



WYG (51985)

**Winchester City Council
Local Plan Part 2**

**Examination Hearing Statement
on behalf of
The Highwood Group**

Matters 12/13

June 2016



1.0 Introduction

- 1.1 WYG has been instructed by our client, The Highwood Group, to make formal representations in response to the Inspector's Matters and Issues document (October 2014 version 1, reference IN004). The Highwood Group control land shown hatched on Drawing No. HP14049_ Development Framework_001a which is attached as **Appendix 1** of this statement.
- 1.2 The remainder of this paper provides the client's response to Matters 12/13, as set out in the Inspector's Hearing Programme and Matters and Issues (IN 003).

2.0 Inspector's Questions

i) Are the policies and proposals for growth and change in this area appropriate and justified, including in relation to the NPPF/PPG, and in terms of environmental, economic and social impacts?

ii) Are they clear and deliverable, including in respect of the associated infrastructure requirements?

- 2.1 As outlined in our previous representations, the Highway Authority, Hampshire County Council (HCC), acknowledges that the Botley Bypass is necessary to mitigate the traffic impacts associated with the planned level of housing growth in Eastleigh – in particular proposed strategic housing allocations in Botley and Hedge End (BO2 and HE1). Similarly, Eastleigh Borough Council (EBC) has identified the Bypass as being necessary to address Air Quality impacts associated with planned development.
- 2.2 Clearly the Bypass will not provide this required mitigation unless and until it is delivered in its entirety and on this basis our previous representations highlighted the need for a comprehensive approach to its delivery, ensuring the support of all relevant landowners along the safeguarded route as identified by Policy SHUA5. At the time of our most recent representations (December 2015) it was envisaged that this would take the form of a comprehensive planning application to include all of the land necessary to deliver the Bypass, including the associated development of proposed strategic allocations BO2 and HE1 and any



other necessary development along the safeguarded route. This approach would ensure the provision of all necessary land and allow potential funding arrangements for the Bypass through developer contributions should additional funding be required. However, it has recently emerged that HCC intend on bringing forward an application for the Bypass as a standalone proposal under Regulation 3 of The Town and Country Planning General Regulations. If progressed further and approved in this format, the Bypass would have a technical/environmental approval but a number of critically important deliverability issues would remain unresolved, i.e. provision of land for the Bypass and funding as necessary. The absence of a comprehensive approach via a planning application places even more emphasis on the need for a stronger policy position to ensure that the land required for the Bypass in its entirety can be made available. In this respect there is an obligation on Winchester District Council under the 'Duty to Co-operate' to plan positively for its delivery in the Local Plan Part 2.

- 2.3 To support the delivery of the Bypass our representations proposed allocations at Land South of Pinkmead Farm and Land at Sherecroft Farm. As noted in the representations, our client's control of these land parcels is structured in such a way that they cannot come forward independently of one another. In addition, the development of land identified on the appended plan is fundamental to the viability model which enables the release of land necessary for delivery of the Bypass. The allocation of Land at Sherecroft Farm would form a logical extension of existing employment uses at Hilsons Road industrial estate. The allocation of Land south of Pinkmead Farm would deliver much needed elderly person's accommodation where currently the plan makes limited provision (75 dwellings) for these needs in the form of an allocation 'Land at the Dean' under Policy NA2. Alongside this allocation, Policy CP2 of the Local Plan Part 1 – Joint Core Strategy provides general support for provision of elderly person's accommodation as part of wider residential development proposals within the district. Overall the Development Plan falls well short of the recommendations set out the recent All Party Parliamentary Group (APPG) report, 'Housing for our Ageing Population – Positive Ideas' (June 2016), which priorities a step change in the delivery of accommodation for our ageing population and states that this should be reflected at the plan making stage. The proposed allocation of Land south of Pinkmead Farm would directly align with these objectives.



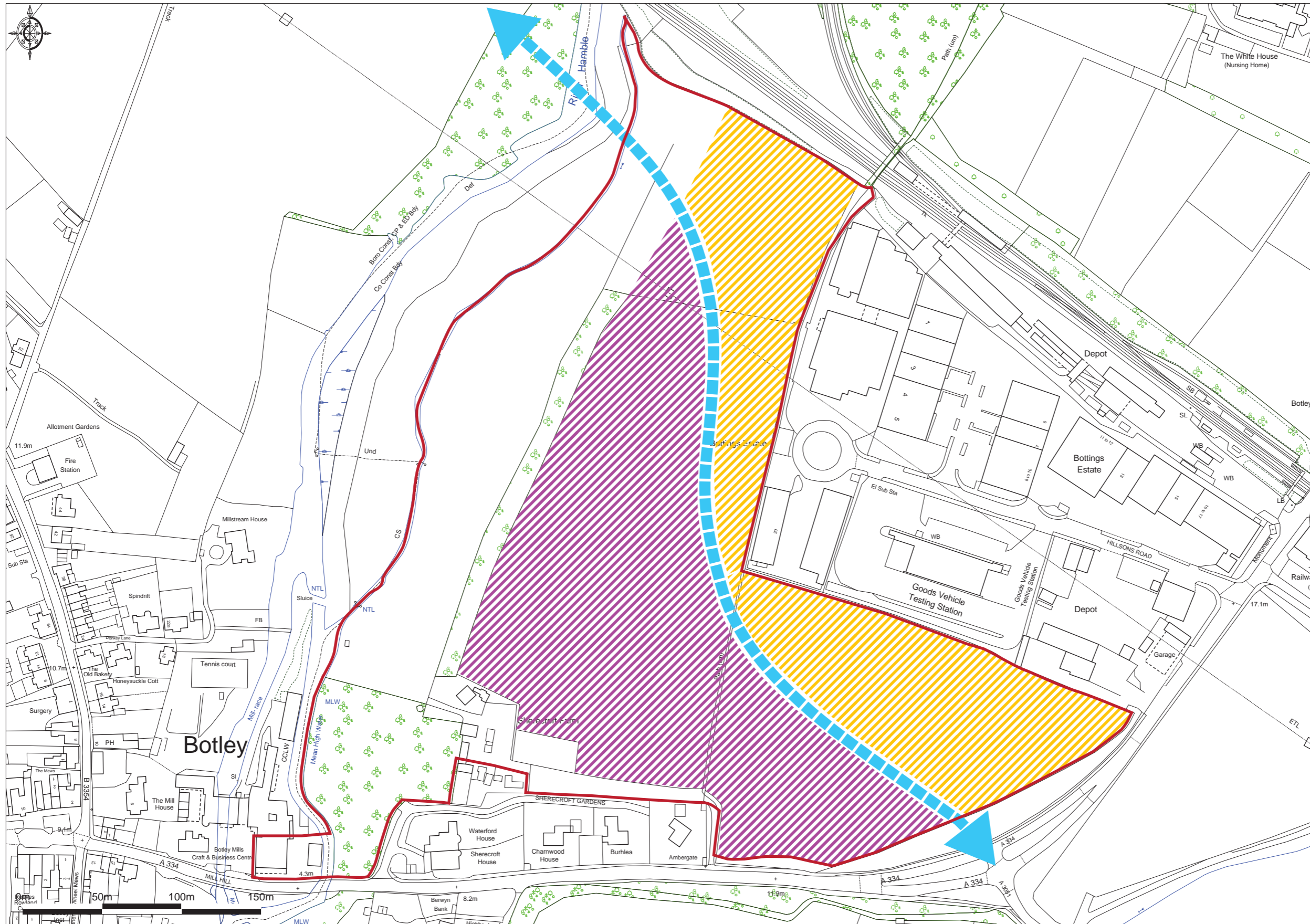
2.4 With these considerations in mind we respectfully request that the proposed allocation of our client's land be reconsidered. However, if allocations cannot be supported then we propose that Policy SHUA5 be amended to make provision for development of land on the safeguarded route where this development is associated with the delivery of the Bypass where, i.e. 1) where development is necessary to make delivery of the land viable and/or 2) where development is necessary to fund delivery of the Bypass.



Appendix 1

Land under our client's control and proposed allocations

DWG N°: HP14049_ Development Framework_001a



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Key

- Site Location
- Botley By-Pass Route
- Employment
- Care Village

Shercroft Farm, Botley
Development Framework
 DWG N°: HP14049_
 Development Framework_001a
 Drawn: MA
 Checked: PB
 Scale: 1:2500 @ A3
 Date: 18/12/2015
 Notes:

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This drawing is for illustrative purposes only and is subject to detailed topographical survey and site investigation, including ground conditions/contaminants, drainage, design and planning/density negotiation. The feasibility of the design shown, therefore, must not be relied upon. It has not been considered in respect of the CDM regulations.

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