

WINCHESTER DISTRICT Local Plan Review

TOPIC PAPER 7

Winchester City (North) Reserve Major Development Area



Public Local Inquiry 2004



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1. Introduction

- 1.1 This is one of 7 'Topic Papers' which the Council has produced to provide background information on key topics for participants at the Local Plan Inquiry. It deals with the Winchester City (north) reserve Major Development Area (MDA) proposal.
- 1.2 The Topic Papers do not aim to address specific objections, as these will be dealt with in the Council's 'Response Notes' (proofs of evidence). The Topic Papers do, however, deal generally with some of the key areas of objection to the Local Plan and are aimed at providing background information to help participants at the Inquiry.
- 1.3 The Topic Papers deal with the development of the relevant part of the Local Plan and why the Council has adopted the strategy/policy that it has in relation to that topic, having regard to Government advice, regional and strategic planning policies, and local circumstances. They cover the evolution of the relevant strategy/policy, including the reasoning for any changes made at the Revised Deposit Local Plan stage, or for proposing Pre-Inquiry Changes.
- 1.4 The following Topic Papers have been produced by the Council in advance of the Inquiry:

Topic Paper 1 – The Proposed South Downs National Park

Topic Paper 2 – The Housing Strategy

Topic Paper 3 – Housing Requirements and Supply

Topic Paper 4 – Affordable Housing and Housing Mix

Topic Paper 5 – Open Space Provision and Protection

Topic Paper 6 – West of Waterlooville Major Development Area

Topic Paper 7 – Winchester City (North) Reserve Major Development Area

2. **Policy Background**

National Planning Guidance

- 2.1 With regard to National Planning Policy the following advice and guidance is considered to be the most up to date and relevant.
- 2.2 **PPG 1: General Policy & Principles** (1997) (Core Document 1.1): This guidance note sets out the general policy and principles underpinning the Governments approach to the planning system. PPG 1 (para.1) confirms that;
“A key role of the planning system is to enable the provision of homes and buildings, investment and jobs in a way which is consistent with the principles of sustainable development.”
- 2.3 Additionally, PPG 1 (para.24) sets out a number of key objectives amongst which are:
- to ensure that the planning system identifies an adequate and continuous supply of housing land to meet future requirements which is both available and sustainable;
 - outside urban or village areas, to promote land for housing in locations which are or will be well served by public transport and with good access to employment and a range of services including leisure, shopping, education and health facilities;
 - to provide a mixture and range of types of housing to meet the increasingly varied types of housing requirements, including the need for affordable housing; and
 - to ensure that housing is available where jobs are created.
- 2.4 With specific regard to the creation of “urban villages” PPG1 states (para.12) that large new communities should be characterised by:
- compactness;
 - a mixture of uses and dwelling types, including affordable housing;
 - a range of employment, leisure and community facilities;
 - appropriate infrastructure and services;
 - high standards of urban design;
 - access to public open space and green spaces; and ready access to public transport.
- 2.5 PPG 1 (para.31) further states, “Where development is proposed on land adjoining urban areas, its impact on its surroundings and nearby land uses should be considered carefully. In seeking to retain and promote beneficial use of such land, local authorities should have the aims of securing environmental improvement, reducing conflicts between neighbouring land uses and, where appropriate, improving public access.”
- 2.6 PPG1 establishes that the appearance of a proposed development and its relationship to its surroundings are material considerations in determining planning applications. Paragraphs 13-20, and Annex A set the principles for good design. It states that good design should be the aim of all those involved in the development process. Good design can help promote sustainable development: attract business and investment; and reinforce civic pride and a sense of place. It can secure continued public acceptance of necessary new development (paragraph 15).
- 2.7 Paragraphs 47 & 48 deal with the issue of prematurity. They suggest that where there is a phasing policy in the development plan, it may be necessary to refuse planning permission on the grounds of prematurity if the policy is to have effect.
- 2.8 **PPG 3: Housing.** (March 2000) (Core Document 1.2). This introduces guidance designed to make the best use of housing land (paragraphs 58-62). Local authorities

are required to avoid developments of less than 30 dwellings per hectare (net) and to revise their parking standards so that on average developments do not have more than 1.5 off-street car parking spaces per dwelling. Paragraphs 67 and 68 of PPG3 specifically refer to the creation of urban extensions: - This states that: -

“Planned extensions to existing urban areas are likely to prove the next most sustainable option after building on appropriate sites within urban areas, especially where it is possible to utilise existing physical and social infrastructure, there is good access to public transport (or where new public transport provision can be planned into the development), and there is good access to jobs, schools, shopping and leisure facilities.”

2.9 This PPG also establishes the role of the planning system in securing the provision of affordable housing.

"Where there is a demonstrable lack of affordable housing to meet local needs - as assessed by up-to-date surveys and other information - local plans...should include a policy for seeking affordable housing in suitable housing developments" (paragraph 14).

2.10 **PPG 6: Town Centres and Retail Development:** (Revised June 1996) (Core Document 1.4). This guidance note sets out the Government's objectives for new retail development. In summary these objectives (paragraph 1.1) seek to sustain and enhance the vitality and viability of town centres; to focus shops in locations where all consumers are able to benefit and maximises the opportunity to use means of transport other than the car; to maintain an efficient, competitive and innovative retail sector, and; to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access. In section 4 paragraphs 4.1- 4.7 the PPG establishes that new retail development should sustain and support existing centres. Key tests to determine the suitability of new retail development will therefore include its impact on nearby district and local centres, and levels of accessibility. Any new retail development must be genuinely accessible to a significant proportion of customers and staff by means other than the car

2.11 **PPG 13: Transport** (2001) (Core Document 1.10): Any new community on a scale of the Winchester North MDA would require the provision of major transport infrastructure. The PPG restates and updates the guidance in PPG1 and PPG3 on the location of new developments with the objective of reducing the need for and length of journeys, especially by car. Development proposals should be accompanied by transport assessments, which illustrate accessibility to the site, by all modes, the likely split of journeys and detail of proposed measures to improve access by public transport, walking and cycling. The objectives of PPG13 (Para.4) are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and;
- reduce the need to travel, especially by car.

2.12 **PPG15 Planning and the Historic Environment:** (September 1994)(Core Document 1.12). This PPG establishes the policies aimed at protecting and enhancing the historic environment. It requires that special attention be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area. This requirement extends to all powers under the Planning Acts, not

only those which relate directly to historic buildings. The desirability of preserving or enhancing the area should also, in the Secretary of State's view, be a material consideration in the planning authority's handling of development proposals which are outside the conservation area but would affect its setting, or views into or out of the area.

- 2.13 **PPG16 Planning and Archaeology:** (November 1990) (Core Document 1.13). The area around the Winchester City (north) MDA is recognised as potentially having archaeological remains. PPG 16 is therefore relevant in this respect. The PPG (paragraph 12) states that;

“The key to informed and reasonable planning decisions, is for consideration to be given early, before formal planning applications are made, to the question whether archaeological remains exist on a site where development is planned and the implications for the development proposal”.

- 2.14 **PPG 17 Planning for Open Space Sport and Recreation.** (2002) (Core Document 1.14): This PPG sets the basic objectives for the provision of open space.

Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives. (Section 1 Planning Objectives). These include:

- **supporting an urban renaissance** - local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe. Green spaces in urban areas perform vital functions as areas for nature conservation and biodiversity and by acting as 'green lungs' can assist in meeting objectives to improve air quality.
- **promotion of social inclusion and community cohesion** - well planned and maintained open spaces and good quality sports and recreational facilities can play a major part in improving people's sense of well being in the place they live. As a focal point for community activities, they can bring together members of deprived communities and provide opportunities for people for social interaction.
- **health and well being** - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others.
- **promoting more sustainable development** - by ensuring that open space, sports and recreational facilities (particularly in urban areas) are easily accessible by walking and cycling and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.

- 2.15 **PPG 25 Development and Flood Risk** (2001) (Core Document 1.18): This guidance explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. It sets out the importance the Government attaches to the management and reduction of flood risk in the land-use planning process. The planning system should ensure that new development is safe and not exposed unnecessarily to flooding by considering flood risk on a catchment-wide basis and, where necessary, across administrative boundaries.

- 2.16 The matters of Flood Risk and drainage will be key to the final detailed layout and design of the MDA.

Regional Planning Guidance

- 2.17 **RPG 9: Regional Planning Guidance for the South East.** (Core Document 4.1). Like national planning guidance, regional guidance evolved while the Local Plan was being produced. RPG 9 (1994) was the basis for the Structure Plan Review and much of the preparatory work on the Local Plan Review. However, the current RPG9 (adopted March 2001) was published in draft in 1998 and subject to a Public Examination in 1999, enabling its emerging policies also to be taken into account.
- 2.18 The Core Strategy of the Regional Guidance (RPG 9, Map 2) contains little that directly affects Winchester District. The only relevant notation within the District shows Winchester as an 'urban area'. The District is not, therefore affected by aspects of the Core Strategy such as the potential growth areas (e.g. Thames Gateway), or the Western Policy Area (west of London).
- 2.19 The RPG contains various 'themed' Chapters, including one on housing. This sets out the housing provision that is required in each County, including Hampshire. The Hampshire requirement is for an annual average rate of 6,030 dwellings per annum between 2001 and 2006, with this figure to be reviewed before 2006 in the light of monitoring and the findings of urban capacity studies (Policy H1). This figure falls between the County Structure Plan (Review's) 'baseline' provision which averages 5,352 dwellings per annum and the 'baseline + reserve' provision which averages 6,752 dwellings per annum (note, 6,752 = baseline of 80,290 divided by 15 years + reserve of 14,000 divided by 10 years [2001-2011]). Therefore, in planning to meet the Structure Plan (Review) requirement of a baseline provision (7,295 dwellings) plus reserve (3,000 dwellings), the Local Plan Review is meeting Winchester District's share of the RPG requirement

Strategic Planning Guidance

- 2.20 The concept of a Major Development Area is established in the Hampshire County Structure Plan (Review) 1996 –2011 (Core Document 5.1). The Structure Plan provides guidance to district councils on how to plan for and implement these new communities. There are five MDAs proposed across Hampshire. Four of these MDAs form part of the Structure Plan's baseline housing requirements. The fifth, at Winchester City (north) is identified as part of a reserve housing requirement that might be needed, in addition to the baseline housing provisions, to meet Hampshire's housing needs over the Plan period.
- 2.21 Policy H4 of the Structure Plan requires Winchester City Council to identify a reserve housing provision at Winchester City (north), along with a list of other reserve housing requirements elsewhere within the County. Policy H4 of the Structure Plan indicates that a reserve major development area (MDA) at Winchester City (north) sufficient to accommodate 2000 dwellings in the period 2001 – 2011 should be identified as part of the Winchester District Local Plan Review. The housing provision set out in Policy H4 has a 'reserve status' and is identified in addition to the baseline housing requirements. Accordingly, the policy indicates, that development will only come forward on reserve sites if the Strategic Authorities consider that there is a compelling need for additional development, over and above the baseline allocations, as result of monitoring housing supply within the County. Currently no compelling justification for the release of the Winchester City (north) reserve MDA site has been identified by the Strategic Authorities as result of this monitoring process and therefore the site remains held in reserve.
- 2.22 The Strategic Authorities have set out additional guidance for District Councils on Policy H4 in the document, 'Supplementary Planning Guidance (SPG): Implementing Policy H4'

(Core Document 6.7) which was adopted in March 2001. This guidance sets out more detail on how:

- reserve housing provision should be identified in local Plans;
- the Strategic Authorities will assess whether reserve provision should be released in accordance with advice in Regional Planning Guidance;
- the Strategic Authorities will determine whether, in the light of monitoring, there is a compelling justification to release greenfield reserve sites
- the release mechanism in local plans will work.

2.23 The SPG (paragraph 1.4) indicates that “each reserve site should be identified on the local plan’s proposals map so that its impact, infrastructure and facilities requirements can be assessed and to allow public debate of the suitability of the proposed site.” It further advises that the local planning authority will need to establish the consequences and implications of building on each reserve site. These will include: how the development would be integrated with the existing community; how the co-ordinated provision of transport, health, education and other community infrastructure and facilities would be achieved; and the measures necessary to mitigate the impact of the development on the natural and built environment. It advises that these matters can only be properly investigated once the site is clearly defined, which means showing its boundary on the local plan’s proposals map. Local Plans that do not identify all the reserve provision required by policy H4 will be deemed by the Strategic Planning Authorities, not to conform with the Structure Plan. The SPG states that “until the trigger mechanism releases the reserve site, planning permission for its development will be refused by the Local Planning Authorities, with the support of the Strategic Planning Authorities”.

2.24 MDA1. The Structure Plan does not contain a specific MDA policy for the reserve Winchester City (north) MDA or provide any locational criteria, other than the general descriptive heading ‘Winchester City (north)’, to guide the City Council in the allocation of a site. However, the Structure Plan’s key diagram indicates the location of the reserve provision immediately to the north of the Winchester built up area. Furthermore, in publishing the Hampshire County Structure Plan 1996-2011 (Review), Further Proposed Modification (October 1999) (Core Document 5.4), the Strategic Authorities explicitly rejected a new settlement at Micheldever Station in favour of Winchester City (north).

2.25 The reserve MDA at Winchester City (north) differs from the other reserve allocations in that it is intend to come forward as one comprehensive development site and there is some indication on its general location. Most other reserve provision is merely allocated to a district generally, and it is for local discretion as to where and how many sites should be allocated to meet the reserve requirement.

2.26 The general development strategy set out in the Structure Plan is to concentrate development where it is close to and/or could be linked by existing or potential public transport opportunities to existing centres. Furthermore, although the Structure Plan does not set out explicit locational criteria for the reserve site, it was the area immediately to the north of the existing boundary of the built-up area of Winchester that was evaluated by the Strategic Authorities as part of the further technical work carried out in response to the recommendation of the EIP Panel, requiring an increase in housing provision in selected parts of Hampshire. The report, ‘Evaluation of Potential Sites for Major Development Areas’ (Core Document 5.6), was published by the Strategic Authorities in September 1998. The area immediately to the north of the existing boundary of the built up area of Winchester ranked highly in the site evaluation

exercise providing the necessary justification for the proposed allocation of the Winchester City (north) reserve MDA in the adopted Structure Plan.

- 2.27 The general Policy MDA1 of the Structure Plan provides the main guidance to the City Council on the necessary local planning and transport studies required to bring forward the reserve MDA proposal. This Policy promotes large-scale, mixed-use development, the precise form, density and location of which is to be established in local plans through joint working between the County Council, District Councils and others. In each area, provision is to be made for 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.
- 2.28 The Policy indicates that the boundaries of MDAs should be drawn to include tracts of countryside, within and around the area proposed for built development to provide:
- large scale advance landscaping;
 - conservation of sites, areas and/or buildings of acknowledged importance;
 - large, informal recreation areas to provide improved access to the countryside; and
 - local gaps to retain the setting and separate identity of existing small communities.

These areas are to be provided in addition to the normal open space requirements.

3 Evolution of proposals for the Winchester City (north) Reserve Major Development Area (MDA)

Approach to Identifying an Area of Search for the reserve MDA in the Deposit Winchester District Local Plan

- 3.1 It was agreed by the Winchester District Local Plan Committee on 10th October 2000 (CD11.27 PTP44) that limited technical work should be carried out to identify an 'area of search' within the deposit Local Plan Review for a new reserve MDA at Winchester City (north) using a set of locally derived evaluation criteria to guide the selection process. The purpose of the work would be to narrow down the options and identify the best general area within which to concentrate the search for a potential reserve housing site if and when the need for the development was established. It was acknowledged that more detailed study and survey work would be subsequently needed to identify a specific site and establish the actual boundary for the potential development and the necessary infrastructure requirements. It was therefore agreed that a detailed set of criteria to help identify a specific site be included in the deposit Local Plan to demonstrate how the planning process would proceed if there was a requirement for the reserve provision to come forward over the Plan period.
- 3.2 The initial work to plan for the reserve MDA concentrated on identifying which areas of land to the north of Winchester City should be evaluated for potential inclusion within the "area of search" and on preparing a set of local evaluation criteria to compare the relative merits of different locations. The work also focused on defining a set of local plan criteria that could be used to determine where within the "area of search" a specific site for the MDA should be allocated if and when the need for it was established. A key aim was to avoid the technical work becoming too time consuming and detailed at this stage in the Local Plan process. It was agreed that the work should remain broad brush and be based upon a simple set of evaluation criteria.

Developing the Evaluation Criteria and identifying a broad area to the north of Winchester for assessment

- 3.3 A set of evaluation criteria had already been applied to the area at north Winchester by the Strategic Planning Authorities (Hampshire County Council, Southampton and Portsmouth City Councils) when assessing the relative merits of different MDA development options around the County. The strategic authorities carried out a broad brush assessment of the suitability of land for development at Winchester City (north) against twelve local planning and transportation criteria. The results were set out in the Hampshire County Structure Plan (Review), Evaluation of Potential Sites for Major Development Areas, September 1998, Volume One, Main Report; Volume Two, Appendices 1 –12; Volume Three, Transport Evaluation (Core Document 5.6). The criteria selected by the Strategic Authorities covered a wide range of relevant issues including transport, economic and environmental matters and were based on three key strategic planning objectives these being the need to:
- minimise trip distances and reduce the need to travel;
 - encourage the use and provision of public transport, particularly rail-based systems and walking and cycling as alternatives to the car;
 - integrate the development with the existing pattern of settlement, transportation infrastructure and surrounding land-uses.
- 3.4 These objectives were considered sound and the City Council agreed that they should also influence the choice of location for the 'area of search' at north Winchester.

3.5 The criteria and methodology used by the Strategic Authorities were considered robust. The original methodology used to assess potential MDA development locations (Core Document 5.7) had been revised following the EIP Panel's Report to be more explicit and objective and to take account of criticisms of earlier work. There was therefore merit in using the same broad criteria as the basis for developing more detailed evaluation criteria for North Winchester. It was recognised however that the County Council's method of assessment under each of the criteria headings must be reviewed to take account of the locally identified objectives and constraints set out in the 'Future of Winchester Study' (Core Document 13.2) and 'Winchester City and its Setting' (Core Document 13.1). These documents provided guidance on how future development could be sensitively accommodated in and around Winchester City to protect its unique landscape setting and character.

Local Objectives

3.6 The 'Future of Winchester' Study (Core Document 13.2) and the study 'Winchester City and its Setting' (Core Document 13.1) set out important local objectives for managing development and change. The overall aim is to ensure that in an historic city like Winchester, social and economic change and the resulting requirements for development do not damage the City's special qualities. Amongst the most important characteristics and strengths of the City are:

- it's **rich historic legacy** which contributes towards securing a high quality of life for local residents and provides for local distinctiveness;
- the **City's setting** which dominates the city and provides a strong visual connection between the urban area and its rural hinterland with a strong focus of radial communication routes and a clear sense of arrival;
- a **small scale City with a compact centre** concentrating a mix of uses and activities and encouraging walking and cycling;
- **green wedges, River Itchen and water meadows and trees** which permeate into the city and provide recreational opportunities for residents and visitors, visual interest, easy access to the countryside and contribute to the unique setting of the Winchester.

3.7 The 'Future of Winchester' study promotes a strategy of making use of development opportunities within Winchester's existing built-up area ("urban capacity") but recognises that at some point extensions to the built-up area could be required. This approach is very much in line with more recent advice in PPG3 and with the strategy of the County Structure Plan Review. It advises that in accommodating large scale development, sustainability and high quality design is of paramount importance. It also recommends that careful consideration is given wherever possible to:

- maintaining the small scale 'feel' and compactness of the City;
- focusing development along the main radial routes;
- 'stitching' development into the existing City street pattern, landscape setting and protecting green wedges;
- encouraging walking, cycling and public transport routes to the city centre, suburban foci and transport hubs that are more direct and attractive to residents than roads;
- encouraging more imaginative, contemporary housing design.

3.8 Using the above key objectives as a guide, twelve proposed evaluation criteria to help identify the most suitable area(s) of land for inclusion in the 'area of search' were devised and were reported to the Winchester District Local Plan Members Panel on 23rd January 2001 (Core Document, 11.38, Report number PTP88). As well as identifying the criteria, a commentary was also provided on how the criteria could be applied and assessed using spatial maps to help visualise key development opportunities and constraints.

It was acknowledged that there would inevitably be 'trade-offs' and compromises to be made between competing objectives and it may not be possible to meet all strategic or local aims. Where such 'trade-offs' were required, a judgement would be needed to identify which of the criteria were the most important. An open dialogue with the local interest groups and statutory agencies would help the local authority to reach a satisfactory conclusion.

Stakeholder Seminar

- 3.9 A Stakeholder Seminar was subsequently held on 8th February 2001 with local interest groups, Parish Councils and statutory undertakers to discuss the proposed twelve evaluation criteria and to consider how they might be applied to the north Winchester area (Appendix One to this Topic Paper contains a list of the Winchester City (north) Stakeholders). The purpose of the seminar was to generate informed debate about the broad concept of Winchester City (north); where does this area broadly extend to the north, east and west with a view to identifying the appropriate area(s) to concentrate the search for the major development area and; to review whether the twelve proposed evaluation criteria provided an appropriate base for the assessment. (A full report of the proceedings of the Stakeholder Seminar is attached at Appendix Two to Core Document 11.45).

Evaluation Criteria

- 3.10 The seminar proved to be a successful forum for debate and participants broadly welcomed the opportunity to help shape the planning process for the MDA at an early stage. The list of draft criteria was broadly felt to be about right for this stage in the process. However, there was general consensus that a number of the criteria could be improved and strengthened through some further minor amendments. A number of new criteria were also suggested. Revisions were subsequently made to the criteria, which are set out in detail in Report PTP128 to the Winchester District Local Plan Members Panel Committee on 2nd April 2001 (Core Document 11.45). The final list of evaluation criteria endorsed by the Committee is set out in Appendix Two to this topic paper.

Brown Field Land

- 3.11 At this time, consideration was also given to introducing another new criterion relating to brownfield sites. However, on reflection, it was noted that all land within the chosen area for assessment would be evaluated against the evaluation criteria, whether this land was 'greenfield' or 'brownfield'. Furthermore there were no areas of brownfield land within the evaluation area that could accommodate all of the reserve MDA development and therefore some greenfield land would need to be allocated even if brownfield sites were available and suitable for development. Where brownfield sites 'scored' well against the criteria, the sites would be carried forward into the 'area of search' and be considered in more detail as part of the next phase of work. However if brownfield sites 'scored' less well against the criteria (due to their location or other constraints) and were shown to be less suitable for development than other locations, the sites should not be promoted for development, irrespective of their brownfield status. Accordingly no specific criterion for brown field land was included in the final list of evaluation criteria.

Winchester City (north): the concept

- 3.12 How far north, east and west should the area of search extend, was debated by the Stakeholder Seminar. There was general agreement that the area extending upto South Wonston and Kingsworthy should be assessed against the evaluation criteria. However, there were differing views between Stakeholders as to whether the area to the north of this should be included within the assessment and/or whether the concept of 'Winchester City (north)' extended this far north of the City boundary. Those Stakeholders in favour of extending the area to be assessed felt that the concept of Winchester City (north) extended beyond South Wonston and Kings Worthy and that all possible locations and

options, including a potential free-standing new community, should be looked at as part of the assessment. They felt this area should not be ruled out at this stage.

- 3.13 Those Stakeholders in favour of keeping the area for assessment more focused and not extending this beyond South Wonston felt that the concept of Winchester City (north) was more closely related to the City itself and that potential locations north of South Wonston and Kings Worthy would undermine this relationship. Some participants were also mindful of the then draft PPG3 guidance and the sequential test, which promoted urban extensions before considering new free-standing settlements, and the Hampshire County Structure Plan, where the concept of MDAs in general terms is synonymous with urban extensions. Their view was that a free standing new settlement should be ruled out as a potential option, since this was not in line with draft PPG3. It was also pointed out that the Micheldever Market Town option had already been considered and rejected by the Strategic Authorities in favour of a planned expansion at Winchester City (north), as part of the Structure Plan Review process.
- 3.14 The Winchester District Local Plan Members Panel on 2nd April 2001 considered the arguments for and against extending the area for assessment beyond South Wonston and Kingsworthy. It concluded that the concept of Winchester City (north) did not extend beyond South Wonston. Any assessment of development potential north of this area would essentially be the same as evaluating the merits of a free-standing 'new settlement'. However, such an option is viewed as least favourable under the sequential approach set out in PPG3 and would be contrary to the adopted Structure Plan. As part of the Review process a new settlement at Micheldever Station had been considered by the Strategic Authorities but rejected in favour of Winchester City (north), which was considered " a more suitable strategic choice". (Paragraph 46. Hampshire County Structure Plan 1996-2011 (Review); Further Proposed Modifications October 1999; Core Document 5.4) The City Council's view was that the MDA's promoted by the Strategic Authorities were quite clearly intended to be adjacent or close to larger urban areas and to take the form of urban extensions rather than free-standing settlements.
- 3.15 Accordingly, it was agreed by the Members Panel that the area to the north of South Wonston be excluded from the assessment. The area to the south of South Wonston was to be included and be assessed against the evaluation criteria, with a view to identifying an 'area of search' for the major development area. The map at Appendix Three shows the area agreed to be included within the assessment.

The Assessment Process

- 3.16 An assessment was then carried out of all land shown on the map at Appendix Three of this topic paper against the fifteen agreed evaluation criteria. Map based information was gathered from existing sources of information held by local authorities and other agencies. However, no fresh survey work was undertaken at this stage. Most of the data requirements were held by Hampshire County Council and Winchester City Council. However, a number of statutory agencies were also approached, in particular the Environment Agency (E.A.) and utilities, to meet certain information requirements.
- 3.17 The results of the evaluation process and the conclusions drawn from the assessment were reported to the Winchester District Local Plan Members Panel on 22nd June 2001 (see Core Document 11.49 and in particular Appendix One). At the Members Panel constraints maps for the six sub-areas were additionally tabled to provide a visual aid.
- 3.18 In summary the assessment was carried out in two stages. First, all relevant information for each criterion was gathered, this data was analysed and the results presented. Consideration was given to the relative priority weight to be attached each criterion. A judgement on this matter was reached following consideration of Government Guidance,

local objectives and the degree to which 'impact' could be minimised or mitigated. The results of this first stage work are summarised in Appendix One to Core Document 11.49.

- 3.19 The second stage was to consider the relative merits of locating new development in different locations within the area for evaluation. To help provide some structure to the commentary, the area for evaluation was divided up into six sub-areas as follows:

Area 1:	Littleton extension
Area 2:	South Wonston extension
Area 3:	Worthy Down/north of A34
Area 4:	Barton Farm/south of the A34(T)
Area 5:	Kings Worthy extension
Area 6:	East of the M3

The map at Appendix Three shows the location of the sub-areas.

- 3.20 A series of tables were produced, one for each of the sub-areas, which summarise the main features and/or constraints of the area under each of the criteria (the full set of tables can be found in section three of Appendix One in Core Document 11.49). Each of the sub areas was assessed against its potential for development to meet the fifteen evaluation criteria. A simple scoring method was used to help expose the implications of different development choices. The following scores were recorded against each criterion:

+ 2	where there was no overriding constraint to meeting the objective well;
+1	where there was some constraint present but this could be avoided/mitigated through development design and layout to reasonably meet the objective;
-1	where there was constraint to development which would be difficult to avoid or mitigate and where the objective could not be easily met;
-2	where there were significant constraints which would be difficult to avoid or mitigate and where the objective was unlikely to be met;
?	where insufficient information was available to enable a judgement to be reached.

- 3.21 Where a sub area exhibited constraints to the effect that a particular criterion could not be achieved, it was given a score of -2. For example, development in this sub area would be contrary to the agreed development aim, or would have a serious detrimental impact on sites of national or local importance. Where the impact of the constraint was limited or minor the sub area was given a score of -1.

- 3.22 Where the constraint could be easily avoided or mitigated the sub area was given a score of +1. For example, development could be located within the sub area to avoid impacting on sites or features of national or local importance, or the impact could easily be mitigated through design, or agreed objectives or development aims could be reasonably achieved. Where there was no constraint to achieving a particular criterion the sub area was given a score of +2 for that criterion. Insufficient information for making an assessment was indicated by a question mark.

- 3.23 During the assessment an attempt was made to ensure the relative scores for the sub areas were justified relative to each other. For example, sub areas with more constraints to achieving a particular criterion were given a lower score than those sub areas with less constraints.

- 3.24 The scores for each sub area were totalled up to give an overall score, the sub area with the highest overall score being the one which best met the fifteen criteria. The main conclusions of the assessment are discussed in Section 4 of Appendix One to Core Document 11.49. Although the area was divided into sub-areas to help with presentation

of the results and the overall commentary, the final recommendation on which area(s) should be included within the areas of search was not based solely on these 'artificial boundaries'. A more rounded view of the best locations for development was taken.

- 3.25 The University of the West of England and the Local Government Management Board published a research study into 'Sustainable Settlements' in April 1995. This document sets out best practice advice for planners, designers and developers and includes guidance on selecting 'development locations'. The approach taken by the City Council to evaluate potential development options at Winchester City North follows this model closely.
- 3.26 In respect of the scoring method used to assess the degree of potential impact on individual criteria this also has legitimacy and is based on best practice. Once again, similar methods have been used by other local authorities as a tool to help expose the pros and cons of different development options. Hampshire County Council, Test Valley Borough Council and Basingstoke and Deane Borough Council have all used a similar approach as part of assessing the merits of different locations for MDAs.
- 3.27 All of these approaches use a common system to provide an indication of the likely level of impact of development on interests of acknowledged importance. For example a simple set of statements (a variation on a theme) commonly seek to categorise the level of impact according to whether it is likely to be significant, minimal, or have no impact and so on. In some cases a score is attached to each of the statements, as is the case at Winchester North, in other cases a series of ticks or crosses are applied to represent the relative level of impact, in other cases the level of impact may be simply recorded in written form. Whatever symbol or score is used to represent the level of 'impact' the intention of the assessment is the same, which is to broadly help identify which development options have the greatest or least impact when measured against a set of evaluation criteria. Provided that the basis on which 'development impact' has been assessed and measured is explicit and objective, the methodology can be considered to be robust and can confidently be defended.
- 3.28 Accordingly, the methodology used to assess development options at Winchester City (north) is robust and follows a well established model and best practice.

Conclusions drawn from the Assessment Process

- 3.29 Section four of the Appendix to Core Document 11.49 sets out in detail the results of the assessment process. It was clear from the results that two of the sub-areas, sub-area 1 at Littleton and sub-area 4 at Barton Farm/south of A34, had performed significantly better against the evaluation criteria than the other four.
- 3.30 By way of evaluating the robustness of this conclusion, further consideration was given to the allocation of scores to the different criteria to ensure that this had been as objective as possible. The assessment score for each sub-area and each criteria had been based on factual information, most of which was not in dispute. However, inevitably a degree of judgement was required to assign a 'score' to a particular sub-area. As the score difference between the Littleton and Barton Farm/south of A34 area and the other four sub-area was so great, it was judged that even if some minor adjustments to the scoring was made upwards or downwards for certain criteria and sub-areas, this would not materially affect the outcome of the assessment process, unless the scoring had in some way been fundamentally flawed. Accordingly, although the scoring could be 'tweaked', the Littleton and Barton Farm/south of A34 sub-areas would still have significantly more merit as potential development locations for major development than the other alternatives.

- 3.31 Consideration was also given to the potential effect of weighting of the objectives and whether such an approach would materially alter the conclusions drawn at the end of the assessment process. It was noted in particular that the transport factors were already implicitly weighted since four of the fifteen criteria were transport related. Accordingly, sub-areas were compared taking account of just one of the transport criteria (criterion 4; i.e., excluding the scores of criteria 1 –3). This removed any perceived transport ‘bias’. The results of this analysis revealed that sub- area 4, Barton Farm/ south of the A34(T) still ‘scored’ highly, albeit that the range of scores between the sub-areas were much closer.
- 3.32 Given the significantly better performance of the Littleton and Barton Farm/south of A34 sub-areas over the other four areas, it was considered that introducing priority weighting would be unlikely to alter the overall results. The County Council had found this to be the case when carrying out a similar type of assessment at strategic level. Should the criteria be weighted, transport-related matters would have been a key priority given their significant importance at national and local level. It was considered therefore that the score of sub-area four at Barton Farm/south of the A34(T) would be likely to be further enhanced should priority weighting be introduced.
- 3.33 Accordingly, it is considered that the assessment process was fair, objective and robust. The analysis of the sub-areas clearly resulted in two of those areas, Littleton and Barton Farm/south of the A34 (T) performing significantly better than the others and this was therefore the starting point for considering where the area of search for major development should be defined.

Defining the Area of Search

- 3.34 Although Littleton and Barton Farm/south of the A34 (T) best met the range of criteria, there were nevertheless some criteria against which they ‘scored’ poorly. Accordingly, in defining an area of search and deciding the extent of land to be included within it, account was taken of how any identified harmful impacts could be minimised. A ‘Composite Features Map’ is attached as Appendix Four to show the constraints present in both the Littleton and Barton Farm sub-areas. This map was tabled at the Member’s Panel on 22nd June.

Land at Barton Farm/South of the A34

- 3.35 At Barton Farm/south of the A34 (T) there were some areas of land that could be excluded on grounds of unsuitability to help improve the sub-area’s overall score; most notably, the area of land to the east of the railway line. The exclusion of this land from an area of search would protect the existing local gap designation and avoid any potential impact of development on the small number of listed buildings at Headbourne Worthy. Excluding land east of the railway line from the sub-area would therefore improve the overall assessment score for the remaining land whilst still providing sufficient land to accommodate MDA requirements.
- 3.36 It was noted that it would also be possible to mitigate some of the other negative impacts (e.g. land liable to ground water flooding and impact on landscape) of accommodating major development in this location through sensitive design and layout.

Land at Littleton

- 3.37 At Littleton, there were four main constraints to development: areas liable to flood; the conservation area; the local gap/settlement pattern; and areas with archaeological interest.
- 3.38 It was acknowledged that some of these constraints could be individually mitigated through location and design of development. However, the impact on the local gap designation and character and separate identity of Littleton were more significant matters that could not be readily reconciled with the need to accommodate a reserve MDA.
- 3.39 Maintaining the local gap and separate identity of Littleton would push development further north and east, which would impact on the character and setting of the conservation area and reduce the overall level of accessibility to Winchester City Centre. This land is also liable to ground water flooding. Should the local gap be sacrificed this would enhance the scope for improved accessibility and integration with Winchester, avoid impact on the conservation area but would result in the coalescence of the two settlements. The land to the south is also liable to flooding. Accordingly, it was not possible to identify a specific area of search for development within this general area, excluding sensitive parts of the sub-area, that would improve its overall assessment score. It was furthermore the case that development could not be accommodated in this location without compromising the local gap and/or the separate identity of Littleton.
- 3.40 Although against the individual criteria, the Littleton area as a whole scored almost as highly as Area 4, in practice the configuration of constraints across the sub-area meant that it was difficult to mitigate against one constraint without development adversely impacting on another. Accommodating major development to take account of all constraints would be likely to result in a less satisfactory form of urban development than could be accommodated on land at Barton Farm/south of the A34. In practice therefore local aims and objectives would be compromised if a reserve MDA were to be accommodated in this general area. It was concluded on this basis that the land at Barton Farm/south of A34 was more suitable for inclusion within an 'area of search' for the new development than that at Littleton. Accordingly it was recommended that the Littleton sub-area be excluded from the area of search in its entirety.

The deposit Winchester District local plan and Policy NC3

- 3.41 Following the assessment of the suitability of the area for evaluation to the north of Winchester to accommodate major development, an 'area of search' for the development was identified for inclusion in the Winchester District Local Plan Review. This area of search contained more land than would be required to accommodate the 2000 dwellings and associated physical and social infrastructure but indicated where the search for a specific development site should be concentrated in the future.
- 3.42 The area of search identified covered the land immediately adjacent to the built up area of Winchester, which forms the southern boundary, with Andover Road being the boundary to the west, the A34 to the north and the railway line to the east. This area 'scored' most highly against the evaluation criteria.
- 3.43 The deposit Local Plan Review further set out planning guidance for the Winchester City North reserve Major Development Area in Proposal NC3 to explain that the Local Planning Authority would not permit development at Winchester City (north) unless a compelling justification for the release of additional housing land had been identified by the Strategic Planning Authorities in line with strategic advice. Proposal NC3 directed that further detailed studies and surveys would need to be conducted across the "area of search", to enable the specific site boundary to be identified. At the very least these

would 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, it indicated that an 'appropriate assessment' under the Habitat Regulations (1994) would 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).

- 3.44 Proposals NC3 further required a detailed Masterplan for the development area to be produced and be in place and agreed by the Local Planning Authority before development could go ahead.

Further Stakeholder Seminar

- 3.45 On 28th September 2001 a further Stakeholder Seminar was held to provide an opportunity for the City Council to explain in detail how the evaluation process had been carried out and to explain the results of the assessment to key local interest groups. It also provided an opportunity for the City Council to respond to detailed questions about the future work requirements and how the reserve MDA proposals were likely to be taken forward through the Local Plan process. The seminar in part provided Stakeholders with the relevant background and a detailed understanding of the planning process which assisted them in making full and detailed representations to the Council in response to the deposit Local Plan Review when it was placed on deposit in October 2001. A full report of the proceedings of the Stakeholder Seminar was produced and circulated to Stakeholders in October 2001 (Core Document 12.16) .

4. Revised Deposit Local Plan: Selecting a site for development

Background

- 4.1 Following representations received on the Deposit Winchester District Local Plan further technical work was undertaken to identify a specific site for the reserve MDA within the area of search for inclusion in the Revised Deposit Local Plan.
- 4.2 In his response to the Deposit Winchester District Local Plan, the County Planning Officer had objected to the designation of an 'area of search' for the reserve MDA. He had repeated the requirement set out in the Structure Plan for the boundary of the reserve MDA to be shown on the Local Plan Proposals Map and the need for Proposal NC3 to contain policies setting out the requirements for Masterplanning the reserve site.
- 4.3 The County Planning Officer advised that further work would be needed to enable the boundary of the reserve MDA to be defined. He also advised that in order to have any possibility of the MDA north of Winchester being able to achieve 2000 dwellings before April 2011, the assessments and appraisals would need to be undertaken before there was an indication from monitoring that the MDA was needed. This was to ensure that the reserve site could be bought forward quickly in response to the identification of a compelling need for additional housing to meet the Structure Plan requirements to 2011.
- 4.4 In order, to be confident that a 'Statement of General Conformity' with the Structure Plan would be issued by the Strategic Authorities, it was clear that the City Council would need to identify a specific site for the reserve MDA within the Revised Deposit Plan.
- 4.5 To identify, a suitable site for the reserve MDA within the defined area of search two further strands of work were pursued. First, account was taken of the results of further detailed technical studies, as required by and set out in the deposit Local Plan Policy NC3. These technical studies enabled the constraints and opportunities present within the current 'area of search' to be identified to help assess which land was most suited to accommodate the reserve MDA. Second, work was undertaken to identify the likely physical and social infrastructure requirements of the reserve MDA (the land use budget) so that an estimate could be made of the size of site required. The further technical work also took account of the representations received on the First Deposit Winchester District Local Plan (October 2001). The results of the technical work were shared with the Winchester City North MDA Stakeholder Group at a meeting on 16 December 2002. A summary of the comments and issues raised by the Stakeholders Group is set out at Appendix Three to CD 11.63.

Further Technical Studies: Identifying constraints and opportunities to development

- 4.6 Proposal NC.3 of the deposit Winchester District Local Plan set out a list of further studies and appraisals that needed to be carried out within the defined 'area of search' for the reserve MDA before a specific site boundary could be identified.
- 4.7 In order to meet this requirement, the City Council relied, in part, on the results of technical studies carried out by consultants on behalf of the development interests, Cala Homes and Bovis/Heron, both of whom had interests within the area of search. These technical studies were thoroughly audited and scrutinised by the local authorities. A large volume of technical and supporting information had been submitted by both parties in response to consultation on the deposit Local Plan. It was therefore prudent for the City Council to review the content of these existing studies and to work with the development interests to agree any supplementary requirements rather than to commission wholly new studies that would cover the same technical information base. In summary, the following

technical studies and information was provided by the development interests and/or compiled by the local authorities:

- landscape appraisal
- ecological appraisal
- transport appraisal
- analysis of hydrogeological and hydrological conditions, including land drainage, water supply and disposal
- archaeological geophysical survey
- commentary on the need for an ‘appropriate assessment’ of the potential effects of the MDA on the River Itchen Site of Special Scientific Interest (SSSI) and candidate Special Areas of Conservation (SAC) required under the Habitat Regulations.

4.8 The key findings of the technical studies are summarised in report to the Winchester District Local Plan Members Panel on 10th January 2003 (Core Document 11.63). A composite constraints map identifying the main features of interest within the ‘area of search’ can be found at Appendix Four of Core Document 11.63 and is attached as Appendix Six to this topic paper.

Landscape Appraisal

4.9 Landscape appraisals were undertaken by Floyd Matcham on behalf of Cala homes and by the Cooper Partnership on behalf of Bovis/Heron. Both studies evaluate the visual impact of development having regard to the existing views into and across the site, the topography of the area of search and its zone of potential visual influence. They both also assess the visual significance of existing vegetation.

4.10 From an analysis of the potential visual impact of development, it was concluded that the area to the south of the Barton Farm ridge would involve the least conspicuous intrusion into open countryside. Development to the south of Well House Lane in conjunction with the latter area would also be logical. That option was considered preferable to a more dispersed form of development involving the accommodation of part of the housing development to the north of Well House Lane.

4.11 Any development to the south of Well House Lane would need to provide for the retention and reinforcement of the existing trees on the Barton Farm ridge, adjoining the railway line and at Andover Road. New structural planting would also be required adjoining Well House Lane and within the new development area, to soften its impact and filter views.

4.12 The form of the planting should have regard for the landscape character of the area, influenced by topography, geology and indigenous vegetation, with historic land use shaping field and settlement patterns, within the natural constraints. The relationship of the new development with Winchester and its setting should be given the utmost consideration.

Ecological Appraisal

4.13 A Phase One habitat survey was carried out to the south of Well House Lane by Ecoscope on behalf of Cala Homes. To the north of Well House Lane, the Cooper Partnership on behalf of Bovis/Heron carried out an ecological appraisal.

4.14 The results show that the area of search has limited ecological value. There are no sites of international, national or countywide importance. The main features of ecological interest are of local interest only. Mitigation measures could be taken to deal with the features of interest within the area. For example, trees and hedgerows can be retained and strengthened as part of landscape framework. Measures can also be taken to protect roosts and retain feeding lines for bats.

4.15 In conclusion, there were no overriding ecological constraints to development within the area of search. However, habitats present to the south of Well House Lane suffer from greater disturbance from existing, neighbouring residential development than those north of Well House Lane.

Transport Appraisal

4.16 One of the main objectives in selecting a site for the reserve MDA must be to minimise the need to travel by whatever mode of transport, but particularly by car. Accordingly, the proximity of the site to the City Centre and other local facilities, such as local schools, is an important factor, along with the scope to encourage alternative means of travel to the private car.

4.17 An analysis of the transport opportunities showed that:

- land to the south of Well House Lane provides convenient walking distance to local facilities. Henry Beaufort Secondary School, and Peter Symonds Sixth Form College are within a 10 minute walk of most of the site. The Railway Station is around a 20 minute walk.
- land to the north of Well House Lane is beyond convenient walking distance of local facilities. Henry Beaufort is more than 20 minutes walking time. Peter Symonds is more than 30 minutes walking time for most of the site. The Railway Station is more than 30 minutes walking time for the whole of the site.

4.18 In addition to these key factors, other matters for consideration include:

- the need to minimise the impact of the development on sensitive roads, including Park Road, Well House Lane and Down Farm Lane and other roads in Headbourne Worthy.
- the need to minimise additional local trips on the adjoining trunk road (A34). Development to the north of Well House Lane is more likely to lead to additional local traffic movements on the A34 Trunk Road contrary to national policy and;
- the need to investigate the opportunities for a park and ride site at the request of the County Surveyor. Andover Road is a low priority for Park and Ride. However, the City Council should ensure that the opportunity to provide a facility for approximately 1000 spaces is safeguarded. Land to the south of Well House Lane may not provide a viable location for park and ride. Land to the north of Well House Lane is the most likely viable location, close to Three Maids Hill.

4.19 On balance, the land to the south of Well House Lane is the Highway Authority's preferred choice of site for the MDA because of its relative proximity to local facilities, the railway station and City Centre compared to land to the north of Well House Lane. Furthermore, there is a reduced likelihood that development here would encourage local traffic to use the A34. The need to secure a site for Park and Ride is not reliant upon the MDA proposals and is not therefore a significant factor.

Hydrogeological and Hydrological Conditions

4.20 There are two dry valleys within the area of search as shown on the composite constraint map at Appendix Three of Core Document 11.63. One valley lies immediately to the north of Well House Lane. The other lies south of the Barton Farm buildings. The valleys are tributaries of the River Itchen and continue east of the railway line. Both the valleys are prone to groundwater flooding, most recently during the winter of 2000/2001.

4.21 The Environment Agency advised that any built development must be 2 – 3 metres up from the valley floor. Accordingly, the dry valley floor must be kept free from

development. Measures also need to be put in place to ensure that surface water run-off from new development doesn't exacerbate downstream flooding.

- 4.22 Southern Water's advice on the impact of the Harestock Wastewater Treatment Works was also sought. Southern Water modelled the concentration of hydrogen sulphide in the air and has advised on an exclusion zone for housing development. The extent of this exclusion zone is shown on the composite constraint map at Appendix Three but generally includes a large area to the north of Well House Lane and a smaller area to the south. This area should be kept free from housing development, however, recreation or employment uses could be located in this vicinity.

Archaeological Geophysical Surveys

- 4.23 In terms of refining the Area of Search, it was considered that further work was required to more accurately define the potential archaeological constraints. Accordingly, following the advice of the City Council's archaeologists, the two development interests (separately) carried out further studies. Both Cala and Bovis/Heron via their respective archaeological consultants commissioned a geophysical survey of their land interests. The Council's archaeologists stipulated that the same geophysical contractor be used in order to ensure parity of results and interpretation. Gradiometer survey ¹ was used, with the entire Area of Search being scanned. This was followed by a detailed survey over areas of anomalies suggested by the scanning phase, the site of cropmarks, and as a means of testing the results of the scanning, several "blank " areas.
- 4.24 The City Archaeologist advised that the further work undertaken by the development interests, did not indicate that archaeology was an overriding consideration when defining a site for the reserve MDA, in terms of the character, condition (likely to be impacted by ploughing), and the likely date of the remains located. However it remains a material consideration to be dealt with at a detailed planning stage.
- 4.25 Having stated this, a complex multi-period site to the north of Well House Lane, *may* be a potential constraint, dependent on the state of preservation of the remains. It has also been suggested that any remains of the 18th century Hessian Camp may be of national importance and hence require preservation in situ. Therefore the remains located by the geophysical survey in area south of Well House Lane *may* be a potential constraint, dependent on their nature, date and state of preservation. However it is considered that modern ploughing regimes are likely to have had some impact on these remains.
- 4.26 In the event that either of the areas were included in the MDA, evaluation of the site(s) will be required in advance of developing a master plan, in order to determine the nature, date and state of preservation of the complex of archaeological remains and consequently whether preservation in situ is required (e.g. as an open space), or whether preservation by record is appropriate.

Appropriate Assessment

- 4.27 English Nature and the Environment Agency advised the City Council that an "appropriate assessment" of the potential effects of the MDA on the River Itchen Site of Special Scientific Interest (SSSI) and candidate Special Areas of Conservation (SAC) is required under the Habitat Regulations. English Nature provided the City Council with a framework for the 'appropriate assessment' setting out the key issues that will need to be assessed, which include the impact of development on water quantity, water quality, habitat fragmentation/loss.
- 4.28 It was not possible to carry out this assessment at the time of Revised Deposit Local Plan, since the baseline information required for the assessment was dependent upon

¹ Gradiometer survey is one of the most widely used geophysical techniques used in evaluations.

the completion of the River Itchen Sustainability Study. This Study was being undertaken, funded by the water companies and the Environment Agency, as part of the National Environmental Programme covering the period 2000 –2005. Its aim was to establish if the effect of current levels of water abstraction on sensitive sites along the Itchen was significant. The study was due to report by 2004.

- 4.29 Initial views from Environment Agency suggested, however, that additional water abstraction from the Itchen to meet MDA needs would result in a negligible further depletion in the river flow compared to existing levels and therefore the impact is unlikely to be significant. However, there remains a need to carry out an “appropriate assessment” at the earliest possible opportunity following the results of the Itchen Sustainability Study.

Identifying the land budget

- 4.30 The second strand of work was to identify the land-use requirements for the development to help advise the land allocation requirements. The Structure Plan advised that MDAs should consist of a 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.
- 4.31 As an urban extension to Winchester, the new development, should it be needed, should aim to provide the full range of facilities and services necessary to support the additional population and to complement the existing facilities and services provided by the City. To ensure that the new development achieves this aim, officers consulted with a wide range of partner organisations and agencies to identify the likely future physical and social infrastructure requirements of the new development.
- 4.32 Identifying infrastructure requirements at an early stage would ensure that sufficient land was reserved to accommodate all the future requirements arising from the MDA. In addition, it would ensure that service providers could plan ahead to enable new facilities to be provided early on should the development be required.
- 4.33 A table was produced to provide a summary schedule of the infrastructure requirements likely to be required, although it was noted that this schedule would need to be further refined at the Masterplan stage. This table is set out in Core Document 11.63 para 4.4 along with a summary of the potential infrastructure and other requirements likely to be needed. The key features are set out below.

Employment

- 4.34 A maximum of 6ha could be allocated for employment, which included a possible County Council requirement to reserve a site for a new resource centre and replacement site for the Household Waste Recycling Centre at Garnier Road (2.8ha). Estimates suggested that around 3ha of land for industrial and office development would be sufficient to meet the all the needs of the additional economically active residents. However, it would be desirable for some this requirement to be met within the City Centre, if a suitable site(s) could be found, in accordance with the sequential approach. A cautious approach toward allocating additional employment land within the MDA was required to avoid creating a competing alternative location on the edge of the city, along with the traffic implications this would bring. However, a small amount would be appropriate in line with the overall concept of MDAs, which aim to provide an element of self-containment and mixed use development. The need for a specific employment allocation and the appropriate size of this could be determined at a later stage in planning process, as and when a Masterplan is required for the development.

Social and Community Facilities

- 4.35 A range of new community facilities will be required, if the MDA goes ahead. Initial work indicated that this included the need for a new primary school on the site. Extension and improvement to the existing Henry Beaufort School on Andover Road would most likely meet secondary school provision.
- 4.36 A new local centre would be needed. This is likely to include a range of new facilities and services, including new local shops, a health centre, pre-school nursery, public house and place of worship.
- 4.37 A new foodstore would be needed. There may be a case for a medium sized store (around 2000sq.m) which would meet the needs of both the new community but also the existing surrounding residential areas.
- 4.38 In addition, there was a requirement for a large playing pitch (around 5.8 ha. net), which must preferably be integrated with and well related to the new residential development,

Housing

- 4.39 Up to 2000 new dwellings must be provided within the MDA. The key factor affecting the land allocation is the density at which the residential development might be built. The current Government guidance set out in PPG3 (Housing) advises that the average density of new development should be between 30 – 50 dwelling per ha (DPH). A new MDA, as an urban extension to Winchester and with good transport links to the City Centre suggested that a more compact form of development would be appropriate to the City's setting and character.

Transport

- 4.40 The impact of the development on the road network in the city centre, north Winchester and the adjoining rural area would need to be minimised by encouraging the use of alternative modes of transport to the private car. Solutions to stimulate walking, cycling and bus usage, would be required and particular attention should be directed at measures to ensure the viability of public transport provision. The following would need to be examined:
- 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 to facilitate pedestrian and cycle movement between the site and the city 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 service via Andover Road from the outset of development to city 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
- 4.41 It was considered most likely that principal vehicular access to the site would be gained from Andover Road at two or more points; secondary vehicular access was likely to be needed onto Well House Lane and the need for an improvement to the junction between

Andover Road and Well House Lane would need to be investigated. No provision was to be made for vehicular movement through the railway underpass. The road layout within the site would need to 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 the city.

Defining the site boundary

- 4.42 Defining a site for a new reserve MDA to the north of Winchester City is a tremendous challenge. Winchester is a small, compact city, rich in historic legacy, with a special character which makes it an attractive and desirable place to live and work. The landscape setting of the City has been widely acknowledged as being of particular importance with the River Itchen itself forming a centre piece, and the star-shaped pattern of development providing easy access to the countryside for residents and visitors alike. Planning for a new extension to the City is therefore a difficult task. Nevertheless, the Structure Plan requires a reserve site for a MDA to be accommodated at Winchester City (north) and the City Council's role is to consider how this new community can be integrated with the existing City in a way that will contribute to future heritage of the City. Winchester's special character has evolved over time, as the City has grown and the landscape setting and framework has changed to accommodate development and growth. This evolution is an ongoing process, and the reserve MDA has to be viewed as potentially the next chapter in the future of the City.
- 4.43 The future of Winchester, how it might need to change and evolve and the future role and development of the City has already been the subject to scrutiny in the 'Future of Winchester Study' published in 1999. This study aimed to establish how and to what extent the city could manage change over the next 30 years. The study was wide ranging and embraced the findings of the 'Winchester City and its Setting' study as part of its considerations.
- 4.44 The Study provides advice on how major new development on previously undeveloped land, if required, could best be accommodated by setting out a number of general infrastructure and design principles to achieve sustainability and high quality design. These include:
- "good urban design and efficient urban transit systems to maintain the small scale 'feel' and compactness of the city and enhance its sustainable foundation;
 - wherever possible, focus future development along the main radial routes with the highest density fronting them in order to help create a 'critical mass' for complementary uses and public transport;
 - carefully 'stitch' development into the existing city pattern, landscape setting and protect green wedges;
 - ensure that walking ,cycling and public transport routes to the city centre, suburban foci and transport hubs are more direct or attractive to residents than roads;

- encourage more imaginative contemporary housing design with advanced environmental features”.

4.45 Of the city’s setting, the Study advises that:

“maintaining green wedges/corridors should be realistically balanced with the city’s community needs. Apart from the River Itchen and water meadows, which are of international ecological importance, the existing boundaries of the green wedges/corridors penetrating the city are not necessarily sacrosanct. It is their benefits and contributions to the city’s character that is most important. Standards should be applied to ensure, for example, that everyone is within easy walking distance of a green wedges/corridor, that they are fully accessible by foot and wheelchair, well-managed, contribute significantly to biodiversity.”

4.46 This advice which considers the future needs of the City in its wider context has been the starting point in considering how to accommodate the reserve MDA requirement to the north of the City. In addition to this, the Structure Plan itself provides guidance on the concept of MDAs, the principle of which is based on sustainable urban extensions to existing urban areas. Policy MDA1 of the Structure Plan sets out general guidance on planning for MDAs and the mix of land use they should include.

Opportunities and Constraints within the Area of Search

4.47 The results of the technical studies indicated that there were no overriding constraints to locating development in any part of the area of search, although some of the features of the site, such as the dry valleys, would have implications for the detailed design and layout of development. Accordingly, in the absence of any ‘hard’ constraints to dictate the choice of site, consideration was given to the key principles and objectives set out in the ‘Future of Winchester Study’ which ought to influence that choice. These suggest that development would be better placed to the south of the ‘area of search’, adjacent to the existing urban boundary for the following main reasons:

- firstly, it would be desirable to keep Winchester compact and to ‘stitch’ development into the existing fabric of the city so that the integration of new development is ‘seamless’, and will eventually add to the future character of Winchester and its sense of place;
- secondly, there are transport advantages in locating development to the south of the area of search where development would be within easier walking and cycling distance to some key facilities and services, including the railway station and city centre.
- thirdly, although any new development within the ‘area of search’ will change the landscape character and setting of the city, the character of the landscape becomes more open in character and more sensitive to longer distance views further to the north, where development would be more damaging and intrusive. This suggests that locating development to the south will help, in part, to mitigate any detrimental impact of the development on the landscape setting of the City.

4.48 The next consideration has been how much land is required to accommodate the development and whether there are any defensible boundaries, natural or man-made to contain development. Locating development south of the Barton Farm ridgeline, adjacent to the urban edge of Winchester is the most logical and obvious place to look to accommodate the development requirements. This area is reasonably well contained by the natural linear woodland and ridgeline and is therefore less sensitive to long-distance views. However, this area alone is too small to accommodate all of the requirements, not

least because the dry valley precludes built development in areas less than 2- 3 metres above the valley bottom.

- 4.49 The next 'defensible boundary' to the north, is Well House Lane. Although the area to the north of the ridgeline up to Well House Lane is more exposed and vulnerable in landscape terms, Well House Lane provides a natural break and potential boundary for the development. Further to the north, the area opens up more, with few distinguishing natural features, such as tree belts, to provide a natural break and a potential boundary for new development until Down Farm Lane. The use of the area immediately to the north of Well House Lane to meet some development requirements is constrained by the exclusion zone around the Harestock Treatment Works and a second dry valley. Essentially therefore, any development north of Well House Lane would have to 'leap-frog' these constraints (see composite constraint map at Appendix Four), resulting in part of the MDA being separated and divorced from the remainder to the south.
- 4.50 This simple analysis suggests that accommodating all the development requirements to the south of Well House Lane would be desirable in principle since the road would provide some form of defensible boundary to help contain the development in its wider setting. Development further north, would be hindered by the constraints present immediately north of Well House Lane and furthermore be undesirable because of the lack of any defensible boundary until Down Farm Lane. This principle was therefore 'tested' looking at different scenarios and opportunities to accommodate up to 2000 dwellings, some new employment and the playing field requirements (along with associated infrastructure requirements) south of Well House Lane and the implications of such an approach for housing density.
- 4.51 The results of the exercise demonstrated that up to 2000 new dwellings could be accommodated south of Well House Lane at an average net density of between 40 - 50dph depending upon the allowance (between 4 - 6ha) for employment and with the playing field requirements all being provided on site. The result of the scenario testing was discussed with the Winchester City North Stakeholder Group on 16 December 2002. There was a majority view amongst Stakeholders that concentrating development south of Well House Lane was most desirable (see Appendix 3 of Core Document 11.63) and that the resultant form and density of development would be broadly acceptable (notwithstanding the 'in principle' objections of many of the stakeholders).
- 4.52 Reserving a site for the MDA to the south of Well House Lane would result in a compact, medium – high density extension to the city, where a high standard of design and layout would be a necessity. However, all of the potential requirements of the MDA could be met in this location, without the need to 'breach' Well House Lane. The finer details of the development, its layout and further consideration of the employment allocation and other infrastructure requirements will need be determined and finalised at the Masterplanning stage.
- 4.53 There are, of course, implications for the landscape setting of the City by promoting a compact form of development, concentrated to the south of Well House Lane. The green wedge at this location would, in part, be eroded, and the development, particularly to the north of the Barton Farm ridgeline would be intrusive in the wider, open landscape, characteristic of this part of the area. However, it is considered that alternative locations for the development within the area of search would be more damaging to the character of the City and its setting. Furthermore, and perhaps of overriding importance in this context, are the wider sustainability advantages of a compact, form of development as an urban extension to the City in this location as opposed to alternative less sustainable locations further afield.

- 4.54 There are ways in which the development can, in part, mitigate the loss of landscape setting and character. The 'Future of Winchester;' study noted that green wedges, although an important feature of the City and its setting, are not all sacrosanct. It is their benefits and contributions to the City's character that is most important. It recommended that standards should be applied to ensure, for example, that everyone is within easy walking distance of a green wedges/corridor, that they are fully accessible by foot and wheelchair, well-managed, contribute significantly to biodiversity. The dry valley that runs across the proposed site will provide a green corridor linking from Andover Road to the railway line. Beyond the railway line, the green wedge, between Kingsworthy and Winchester which stretches north-westwards is retained and can be further strengthened. The proposed green corridor and the retention of the green wedge to the north and east will provide ready access to the countryside for existing and new residents alike.
- 4.55 The Structure Plan policy MDA1 requires MDAs to include associated "tracts of countryside within and around the area proposed for built development to provide...
- "..large, informal recreation areas to provide improved access to the countryside; and local gaps to retain the setting and identity of existing small communities"
- 4.56 Accordingly, land to the east of the railway as well as being protected as a local gap and countryside will also be designated for informal recreation to strengthen its role. There will be opportunities to enhance footpath and cycle links from Andover Road, along the green corridor, under the railway line and across to Worthy Road, linking across to the Itchen Valley and down to the River Park recreation area. The emphasis is on providing low-key opportunities for informal recreation pursuits for local people, increasing access to the countryside and ensuring the longer term protection of the remaining green wedge to the north of Winchester.
- 4.57 In addition, an appropriate and robust landscape framework will be needed for the development within and around the site, particularly in the vicinity of Well House Lane where the new urban edge could appear intrusive in the wider countryside.
- 4.58 In conclusion, it was recommended to the Winchester District Local Plan Members Panel on 10th January 2003 that the reserve site for the MDA be located to the south of Well House Lane, contained by Andover Road to the west, the railway line to the east and the built-up edge of Winchester to the south as shown at Appendix One to Core Document 11.63. The area to the east of the railway line was recommended to be used for informal recreation to strengthen its existing role and increase access to the countryside for local people.

MOD Land: Sir John Moore Barracks

- 4.59 At the time of the Local Plan Members Panel, there was renewed local interest in the future of the Sir John Moore Barracks at Littleton since the future use of the site was under review by the Ministry of Defence (MOD). The Barracks, if it was to be released for development, would be a significant brownfield site, although not of sufficient size to accommodate the reserve MDA requirements. Nevertheless, the question of the future availability of the site and its suitability or otherwise as an alternative allocation for the reserve MDA was a matter that was raised and discussed at the Local Plan Members Panel on 10th January 2003.
- 4.60 Accordingly, the City Council approached SW Defence Estates to clarify the nature of MOD review and the timetable for its completion. The Defence Estates indicated that although the future use of the site was under review, a decision was not imminent and that even were the site to be disposed of, it would not become available in the short to

medium term. (See letter dated 6th February 2003 attached as Appendix Five to this Topic Paper). It was judged therefore that there was no certainty that the site could be made available within the Plan period to bring forward a reserve MDA if triggered by the Strategic Authorities. The Local Plan Members Panel received a verbal report and briefing note to this effect on 10th January 2003 prior to the formal receipt of the letter of confirming this position from SW Defence Estate on 6th February 2003.

- 4.61 Officers further verbally advised the Panel that the suitability of land in the Littleton sub-area, which included the Sir John Moore Barracks site, to accommodate major development, had been evaluated as part of the technical work to identify an 'area of search' for inclusion in the First Deposit Local Plan. A decision had been taken to exclude the Littleton sub-area from the 'area of search' since land at Barton Farm/ south of the A34 better met the evaluation criteria. It was acknowledged however that should the site become available during the Plan period, it would be considered to be brownfield and any development proposal could be determined on its merits against the relevant policies of the Local Plan. Any housing development achieved on the site within the Plan Period would be included by the Strategic Authorities as a windfall site and be taken into account in monitoring Policy H4 requirements and the need to release any of the reserve sites. Accordingly a brownfield site such as this one, if it were released by the MOD and proved suitable for housing development, could be redeveloped under the provisions of the Local Plan and help to offset the need to release reserve greenfield allocations.

Revised Policy Guidance: NC.3

- 4.62 Having decided to allocate a site for the reserve MDA at Barton Farm, revisions to the First Deposit Winchester District Local Plan Review (October 2001), Proposal NC.3, and accompanying Inset Map were required.
- 4.63 Inset Map 45 showing Winchester North was amended to show the location of the reserve MDA south of Well House Lane, bounded by Andover Road, the railway line and the built-up area of Winchester. Countryside proposals are to be applied to this area unless and until the reserve MDA is 'triggered'. The area prone to groundwater flooding along the dry valley was also shown, in line with other Inset Maps, which include the Environment Agency's flood plain data. A new symbol to the east of the railway line, within the Local Gap was added to indicate that this area is designated and is to be managed for informal recreation purposes. No further detail is included on the Inset Map at this stage given the reserve status of the MDA allocation.
- 4.64 Revisions to Proposal NC.3 were also required to reflect the new allocation of a reserve site for the MDA. The strategic planning authorities have set out advice on how reserve sites should be dealt with in Local Plans in the Supplementary Planning Guidance (SPG), "Implementing Policy H4". This advises that policy guidance should include advice on how the development would be integrated with the existing community; how the co-ordinated provision of transport, health, education, and other community infrastructure and facilities would be achieved; and the measures necessary to mitigate the impact of development on the natural and built environment.
- 4.65 Accordingly new, more detailed criteria were added to the Proposal which set out the requirements of the development, similar to that included in Proposal NC.2 for the West of Waterlooville MDA. Although the MDA has reserve status, the Local Plan proposals must provide sufficient guidance to be able to deal effectively with a future planning application for development, should the reserve site be triggered, and also to guide the Masterplanning process at the appropriate stage. Accordingly, the City Council's requirements for the site, including physical and social infrastructure have been clearly spelt out. The Plan also refers to the Scoping Opinion adopted by the City Council in February 2002 which sets out the information to be included in any environmental

statement to be submitted with a planning application for land at Barton Farm Core Document 12.17).

- 4.66 Proposal H5 was also amended at the same time to reflect the need to provide a proportion of affordable housing on the site. The number, type and tenure is to be the subject of further negotiations which will take into account the need for affordable housing, market and site conditions, and any other relevant factors.

Future Technical Work: Masterplanning Process

- 4.67 The revisions to Policy NC3 of the revised deposit Local Plan ensure that a reserve site for the MDA is identified in line with strategic requirements and that robust policy guidance is in place setting out the key principles of how the development would be achieved. This guidance is considered sufficient to meet the requirements set out by the Strategic Planning Authorities.
- 4.68 The need to release the site for development is being reviewed by the Strategic Planning Authorities on an annual basis. The most recent monitoring report in January 2004 showed no need to release any of the reserve sites within the County.
- 4.69 There was, therefore, no immediate urgency to carry out further work on the reserve MDA pending publication of the Revised Deposit Local Plan. However, it was noted that the SPG prepared by the Strategic Authorities, expected the masterplanning work for the reserve sites to continue, so that detailed design work was complete and construction could begin as soon as the site was needed.

5 Conclusions.

- 5.1 There is a clear Structure Plan requirement to allocate a site for a reserve Major Development Area, on land to the north of the City of Winchester. The process to identify an appropriate area of land was open and inclusive. The assessment of alternatives followed established good practice, and each site was evaluated against explicit criteria.
- 5.2 The process took full account of Government and Regional Planning Policy as well as policies in the adopted Structure Plan. Local Studies on the 'Future of Winchester' were also fully taken into account.
- 5.3 The results of this thorough and robust analysis are contained in revised Proposal NC.3, in the Local Plan Review, and can be fully justified.

Appendix 1

Appendix One

Winchester City North Stakeholders

Parish Councils

Crawley Parish Council
Sparsholt Parish Council
Itchen Valley Parish Council
Littleton and Harestock Parish Council
Kings Worthy Parish Council
South Wonston
Headbourne Worthy Parish Council

City Councillors

Representing the wards and parishes of:

Sparsholt
Kingsworthy
Littleton
St. Pauls
The Worthy
St Barnabas
St Baltholomew
Itchen Valley
St. Johns and All Saints
Wonston

Winchester City Council

Environmental Health
Community Services
Planning (landscape)
City Archaeologist

Hampshire County Council

Social Services
Environment Department (planning,
surveyors, ecologist)
Education Department
Representative County Councillors

Local Interest Groups

Winchester Chamber of Trade
Save Barton Farm group
Winchester Landscape Conservation
Alliance
CPRE Winchester and Havant Branch
City of Winchester Trust
Winchester City Residents Association
Upper Itchen Valley Society

Partner Organisations

Mid Hampshire Primary Care Trust
Winchester and Eastleigh Healthcare NHS
Trust
English Nature
Southern Water
South West Trains Ltd
Scottish and Southern Energy
Transco
Railtrack PLC - Southern Zone

Government Offices

Environment Agency
FRCA Rural Service Division, Government
Office for the South East
Rural Development Services SE Region
Highways Agency
Government Office for the South East
SW Defence Estate
Countryside Agency

Development Interests

Adams Hendry Planning Consultancy:
Development Interest
St. Johns Charity: Development Interest
PRO Vision Planning and Design:
Development Interest
CALA Homes (South) Ltd: Development
Interest
David Lock Associates: Development
Interest
Strutt and Parker: Development Interest
Mason Richards Planning Consultancy:
Development Interest
Palmer Fry: Development Interest
Westbury Homes: Development Interest
Laing Homes Limited: Development Interest
Broadway Malyon: Development interest
RSP (for Sir John Moore's Barracks)

Appendix 2

Appendix Two

WINCHESTER CITY NORTH MAJOR DEVELOPMENT AREA		
EVALUATION CRITERIA AND ASSESSMENT METHOD		
<u>Criteria</u>	<u>Overall aim and objective for development</u>	<u>Assessment Method</u>
1.	Relationship to existing retail and commercial centres	<p>Minimise travel time and distance to Winchester City Centre and other local services and facilities and encourage walking, cycling and public transport use as an alternative to the car.</p> <p>Map accessibility contours at 1km intervals to show the distance along the main road network from Winchester City Centre and local district centres in the north Winchester area. Assess average journey times by different modes of transport. Assess access and proximity to public transport routes.</p>
2	Relationship to major centres of employment	<p>Minimise travel time and distance to work in the Winchester area and other centres of employment and encourage walking, cycling and public transport use as an alternative to the car.</p> <p>Map accessibility contours at 1km intervals to show the distance along the main road network from key employment areas around the city, including from Winnall and Bar End. Assess average journey times by different modes of transport.</p> <p>Look at travel to work data and travel patterns.</p> <p>Measure time and distance by different modes of transport to Winchester railway station.</p>
3.	Relationship to education facilities	<p>Minimise travel time and distance to secondary schools and further education colleges in the Winchester area and encourage walking, cycling and public transport use as an alternative to the car.</p> <p>Measure the distance along the main road network to the nearest secondary school and assess average journey times by different modes of transport.</p> <p>Assess the distance and journey times to higher education facilities in Winchester by different modes of transport.</p>

<u>Criteria</u>		<u>Overall aim and objective for development</u>	<u>Assessment Method</u>
4	Transport implications	Use existing and potential 'sustainable' routes as the focus for development, minimise travel demand and encourage environmentally acceptable modes of transport and integrated transport solutions.	<p>Accessibility: measure the level of service at different locations in the north Winchester area by all modes in combination, including bus, rail and car use.</p> <p>Infrastructure Capacity: assess in broad terms how the potential demand for transport will impact on the transport network (both road and rail i.e. transport supply in relation in travel demand).</p> <p>Transport Viability: assess the relative merits of transport proposals taking into account costs, benefits and added value.</p> <p>Transport potential: assess in broad terms the potential for improvements to transport infrastructure, including bus priority routes, and park and ride.</p>
5.	Sterilisation of minerals	Minimise the impact of development on mineral deposits of economic significance.	Map any known mineral deposits and assess the level of mineral constraint. (HCC data)
6.	Best and most versatile agricultural land	Minimise the impact of development on agricultural land of highest quality and maintain the viability of farm holdings where possible.	<p>Map agricultural land quality using existing published data from MAFF, supplemented by more detailed surveys where already available.</p> <p>Gather data on existing farm structures and farming patterns, where information is obtainable.</p>

<u>Criteria</u>		<u>Overall aim and objective for development</u>	<u>Assessment Method</u>
7.	Impact on water resources , waterways and features and/or areas liable to flood	Protect the River Itchen and other water features from damage, avoid built development on areas liable to flood and ensure adequacy of water supply and disposal.	Map areas at risk from flooding from the river Itchen and/or from groundwater (E.A. data and other available published information) and identify any likely constraints on sources of water supply, treatment and disposal. Assess the potential for Sustainable drainage systems (SUDS).
8.	Areas of ecological interest	Minimise impact of development on areas of ecological interest.	Map SSSIs/SINCs/and candidate SACs (HCC data). Carry out a preliminary EIA and a shadow "Appropriate Assessment".
9.	Settlement pattern	Maintain the compactness of Winchester City and the separate identity of surrounding villages.	Assess the implications of development on the existing settlement pattern taking account of existing/proposed strategic/local gaps and other areas that contribute to maintaining the separate identity of settlements. Assess the implications of development options for maintaining the compactness of Winchester City.
10.	Impact on landscape	Minimise the visual impact of development and protect features of importance to the landscape setting of Winchester.	Map existing AONBs/ASLQs/the area of search and/or boundary of the proposed National Park and other areas designated for their landscape quality; areas where development would have greatest visual impact; significant landscape features (e.g. ridges) and landscapes of distinct character; and features identified as important to the setting of Winchester e.g. green wedges and tree-lined 'gateways'.

<u>Criteria</u>		<u>Overall aim and objective for development</u>	<u>Assessment Method</u>
11.	Orientation of Development	Maximise the potential for solar gain and energy efficiency savings through the orientation and siting of development	Map contours and identify south facing slopes.
12	Air and Noise Pollution	Minimise the impact of noise and air pollution on new development	Obtain data on the level of noise and air pollution in the north Winchester area (where available)
13.	Cost of utility infrastructure and services	Ensure that any necessary improvements to infrastructure and services are viable and cost effective.	Consult with electricity, gas, telecommunications, water supply, waste water treatment, etc industries to assess the likely opportunities/constraints and costs associated with providing services to major development around the north Winchester area
14.	Significant impact on archaeological interest	Minimise the impact of development on areas of archaeological interest or potential.	Map Scheduled Ancient Monuments and other archaeological features of importance using the County Council's sites and monument record and records held by the Winchester Museum Service.
15.	Significant impact on historic buildings, parks and gardens, battlefields, etc	Minimise the impact of development on historic buildings, conservation areas, historic parks and gardens, etc.	Map Conservation areas, historic buildings, parks and gardens, battlefields, etc using the Historic Parks and Gardens Register and Statutory List of Buildings of Special Architectural and Historic Interest.

Appendix 3

Map showing the WCN areas for evaluation and six sub-areas

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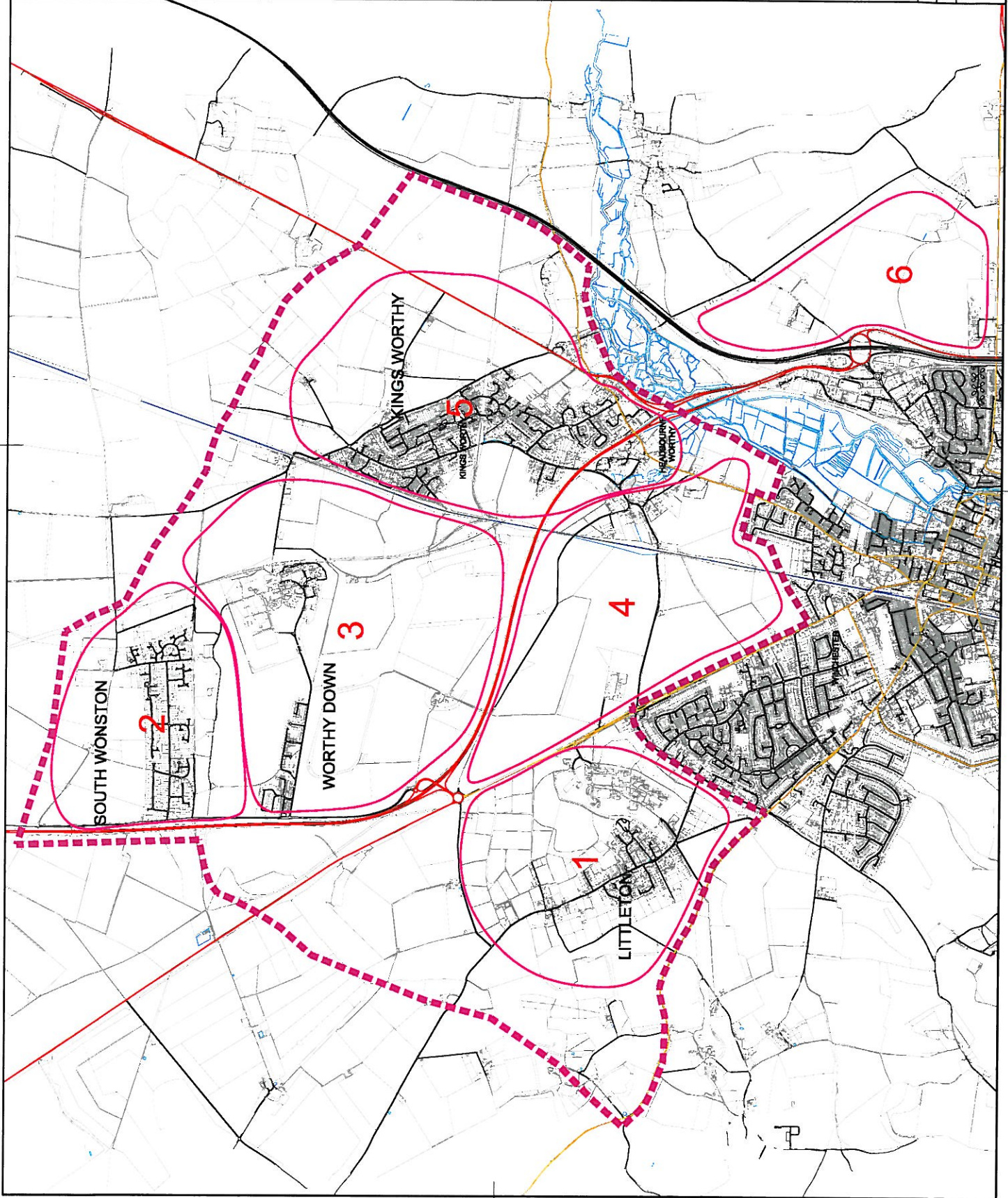
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City Council

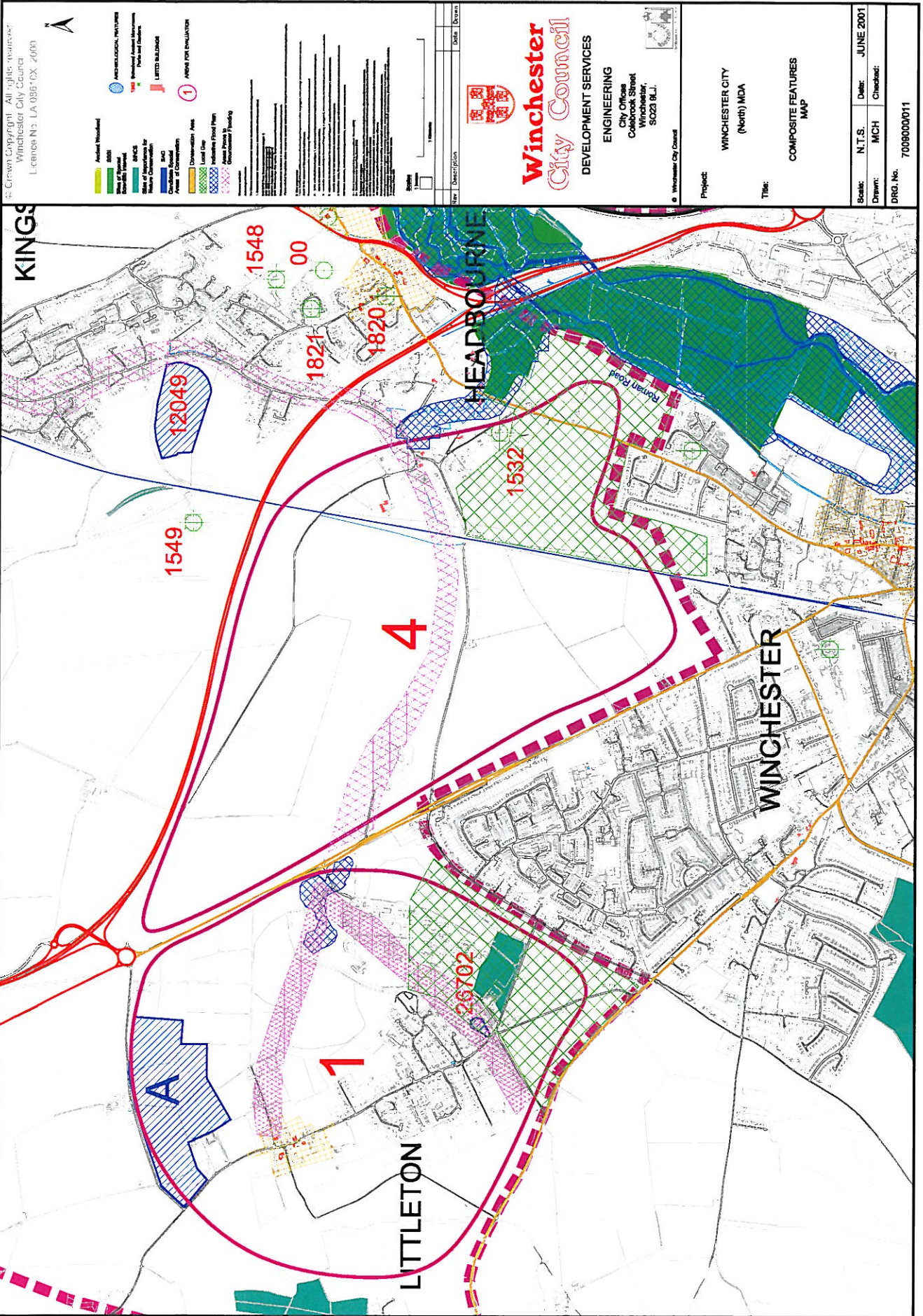
DEVELOPMENT SERVICES
ENGINEERING
City Offices
Colebrook Street
Winchester,
SO23 8LJ.

Project:		WINCHESTER CITY (NORTH)	
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Title:			
AREA FOR EVALUATION			
Scale:	NTS	Date:	APRIL 2011
Drawn:	AJR	Checked:	
DRG. No.		70090002/002	



Appendix 4

Composite Constraints Map for Littleton and Barton Farm sub-areas



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 Winchester City Council
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Amend Withdrawal
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Winchester City Council
 DEVELOPMENT SERVICES
 ENGINEERING
 City Office
 Colebrook Street
 Winchester,
 SO23 8LJ.

Winchester City Council
 Project: WINCHESTER CITY (North) MDA
 Title: COMPOSITE FEATURES MAP

Scale:	N.T.S.	Date:	JUNE 2001
Drawn:	MCH	Checked:	
DRG. No.	7009000011		



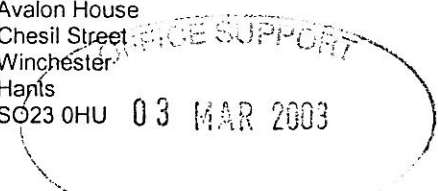
DEFENCE ESTATES

Delivering Estate Solutions to Defence Needs
South West
Defence Estates
Building 1/150
Murrays Lane
HMNB Portsmouth
Hants PO1 3NH



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MDA Project Leader
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Wills.
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Tel 023 927 22293
Fax 023 928 11403

Our Reference D/DE/SW/222/55

Date 06 February 2003

SIR JOHN MOORE BARRACKS /LITTLETON STUD - WINCHESTER

In view of past confusion I have sought and obtained authority to make the following statement concerning these premises.

At this moment in time a number of options concerning a number of UK sites (including Sir John Moore Barracks) are being considered in order to meet long term training and recruitment needs.

A decision will certainly not be made this year and even if determined as surplus the Barracks would not be vacated in the short to medium term.

Clearly during the intervening period we are keen to maximise all opportunities and our inclusion within a major development area is clearly one such option if proven to be to the advantage of all interested parties.

We have been in discussions with our neighbours Littleton Stud and whilst not in a position to join in a joint promotion it would be wrong to say that they do not have our support. What is more correct is that whilst we cannot actively support, we are not adverse to them being a sole party making enquiries and representations. This remains our position until decisions are made.

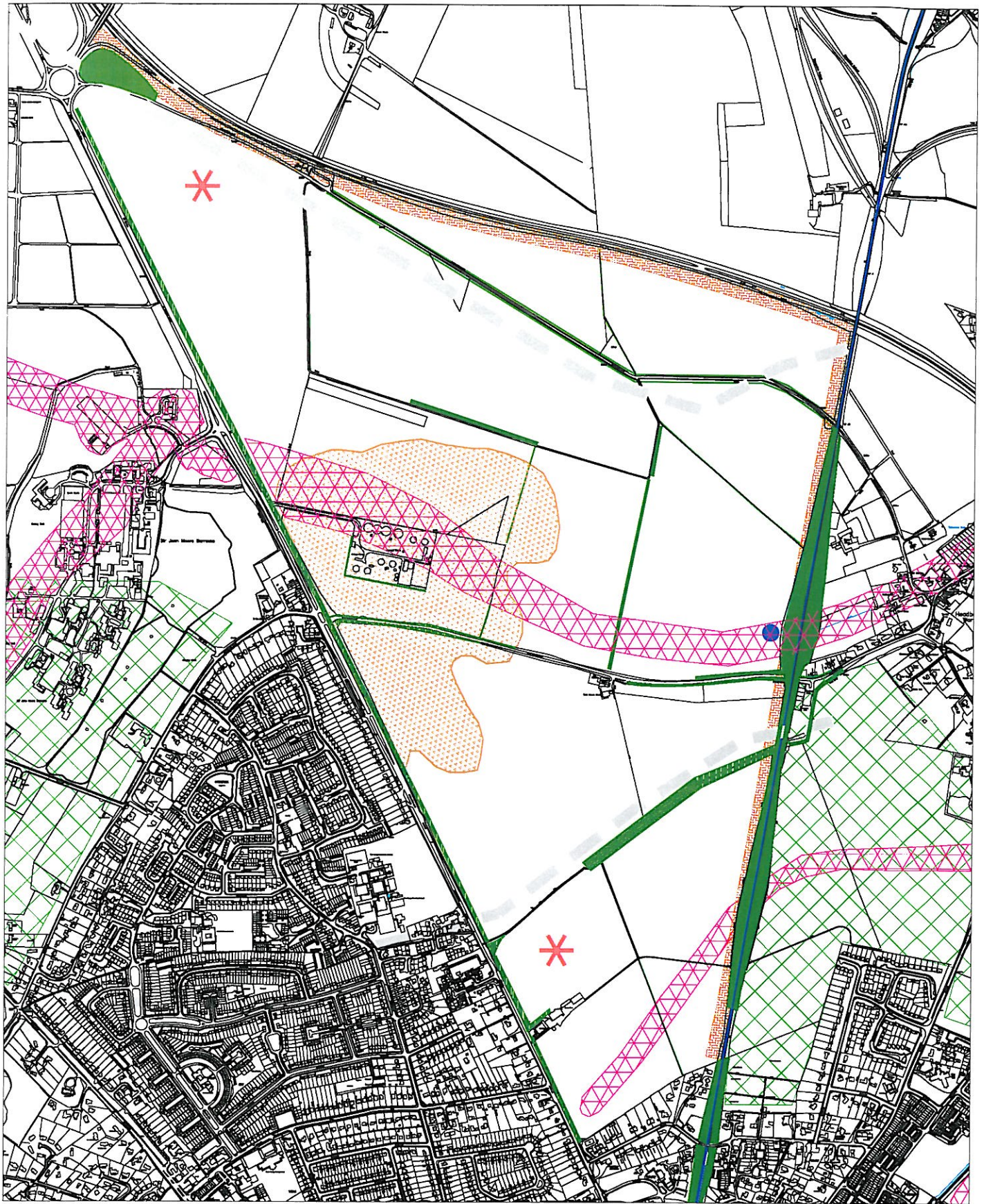
This letter is intended to confirm to Littleton Stud that no decisions on the future of our property have yet been taken and to Winchester City Council that we are not opposed to the actions of Littleton Stud.

PETER TOMS
Estate Advisor

WINCHESTER CITY COUNCIL	
Planning Department	
3 MAR 2003	
ACTION	38499
PASSED TO	Jane
FILE No.	
CLEARED for filing	

Appendix 6

Composite Constraints Map of the Area of Search



Key

- Area prone to ground water flooding & dry valley
- Local Gap
- Treatment works Exclusion Zones
- Noise exposure Buffer 40m

- Archaeological interest
- Important Hedgerows
- Visually Significant Vegetation
- Badger Set
- Ridge lines

**Site Factors (constraints) map
Winchester City North MDA**

Not to Scale

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