main community

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facilities that will be needed are considered below, but a range of other facilities and services required by the development will be identified in the Masterplan.

New subheading

RD12.70 Education provision

New paragraph

RD12.71 The Local Education Authority's policy is that, where possible, primary schools should be within walking distance from the homes of pupils within the area to be served, with safe (preferably segregated) routes for journeys on foot or bicycle and related to public transport. Therefore, provision for primary education should be made within the development area. The development of 2,000 houses would generate a need for one new primary school. Given the aim of educating primary children locally, the new primary school should be available very early in the development programme.

New paragraph

RD12.72 The development will also generate a demand for secondary school places, but this would be insufficient to require a new secondary school. Therefore, appropriate improvements will be required to existing secondary schools in the local area (particularly Henry Beaufort School) and safe routes to school should be established. This will need to be reflected in the design of the footpath/cycleway network and public transport links within the development area, and improvements to off-site links are also likely to be needed.

New paragraph

RD12.73 Government and local authority funding for new schools is insufficient to cover the full cost of provision. As the need for education provision is generated by the development, developers will be expected to provide all education facilities needed on-site and contribute to improved provision off-site for secondary education.

New paragraph

RD12.74 The Education Authority must secure adequate provision of pre-school education, currently for all 4 year olds and to be extended to 3 year olds in the near future. It is not normally a provider, this being achieved by involving the voluntary/community sector and "not for profit" or fully commercial providers. There will also be a need for day care facilities

for children in the 0-4 age range. It will, therefore, be necessary to make provision for pre-school facilities. Increasing demands, in terms of space and time, suggest that dedicated accommodation will be needed, which should be provided by the developers.

New subheading

RD12.75 Health provision

New paragraph

RD12.76 Primary health care services should be provided on-site, within the local centre. Such services should include GP services, district nursing and dentistry. The precise requirements are still to be determined, but new facilities could take the form of a surgery/health centre, a drop-in centre or a multifunctional building, which would meet a range of community needs. The Masterplan will establish specific development requirements, to which developers will be expected to contribute.

New subheading

RD12.77 Local centre

New paragraph

RD12.78 A new local centre, acting as a focal point for the new neighbourhood, will be required. This is likely to support a convenience store and possibly other small retail units. A small/medium sized food store may be appropriate, to serve the northern suburbs of Winchester, provided the potential transport issues can be resolved. The most appropriate form of retail provision should be tested as part of the Masterplanning process. Community buildings, such as the primary school, may appropriately be located in or adjoining the local centre.

New subheading

RD12.79 Recreation and open space

New paragraph

RD12.80 Provision should be made for formal and informal recreation and open space in line with the Local Plan's standards of provision, taking into account existing deficiencies in the area. This should include provision for children's play, sports grounds (including playing pitches) and general open space. There is a substantial identified shortfall of playing fields and sports pitches in Winchester, which the Local Plan proposes should be made up on several allocated sites around the town,

including land to the east of the railway line adjoining the reserve MDA site. Although not required to serve the reserve MDA, provision should be made for this open space to be provided in conjunction with an area of informal open space and recreation to the east of the railway line.

New paragraph

RD12.81 Provision for children's play will need to include Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and a Neighbourhood Equipped Area for Play (NEAP). Provision for young people should also be included and will be determined by the Masterplan, following further consultation with local community groups.

New subheading

RD12.82 Access to the countryside

New paragraph

RD12.83 The routes across the site are well used for informal recreation and attractive routes through the site and into the undeveloped countryside beyond should be maintained and provided. Links should be provided from the urban edge of Winchester across the development area to the wider countryside beyond including additional pedestrian and cycle access across the railway line. Existing footpath networks and the ridgeline provide the more obvious opportunities for achieving greenways running through the development, although new pedestrian and cycle routes should also be provided.

New subheading

RD12.84 Landscape and nature conservation

New paragraph

RD12.85 The most important landscape features, in particular the Barton Farm ridgeline and existing hedgerows, should be protected and utilised to provide an attractive setting for new development. The Barton Farm ridgeline should form part of the structural landscape framework. There is also scope to provide a linear open space to the south of the site, in the dry valley where built development should be avoided. The potential visibility of development in long distance views will need to be taken into account when devising the structural landscaping framework. In particular, the relationship of the development to Winchester and its

setting needs careful consideration and planting should be used to help minimise the visual intrusion of development to the north of the Barton Farm ridgeline.

New paragraph

RD12.86 Parts of the site have few distinguishing landscape features and are generally open, with low nature conservation value. The opportunity should be taken to improve tree cover, protect hedgerow networks and enhance habitats wherever possible. A prerequisite to development is that advance structural landscaping is provided. A planting scheme should be agreed and implemented at the earliest possible opportunity, especially to help reduce the visual impact of development on land immediately to the south of Well House Lane, and satisfactory arrangements for its long-term management should be put in place.

New paragraph

RD12.87 The River Itchen is designated as a candidate Special Area of Conservation (cSAC) and is of European importance as a habitat for certain species. Therefore, an 'appropriate assessment' of the effect of development will need to be undertaken, once the Itchen Sustainability Study (currently underway) has identified how various changes may affect the condition of the River. Whilst the development is unlikely to have any direct impact on the River's ecology, the assessment will need to concentrate on matters such as the effects of changes that will be needed to water supply and disposal systems.

New subheading

RD12.88 Local gap

New paragraph

RD12.89 A local gap to protect the separate identities of Kings Worthy/Headbourne Worthy and Winchester has been designated, covering the land to the east of the railway line. Open recreational and informal open space are proposed in this area to maintain its undeveloped character.

New subheading

RD12.90 Design statement

New paragraph

RD12.91 A design statement will be required to accompany all development proposals in accordance with Proposal DP.1. The City Council wishes to secure a high quality of

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design and layout within the development area to provide an attractive living and working environment. All development proposals will also be expected to demonstrate that the best use of resources has been made in accordance with the provisions of Proposal DP.8. Innovative and sustainable solutions for energy and water conservation are encouraged along with sustainable construction methods.

New subheading

RD12.92 Developer contributions

New paragraph

RD12.93 Hampshire County Council is currently preparing supplementary planning guidance on developer contributions for a range of facilities, which will help to guide and determine development contributions towards infrastructure and facilities for the new community. The paragraphs above set out some of the main provision that will be required but are not intended to be fully comprehensive. More detailed requirements will be established as part of the Masterplan process.