

Winchester District Local Plan Part 2 – Development Management and Site Allocations

Examination – July 2016

Winchester City Council

Response to Inspector's Questions :

Matters 14 & 15

**Winchester Town General
Question i) and ii)**

Library Reference : WCC FS Matter 14a



Matter 14a : Winchester Town - General

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?

Introduction and background :

1. The Council's [Submission Statement](#), (SUB3) includes a summary of matters raised under Regulation 19 (para 3.17 refers to Winchester Town), representations can be viewed in full at <https://winchester.citizenspace.com/policy-and-planning/publicationlpp2/>
The main matters raised relating to Winchester Town during the preparation of LPP2 (other than comments on specific policies) are:
 - the alleged need to identify further land for development in Winchester Town given its scale and function;
 - that the windfall allowance is too high and sites identified have delivery issues;
 - detailed matters in relation to air quality and transport.
2. A number of [background studies](#) have been prepared for the Town, these contribute to the evidence base for the policies in LPP2.
3. This paper covers general matters raised in relation to Winchester Town, rather than policy specific comments. However, this should be read in conjunction with the Council's statements on Matters 14 and 15.

Development Needs and Land Supply

Housing

4. A number of representations challenge the development strategy and housing requirement for Winchester Town. The Council has produced [Background Paper 1 – Housing Requirements and Supply](#), (OD15), which covers this matter.
5. The housing requirement for Winchester Town is established in Local Plan Part 1 Policy WT1, which specifies '*provision for about 4000 new homes*' of which 2000 are to be in a new neighbourhood at Barton Farm. Barton Farm is a strategic allocation within Local Plan Part 1 (policy WT2), which has planning consent and where development has now commenced. The focus for LPP2 is, therefore, on delivering the remaining 2000 dwellings required under policy WT1. While some respondents question the contribution that Barton Farm will make to 5-year land supply, the delivery

of housing at Barton Farm is addressed in Background Paper 1 (OD15) and updated at Appendix 1 below. This concludes that a reasonable assessment has been made of delivery at Barton Farm and that the full 2000 dwellings permitted will be completed within the Local Plan period.

6. The delivery of the remaining 2000 dwellings required in Winchester was discussed in some detail during consideration of the representations received to the draft LPP2 (report to Cabinet Local Plan Committee CAB 2721(LP) refers - WCC 4). This report also included a commentary on the number of omission sites being promoted on the basis that greenfield site allocations and/or extensions to the settlement boundary are needed. Representations to LPP2 request both large urban extensions (e.g reps 50146 and 52005) and smaller changes to the settlement boundary to allow for residential development (e.g reps 50228, 50432, 50489 and 51467).
7. The Local Plan estimates that total supply in Winchester over the Plan period will be 4,857 dwellings (Table at paragraph 3.3.1). The evidence on housing supply from the various sources, as set out at Appendix 1 to this Statement, suggests that there will be a net reduction of 84 units from 'outstanding permissions' (before taking account of any new consents) and that the contribution from other sources is realistic. Reducing the total supply by 84 dwellings leaves an updated supply of 4,773 dwellings, almost 20% above the LPP1 Winchester requirement of 4000.
8. Given the scale of 'over provision' that is expected from the sites identified as part of the supply, to allocate more sites would result in a scale of development that would conflict with the development strategy for Winchester Town set under policy WT1 of LPP1. While it is not realistic to 'un-allocate' or 'un-permit' sites in order to match the LPP1 requirement more closely, it would be inconsistent with the plan-led approach to meeting the town's housing requirements established in Local Plan Part 1 to increase supply still further by extending the settlement boundary to allocate further sites.
9. The Settlement Boundary Review (EBT 5) for Winchester Town, therefore, focussed on changes to reflect recent developments in relation to the former Local Reserve Sites that are now developed.
10. The Council has produced evidence relating to landscape, accessibility, etc for the 'omission' sites around Winchester but, given the above conclusion, has not undertaken a detailed site assessment of these sites as it remains confident that sufficient land is available to accommodate the development needs of the Town.

Employment

11. Policy CP8 of LPP1 sets the objectively assessed need for employment provision at 20 hectares over the Plan period. Employment land in Winchester Town was debated at the LPP1 hearing, where the Inspector (EBT2), allocated 20 ha of land at Bushfield Camp for employment

purposes (Policy WT3, LPP1). The policies map for LPP2 includes this allocation which, until detailed proposals for the site come forward and the extent of the built development is known, should remain outside of the defined settlement boundary. This is consistent with the other strategic allocations in LPP1. The Council understands that the land owner remains interested in developing the site in accordance with Policy WT3 and is in discussion with potential users.

12. The Council is also in the process of considering proposals for redevelopment schemes of sites in the town centre, which will provide further opportunities for employment provision. Policies WIN5-WIN7 [Station Approach](#) in particular, promote employment-led mixed use redevelopment proposals on key sites within the town centre. This area has been subject to a number of assessments to determine an appropriate plan led response. Whilst, the amount of office floorspace has yet to be finally determined, it is anticipated that more than 16,000 sq. m gross floorspace will be provided. These policies are covered in more detail in the Council's Further Statement on Matter 15.
13. The Council is also actively utilising other vacant/under used land and premises in its ownership, for commercial opportunities. This follows the findings in the [Winchester Workspace Demand Study](#), (EBT26) undertaken in 2013, which recognised a need for small managed units in the Winchester Town area. For example, the [Creative Enterprise Centre](#) will involve the conversion of an railway goods shed to provide 588 sq m in the form of 10 small lock up units and an open plan hot desk area for 10 workstations, plus 24 spaces for artists, together with a new build for performing arts (1100sq.m). Construction/conversion is anticipated to commence late 2016.
14. Winchester has seen a number of changes of use from office to residential under the Government's changes to permitted development introduced in 2013. Whilst, this is beneficial in providing much needed housing across the Town, approx. 5/6000 sq. m of B1 office floorspace has been lost, but creating around 75 new residential units (flats and houses). However, the above demonstrates that the Council is actively seeking to provide B1 floorspace within Winchester Town.
15. Policy WIN11 covers one of the main employment areas in Winchester Town – Winnall. This area has undergone various changes in recent years. Consequently the Council commissioned a [planning framework for Winnall](#), (EBWT 11) in 2014/15 to establish a ten year plan that will inform decisions about policy, funding and service priorities in the area. The recommendations established in the report have been used to develop Policy WIN11 (see Further Statement on Matter 15). Whilst introducing a degree of flexibility in the provision of future employment generating uses, WIN11 seeks to retain Winnall's importance as the pre-eminent employment area in the town.

Retail

16. Policy WT1 of LPP1 identifies the need for about 9000 sq.m of retail floorspace together with that identified at Silver Hill, a central site identified in local plans for comprehensive redevelopment, with a focus on retail provision, housing and other town centre activities. The [Silver Hill, Winchester Background Paper \(OD17\)](#) covers this in detail and concludes that, despite delays with this site coming forward, the above retail requirement will be met over the Plan period. Policies WIN2, WIN4, WIN5-WIN7 and WIN11 also refer to retail opportunities within Winchester Town.

Infrastructure (including Open space, Leisure and Transport)

17. Open Space - The [open space assessment](#) for Winchester Town reveals shortfalls in a number of categories. However as acknowledged at paragraph 3.6.3 of LPP2, no new allocations are proposed due to the difficulty in allocating sites and these being delivered due to high land values. Open space provision is required to be provided as part of residential schemes under Policy CP7 of LPP1, and Policy DM4 of LPP2 seeks to protect existing areas.
18. Rep 51988 objects to the changes to the approach now included in LPP2, that is to specifically only protect open space sites within the settlement boundary. This matter was considered by the Council at its meeting on October 2015 following representations to draft LPP2 (report CAB 2721 appendix O refers – WCC4). This report concluded that, due to the presumption in favour of development within defined settlement boundaries, it was necessary to identify and protect those areas of open space providing a benefit or service to the area (para 6.2.27 of LPP2). In the countryside, only necessary development will be acceptable in accordance with countryside policies requiring that the countryside should be safeguarded for the sake of its intrinsic character and importance as a natural resource. Consequently, it was not considered necessary to protect these areas through an additional policy designation (DM4).
19. Allocations in LPP1 at Barton Farm and Bushfield Camp will provide large additional areas of natural and informal green space. Indeed the Barton Farm development will provide in excess of 23ha of open space across the range of categories (allotments, play space, natural greenspace, etc) and, whilst this will primarily serve the new community, it will also help to relieve open space shortages in the north west part of town e.g. Harestock.
20. The strategy is therefore to retain existing provision and seek ways for the existing spaces to be used more effectively. Those policies that relate to the planning frameworks for Stanmore (WIN 8) and Abbots Barton (WIN10) refer to the need to improve recreational and greenspace opportunities in the area.
21. Leisure - The Council has debated the need for a [replacement leisure centre](#) in Winchester since 2013, with various assessments and feasibility studies being undertaken. LPP2 specifically refers to this at para 3.6.4, and acknowledges that the timings of the project and the production of

LPP2 have not coincided. This remains the case as a decision on the precise nature and location of a replacement leisure centre has yet to be determined. Current [timescales](#) refer to further consultation in Autumn 2016 with the intention to submit a planning application late 2016/early 2017. Given, the potential uncertainty over the delivery of this project, it is not appropriate for LPP2 to be specific in this instance and policies in both LPP1 and 2 will provide sufficient guidance.

22. Transport - The impact of traffic in Winchester Town is frequently raised by many representations to LPP2. Air quality, congestion and car parking are all referred to. Paragraph 3.6.5 of the Plan refers to the Hampshire Transport Plan and [Winchester Town Access Plan](#) published in July 2011, which set out a number of projects and proposals to improve accessibility and air quality, reduce the level of traffic in the city centre and therefore improve the situation in terms of localised congestion. The Council has produced both a [walking](#) and [cycling](#) strategy to facilitate these forms of movement around Winchester and a review of the [Car Parking Strategy](#) 2014 has commenced with consultation expected in summer 2016.
23. To illustrate implementation and delivery of the Council's Community Strategy (OD13) the Council produces and updates annually a series of [Portfolio Plans](#). At its meeting on 6 January 2016 the latest series were approved and these include a number of transport related projects including the preparation of a revised Air Quality Action Plan 2016 – 2020, a refresh of the Parking Strategy and exploring the feasibility of a new coach park at one of the park and ride sites.
24. In addition, whilst Hampshire County Council commented on LPP2 in relation to the need to keep under review the operation and capacity of car parks in the city centre, it has recently announced that, in partnership with the City Council, it is preparing to undertake a review of the Town Access Plan. This will include a review of traffic management and transport provision in the city centre, including air quality and all modes of transport. Drafting of a brief for this work will begin soon and this will define the timescales. This will allow the findings to inform the various development proposals coming forward in the town (including Central Winchester Regeneration (Silver Hill) and more detailed transport assessment work for Station Approach). However, it is too early to include any policies or references resulting from the review at this stage, but it is felt that the general principles which such a detailed study would cover are already included within the Plan.
25. Some representations request that Policy W6 of WDLPR (OD 10) should be retained, as its objective is to assist in reducing traffic flows in the town centre, through encouraging the use of park and ride. This matter was considered under CAB 2721(LP) (WCC 4). There is an existing strong policy and strategy framework covering transport and parking in Winchester Town, as demonstrated above, and it is not considered necessary for LPP2 to include further details or for Policy W6 of WDLPR to be carried forward. .

Other infrastructure

26. Paragraph 3.6.8 of the Plan refers to education provision in Winchester Town, but there is a request for this to be expanded to reflect the presence of the Peter Symonds Sixth Form College and both the Universities of Winchester and Southampton and their potential development needs. The introduction to the Winchester Town chapter includes a reference to the various institutions and the Universities. LPP2 does not include any specific proposals for these, as any future development requirements can be addressed through the policies in both LPP1 and LPP2. The Council proposes to reflect this by adding the following to para 3.6.8 *“There is a range of further education provision within the Town, offering both full and part time educational opportunities. Future development proposed by these institutions will need to accord with policies in LPP1 and 2 and other relevant guidance“*. (see Appendix 2).

Consultation

27. The Council has received some criticism that local organisations based in Winchester only became aware of the LPP2 process and proposals late on during its preparation. The Council has sought an inclusive process which is set out in full in the various consultation statements (SUB 3, OD2 and OD5) – see also Matter 1.

Sustainability Appraisal

28. A number of representations comment on the SA for Winchester Town particularly in relation to transport impacts and consideration of ‘reasonable alternatives’. The issue around reasonable alternatives is covered in the Council’s Further Statement on Matter 1. For clarification, all the SHLAA sites within and around Winchester Town were assessed by the SA. However, given the number and geographical distribution of the SHLAA sites, the SA reported the results according to general location – north east, south west etc. Section 4 of SUB 4 sets out in summary the findings of the SA for Winchester Town, which assessed 55 potential allocations (Para 4.32), with the results for each sub area set out at paras 4.34 – 4.47. The detailed appraisal matrices are provided in Appendix VI of the SA (SUB 4).
29. The SA acknowledges with regard to the objective referring to transport that there would be cumulative negative effects, but this is expressed in terms ‘if all sites’ were taken forward. The SA recommendations as they relate to Winchester Town were considered by the Council (WCC4) along with the representations to the Draft Plan, including those promoting omission sites.
30. In Winchester Town, only key sites within the settlement boundary are proposed for development within LPP2. Those that lie outside the settlement boundary, whilst assessed in the SA, are not required to be allocated for development during this Plan period. Those sites that are

allocated for development in LPP2 include both general and specific references to transport matters as appropriate.

31. Predominantly the policies in LPP2 in relation to Winchester Town are setting out the principles for the consideration of more detailed proposals that may come forward through planning applications in due course. It would not be appropriate for LPP2 to be more prescriptive on this matter, without knowledge of the uses, floorspace and general arrangement of site layouts. As referred to above (paragraphs 22-25), there are a number of plans and strategies in place that promote transport initiatives and these do not need to be repeated in LPP2.

Response to Further Statements

32. The Further Statements submitted by respondents generally reiterate points already made and requests for sites to be allocated for housing on the edge of Winchester. Some refer to land availability matters (particularly Linden Homes), in an attempt to justify additional allocations, and these issues are addressed at Appendix 1 below. This concludes that the various sources of supply remain realistic and will result in provision that is almost 20% above the LPP1 Winchester requirement (4000). Therefore, no allocations are needed and to increase supply still further would conflict with LPP1 policy WT1.

Conclusion

33. The Council maintains that taken together LPP1 and LPP2 provide a comprehensive set of policies to cover the needs and aspirations of Winchester Town over the plan period. The Town has some key sites that will offer both a range of uses and facilities to ensure it retains its position as a centre for retail, business and tourism and provide much needed homes, whilst protecting and maintaining its valued landscape and heritage character.
34. Whilst, transport matters are a concern of many representations to LPP2, the Council either independently or in partnership, is progressing a range of actions related to traffic across the Town. The Council is also utilising its own land holdings to deliver development proposals, that will contribute to delivering the Vision for Winchester, and address the various development requirements identified. The Council maintains that there is both a sufficient and varied supply of housing land available and deliverable to meet housing needs during the Plan period, without the need to either allocate additional sites or amend the settlement boundary.
35. This part of LPP2, complies with NPPF/PPG in providing both detailed and more general policies to establish a positive planning framework for the delivery of sustainable development.

Appendix 1 – Update on Housing Supply Winchester

This Appendix comments on the supply of housing in Winchester Town to meet the housing requirement of 4000 dwellings set in LPP1. It responds in relation to those Winchester housing sites and sources of supply which have been challenged, using the headings in the Table at paragraph 3.3.1 of the Local Plan.

Completions

Some respondents suggest that the level of completions in the first 4 years of the Plan period (349 or 87 per annum on average – see table at LPP2 paragraph 3.3.1) is well below the 200 per annum average needed to achieve 4000 dwellings over the Plan period. Half of the requirement relates to Barton Farm (see below), so the ‘non-Barton Farm’ expectation averages 100 per annum. The average of 87 completions per annum since 2011, during a period of recession and with no LPP2 allocations, is very close to expectations, even if an average annual ‘requirement’ were applied.

However, as with the overall housing requirement, the expected trajectory will build up from a low level and the completions information does not include the contribution of several substantial sites, such as:

- Pitt Manor – 200 dwellings
- Police Headquarters – 208 dwellings
- Chesil Car park – 52 dwellings
- Silver Hill – approx. 300 dwellings

2 of these sites are now under construction and the Police Headquarters will commence imminently, resulting in a substantial increase in completion rates over the next 5 years – these 3 sites alone will contribute an average of 92 completions per annum over the next 5 years. It is, therefore, clear that the rate of delivery of non-Barton Farm dwellings will increase substantially, with completions to 2015 (349) and just the 4 sites above (760) contributing over 1100 of the 2000 dwelling requirement.

Outstanding Permissions (Large and Small Sites)

Contrary to the claim by some respondents, the deliverability of these sites has been assessed. Large sites are individually assessed and listed in the AMR (see Background Paper 1 and Appendix 1 to Further Statement Matter 2) and small sites are subject to an appropriate ‘non-implementation’ allowance (see Background Paper 1, paragraphs 6.45 – 6.49). The position regarding ‘outstanding permissions’ sites that have been challenged is set out below, showing that there is an overall loss of 84 units, mostly due to the reduction of 86 units at the Police Headquarters described in Background Paper 1 (paragraph 6.40).

Barton Farm – see Background Paper 1 (paragraphs 6.22 – 6.26). The land price dispute that is mentioned by various respondents (see BP1 paragraph 6.25) has now been settled and housing building is starting.

Police Headquarters - the 'outstanding permissions' figure should be reduced by 86 dwellings to reflect the most recent consent for 208 dwellings (see BP1 paragraph 6.40).

Silver Hill - this is unlikely to contribute housing within the next 5 years, but is expected to contribute about 307 dwellings over the Plan period (see BP1 paragraphs 6.27 – 6.36).

Aquitaine House – Linden Homes' submission increases provision from 12 to 14 dwellings. This increase is agreed and the scheme is under construction.

Victoria House – Linden Homes agrees this site will be delivered but suggests there is a loss of existing dwellings. The previous use has been re-checked (it is a Council-owned site) and has been confirmed not to consist of independent 'dwellings' due to shared facilities, whereas the redevelopment is for independent 'dwellings'. Therefore there is a net gain of 27 dwellings.

SHLAA Sites Within Settlement Boundary

The latest (2015) SHLAA (EBT8/8a) update takes account of comments provided by landowners about development intentions and other relevant information. Care has been taken to ensure that there is no double-counting of sites – sites that have planning consent are taken out of the SHLAA and treated as 'outstanding permissions' (see above). Linden Homes produces a critique of the availability of certain SHLAA sites, although this looks only at the 5 year land supply position, not their delivery over the Plan period as a whole. However, the position regarding those sites in Winchester Town which this respondent suggests will not deliver the expected numbers is as follows:

Sites 2009 / 2588 – Winchester (Conservative) Club / Cattlemarket

These sites are part of the wider 'Station Approach' area and the SHLAA includes an estimate of 88 dwellings (34 Cattlemarket and 54 Conservative Club) to be delivered in 2020-2025. The Cattlemarket is a car park owned by the City Council and the Conservative Club is privately owned. The area has been identified as suitable for development in the Station Approach Development Assessment and is a proposed allocation for mixed use development in LPP2 (LPP2 policy WIN6), including residential.

The Station Approach Development Assessment (EBWT17) confirms that the Cattlemarket *'is the largest development opportunity in the area'* and that *'the Conservative Club has indicated that they are interested in redeveloping or relocating off site'* (EBWT17 page 8). The Development Assessment's development potential map (EBWT17 page 9) shows the Cattlemarket as having *'immediate potential'* and the Conservative Club as having *'limited development potential in the short term'*.

The Council has initiated a 'competitive dialogue' process, whereby formal development proposals have been invited and have been assessed. This includes the Cattlemarket site and two schemes were shortlisted and subject

to a public exhibition in May 2016. The Council expects to progress the project with the Carfax site being the first to be developed (see below), followed by the Cattlemarket. Hence the estimate of development in 2020-2025 is entirely realistic.

Site 2450 – Carfax, Winchester

This site is part of the wider ‘Station Approach’ area and the SHLAA includes an estimate of 40 dwellings to be delivered on this site in 2015-2020. The site contains the former Registry Office (now vacant) and a surface level car park. Winchester City Council has recently acquired the former Registry Office from Hampshire County Council and the site has been identified as suitable for commercial, housing and parking development in the Station Approach Development Assessment. The site is a proposed allocation in LPP2 for mixed use development (LPP2 policy WIN6), including residential.

The Council will decide how to progress the project to bring it forward for mixed use development (see comments on the Cattlemarket site above). The Council controls this site and is actively bringing it forward for mixed use development. It expects the site to contribute at least 40 dwellings within the 5 year period and therefore considers the SHLAA estimate to be realistic.

Site 2589 – Wilberforce Drive, Winchester

The SHLAA estimates that this site will deliver 20 dwellings between 2015 and 2020 and 15 in the 2020-2025 period. The site has been identified to be brought forward for development and the Cabinet (Housing) Committee has agreed an increased budget for the Wilberforce Close scheme, now known as ‘The Valley’ (3 February 2016). Budget provision has been agreed for 2016/17 – 2018/19 and architects have been appointed. The Council is about to start consultation on proposals for development in the area identified in the Stanmore Planning Framework that includes The Valley, Wilberforce Close and land at the end of Birch Drive, which could see an acceleration in the housing provision in this area. Therefore, given that the Council owns this site and is developing proposals for housing development, it expects the site deliver at least 35 dwellings within 5 years,

Planning Frameworks

The Council commissioned the preparation of ‘planning frameworks’ or development assessments for specific areas of the Town (EBWT 6, 7, 9, 10, 11) to explore development potential and other opportunities to improve the areas, either as land owner or in partnership. The Frameworks have been prepared following a process of evidence gathering and community / stakeholder consultation. The Frameworks have been subsequently approved by the Council and it is appropriate for LPP2 to reflect the land use requirements and translate these into planning policy. Consequently, these provide a source of housing supply in Winchester Town, which is reflected in LPP2.

Paragraph 3.3.3 of the Local Plan refers to a total of about 300 dwellings expected from the Planning Frameworks for Stanmore, Station Approach, Abbots Barton, and Winnall, of which 132 are over and above sites already in

the SHLAA. Appendix M to the Report to Cabinet Local Plan Committee CAB2721 (LP) (WCC4) describes the origin of these figures (paragraph 13e) and the table below illustrates this:

Planning Framework	Dwellings in SHLAA	Outstanding Permissions	Further Capacity	Total Capacity
Stanmore	35	28	87	150
Station Approach	128	-	22	150
Abbots Barton	14	-	23	37 (50 longer term)
Winnall	-	-	-	0
TOTAL	177	28	132	337

The table demonstrates that the allowance of 132 dwellings for Planning frameworks is over and above other categories (SHLAA and outstanding permissions), avoiding any double-counting

Stanmore – the Planning Framework estimates capacity for about 150 dwellings overall, of which 87 are not yet permitted or included in the SHLAA. Figure 4.2 of the Planning Framework (EBWT9) identifies various proposed housing development areas, of which Wilberforce Drive is included in the SHLAA for 35 units (see above). The existing consents for a further 28 units are on sites additional to those identified in Figure 4.2, but this may be offset by the Framework’s view that not all the 150 capacity may be developed even in the medium to long term (EBWT9 page 64). Nevertheless, Stanmore is a focus of the Council’s New Homes Programme and additional sites are expected to be brought forward to deliver the anticipated level of development (e.g. planning permission has now been granted for 5 Council homes at Bailey Close, tender documentation has been issued, and development is due to commence this year).

Station Approach – most of the capacity here is identified in the SHLAA (see above), with only 22 units still to be accommodated. The shortlisted schemes have an estimated capacity of about 160 dwellings over the whole Station Approach area (excluding the Conservative Club), so it is expected that the 150 units estimated for the Station Approach area (including the Conservative Club) will be exceeded.

Abbots Barton – the Local Plan assumes the development of about 37 dwellings in the short/medium term, although sites have been identified for up to 50 units. The likely locations of the 37 units are listed at paragraph 3.7.42 of LPP2. Land at Dyson Drive and Colbourne Court is identified in the SHLAA for 14 dwellings in total (sites 2558 and 2587), with the 5 at Colbourne Court being in addition to the sites listed in LPP2 paragraph 3.7.42. Planning permission has now been granted for the development of 13 new Council homes for affordable rent at Hillier Way in Abbots Barton (mentioned in paragraph 3.7.42 for 12 units), the contract for construction has been awarded, and building will start in July 2016. As part of the review of its new Council home programme and asset management strategy development, the

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Council will this year be considering how best to take the Planning Framework's other proposals forward..

Winnall – no housing provision expected.

Windfall allowance

The assessment of Windfall Trends and Potential (EBWT5) indicates that windfall sites in Winchester contributed an average of 118 dwellings per annum over the 5 years assessed (2007/08 – 2011/12). The windfall allowance included in LPP2, is based on the completion of only 65 dwellings per annum on windfall sites in Winchester from 2017 – 2031 (65 x 14 years = 910), as the windfall allowance is assumed to start in 2017 (to avoid any double-counting with sites that already have consent). See also Background Paper 1, paragraphs 6.55 – 6.63.

Remainder to be Allocated

The various sources discussed are realistic, with the only adjustment necessary being a net reduction of 84 units from 'outstanding permissions' (before taking account of any new consents). The updated supply (4773 dwellings) is still almost 20% above the LPP1 Winchester requirement (4000). Therefore, no requirement remains to be allocated and to increase supply still further would conflict with LPP1 policy WT1.

Appendix 2 – Proposed Modifications

The following Minor Modification is proposed in relation to the Winchester Chapter of the Plan:

1. Amend paragraph 3.6.8 to add the following at the end:

...“There is a range of further education provision within the Town, offering both full and part time educational opportunities. Future development proposed by these institutions will need to accord with policies in LPP1 and 2 and other relevant guidance“.