

YOUR PLACE YOUR PLAN.

Winchester District Local Plan

Development Strategy and Site Selection 2022

Background Paper to inform the Local Plan

2039

November 2022



Contents

1. Introduction.....	3
2. Background	3
3. Considering the quantum of development.....	4
4. Considering the Distribution of Development	6
5. Assessing potential site allocations.....	7
6. Settlement and Site Assessments.....	14
Winchester Town	14
South Hampshire Urban Areas.....	16
Market Towns.....	18
Intermediate Settlements.....	24
7. Conclusion.....	30
Appendix 1: Sustainability Appraisal of Growth Options in the Integrated Impact Assessment....	31
Appendix 2: Responses from Town and Parish Councils regarding the nomination of site(s) to meet proposed housing allocation.....	32

Appendix 3: Initial assessments of heritage, transport and landscape for proposed sites (separate document)

1. Introduction

1.1 This background paper provides further detail on the process which was followed in arriving at the proposed allocations in the draft Regulation 18 Local Plan which is being published for public consultation in the winter of 2022.

1.2 It builds upon the information in the updated *Settlement Hierarchy Review* Background Paper¹ and summarises the key elements which have led to the proposals now included in the Regulation 18 Local Plan. It is worth noting that this development strategy is subject to consultation and therefore it is envisaged that this background paper may need updating as the Local Plan progresses.

2. Background

2.1 The Winchester District Local Plan Part 1 - Joint Core Strategy sets out the existing development strategy for the District. This was informed by a “settlement hierarchy” approach which ranks and classifies settlements, based on the availability and accessibility of a broad range of facilities and services, a settlement’s economic role and the environmental constraints to development. The spatial strategy resulted in the following classifications;

- Winchester Town
- South Hampshire Urban Areas
- Market Towns and Rural Area

2.2 The council published its *Strategic Issues and Priorities* (SIP) Document in

¹ Available on the WCC website at <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base>

February 2021² which sought views on 4 possible development strategies for future development in the district. The SIP consultation noted that the housing target for the emerging Local Plan was not yet fixed, but did outline a level of development which would entail approximately 2,700 additional homes over the then Plan period (2018 – 2038). The responses to the public consultation on the four spatial strategy approaches were reported to the WCC Local Plan Advisory Group (a Member Group which receives updates and discusses matters relating to the preparation of the Council's Local Plan) in September 2021³ (see Section 4 below).

2.3 In addition to the development strategy, the SIP consultation outlined the Vision for the existing adopted Local Plan and asked if this was still appropriate or if anything needed to be changed. The SIP consultation also signposted people to the work the Winchester Town Forum undertook on the Vision for Winchester and asked if there were any elements of this work that could be used to help inform a vision for the Local Plan. The feedback from the SIP consultation on the Local Plan vision was reported to LPAG in September 2021, and a draft vision for the local plan area was also discussed at this meeting prior to it forming part of the emerging draft Local Plan.

3. Considering the quantum of development

3.1 The starting point for considering the minimum level of housing development is the Government's "Standard Method". The expectation is that this will be followed unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals.

3.2 The Standard Method calculates housing need using three main steps:

- Projected household growth. The formula starts with the projected growth in the number of households per year in the area, according to the nationally produced 2014-based household projections.

² Details available on the WCC website at <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/strategic-issues-document>

³ All LPAG meeting minutes are available on the WCC website at <https://democracy.winchester.gov.uk/ieListMeetings.aspx?Committeed=388>

- Affordability adjustment. This annual growth figure is then adjusted based on how affordable it is to buy a house in the area, by looking at the area's 'affordability ratio'. If the average house price is more than four times the average earnings of someone who works in the area, then the figure is adjusted upwards – the more unaffordable the area, the bigger the need adjustment.
 - Capping the increase. A cap may be applied to limit the increase in housing need that a LPA might face. Whether and how this cap is applied depends on the strategic housing policies the LPA has already adopted.
- 3.3 Further detail on the standard method is set out in national guidance⁴. The Council has commissioned evidence to consider future local housing need⁵ and a strategic housing market assessment⁶, but to date no exceptional circumstances have been identified which would justify an alternative approach to the Standard Method as set out in national policy.
- 3.4 This number changes annually as the components that feed into the standard method calculation are updated. The Future Local Housing Need assessment document published in January 2020 calculated the local housing need to be 666 dwellings per annum. By the time of the Strategic Issues and Priorities consultation in February 2021, the methodology produced a figure of 692 dwellings per annum. Hence the Strategic Issues and Priorities (SIP) consultation was based on a figure of 'about 700' dwellings per annum, or 14,000 over a 20-year Plan period (2018-2038). Since then, the standard methodology has increased, with the most recent figures published in March 2022 resulting in a local housing of 715 dwellings per annum.
- 3.5 It is important to note that the SIP consultation document had a Plan period of 2018-2038 and at that stage of the process, it did not make any allowance for windfall development, as the 'Assessment of Windfall Trends and Potential' (2021) had not been published at the time. The Assessment of Windfall Trends and Potential was published as part of the Evidence Base for the Local Plan during the SIP consultation and concludes that a robust assessment of likely windfall development across the Plan area (excluding the South Downs National Park part of the District) would be 115 dwellings annually. The Local Plan period has been updated to 2019-2039 so as to maintain 15 years between the adoption and end-date of the Plan.
- 3.6 Applying the annual windfall figure over the latter 15 years of the Plan period

⁴ Available on the government website [at https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments](https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments)

⁵ Future Local Housing Need and Population Profile Assessment (Jan 2020), Icen Projects Limited and Cambridge Econometrics, Available on the Council's local plan evidence page <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base>

⁶ Strategic Housing Market Assessment (Feb 2020) , Icen Projects Ltd available from the Council's Local Plan evidence webpage at <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base>

(now updated to 2024-2039) would produce 1,725 dwellings in the part of the District outside the South Downs National Park.

- 3.7 Taken together with other sources of housing supply, this additional potential supply gives some flexibility to deal with factors which are currently unknown, in particular a possible uplift to the amount of housing that the council needs to plan for as a result of affordability ratio that is used to calculate the Standard Method and possible requests from some neighbouring authorities to help with un-met housing needs. In line with the Duty to Cooperate, this iteration of the Plan makes provision for about 1,450 homes more than is currently required by the Standard Method to provide a buffer for potential changes to the Standard Method in 2023, when the annual figure will be updated (and is more likely to rise than decrease), and/or to contribute towards wider unmet PfSH housing needs. If no buffer were provided there is a substantial risk that the plan could be delayed, if the council needed to find new or additional sites to accommodate a higher number of new homes than originally planned for, before reaching the next stage in the plan making process. As mentioned above, it is important to recognise that whilst there is a Duty to Co-operate the council would need to decide what provision it ultimately makes in its Plan for any wider unmet housing need. The figure of 1,450 is considered a reasonable buffer, based upon the current understanding of the current picture, and how housing numbers could grow before the next stage in the plan making process.

4. Considering the Distribution of Development

- 4.1 The SIP consultation set out four potential approaches to an updated development strategy in the Local Plan. Full details are in the SIP document but briefly, they were as follows-

Approach 1 - Existing local plan settlement hierarchy

Approach 2 - Focus on Winchester Town

Approach 3 - Strategic allocation or new settlement

Approach 4 - Disperse development in proportion to settlement size

- 4.2 The responses to the consultation⁷ and the findings of the Sustainability Appraisal of each of the growth options in the Integrated Impact Assessment⁸ were taken into account in the report to LPAG in September 2021. The report concluded that Approach 3 should be rejected, and that *“Approach 1 received the most support and performs well in terms of its potential to support existing settlements, use brownfield sites and reduce the need to travel. It is likely to need adjustment to add elements of Approaches 2 and 4, which were also fairly*

⁷ Considered by LPAG at their meeting of September 2021, and available on the WCC website at [Agenda for Local Plan Advisory Group on Monday, 27th September, 2021, 6.00 pm - Winchester City Council](#)

⁸ Included in the Integrated Impact Assessment available on the WCC website at <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base> an extract of which is included as Appendix 21 to this document

well-supported” (para. 3.35).

4.3 A hybrid option, based upon approach 1 but with elements of 2 and 4, was developed. This was subjected to initial testing through further consideration of the Settlement Hierarchy Update⁹; the availability of suitable, sustainable sites in each settlement; the presence of any “showstoppers” or constraints, for development; the initial sustainability appraisal of potential allocations in each settlement; and discussions with town and parish councils. Together this further refined the emerging strategy to that presented and discussed at LPAG, resulting in the draft Local Plan’s proposed housing distribution as follows -

- Winchester Town 5,670 dwellings
- South Hampshire Urban Areas 5,700 dwellings
- Market Towns and Rural Area 4,250 dwellings (of which 500 to be delivered in the South Downs National Park Local Plan area)

4.4 This revised distribution of development takes into account the emphasis on brownfield development identified in the emerging Vision for the local plan, and utilises opportunities for intensification of existing urban areas through identifying suitable sites and allowing for windfall. Further detail on how sites were identified is set out in the following section.

5. Assessing potential site allocations

5.1 As the development strategy was emerging the council started to consider potential options for allocating sites for development. First, consideration was given to those allocations in the adopted Local Plan which had not been completed to assess if there was still an intention to develop the sites and that they could be considered developable and be carried forward as allocations into the new Local Plan. These sites had already been found to be suitable and deliverable through the existing local plan process and the presumption was that they should be carried forward unless new issues had arisen that clearly demonstrated that they sites are not deliverable and the site should not be rolled forward into the new Plan. These sites were reappraised in the Integrated Impact Assessment to consider how they scored against a revised Sustainability Appraisal framework and evolving habitats regulations context. The findings of that work to date have not indicated that any sites should be de-allocated (though some have been expanded or otherwise revised).

5.2 When considering new allocations, the starting point concerning the availability of suitable sites was the 2021 Strategic Housing and Employment Land Availability Assessment (SHELAA). The SHELAA undertook an initial

⁹ Included in the Integrated Impact Assessment available on the WCC website at [Local Plan 2039 – Evidence Base - Winchester City Council](#), an extract of which is included as an appendix to this document

assessment of the suitability, availability and achievability of sites promoted for development in the Plan area. All of the SHELAA sites were assessed through the Sustainability Appraisal as part of the Integrated Impact Assessment¹⁰ and this helped to inform the shortlisting of sites for inclusion in the draft Regulation 18 Local Plan.

- 5.3 The Integrated Impact Assessment sets out a Sustainability Framework which considers the social, economic and environmental impacts of the emerging plan. Sustainability Framework objectives which were relevant to the identification of sites were used to prepare individual site assessments to inform the selection of sites proposed to be developed in the emerging Plan. The relevant objectives, and the criteria used to assess impacts against each objective, are set out in the table below -

Integrated Impact Assessment – Objectives and criteria for Site Evaluation
<p><u>IIA Objective 1 –</u> To minimise the District’s contribution to climate change through a reduction of greenhouse gas emissions from all sources and facilitate the aim of carbon neutrality by 2030</p> <p><u>Site Appraisal Criteria:</u></p> <p>For residential-led sites 1a: GP surgeries 1b: Primary schools 1c: Secondary schools 1d: Town centres 1e: District and local centres 1f: Rail 1g: Bus 1h: Open space 1i: Employment</p> <p>For employment sites 1a: Potential for a large proportion of trips to be undertaken by more sustainable modes</p>

¹⁰ Available on the Council’s local plan evidence page at <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base>

IIA Objective 2 –

To reduce the need to travel by private vehicle in the District and improve air quality

Site Appraisal Criteria:

Same as Objective 1

IIA Objective 4 –

To improve public health and wellbeing and reduce health inequalities in the District

Site Appraisal Criteria:

For all sites

4a: AQMAs

4b: Noise pollution from roads and railways

4c: Noise pollution from airports

4d: Odour from waste facilities

4e: GP surgeries

4f: Open space

4g: Public Rights of Way (PRow) / Cycle Paths

IIA Objective 7 –

To ensure essential services and facilities and jobs in the District are accessible

Site Appraisal Criteria:

Same as Objective 1

IIA Objective 8 –

To support the sustainable growth of the District's economy

Site Appraisal Criteria:

For residential sites

8a: Existing employment land

For employment sites

8a: Employment space provision in relation to existing designations in the plan area

IIA Objective 9 -

To support the District's biodiversity and geodiversity

Site Appraisal Criteria:

For all sites

9a: Internationally and nationally designated biodiversity assets

9b: Locally designated wildlife sites and ancient woodland

9c: Priority Habitat Inventory (PHI), local Biodiversity Action Plan (BAP) habitat or protected species

9d: Water course

9e Geological sites

IIA Objective 10 –

To conserve and enhance the character and distinctiveness of the District's landscapes

Site Appraisal Criteria:

For all sites

10a: Sensitive landscapes

IIA Objective 11 –

To conserve and enhance the District's historic environment including its setting

Site Appraisal Criteria

For all sites

11a: Heritage impact

IIA Objective 12 –

To support the efficient use of the District’s resources, including land and minerals

Site Appraisal Criteria:

For all sites

12a: Greenfield land

12b: Agricultural Land

12c: Minerals safeguarding

IIA Objective 13 -

To protect the quality and quantity of the District’s water resource

Site Appraisal Criteria

For all sites

13a: Drinking water quality

IIA Objective 14 –

To manage and reduce flood risk from all sources

Site Appraisal Criteria:

14a: Environment Agency Flood Risk Zones

14b: Surface water flood risk areas

5.4 Each site was assessed against the criteria using the appraisal criteria outlined above. The scoring used for this is set out in appendix E of the Integrated Impact Assessment. A summary score was produced for each criterion, which fell into the following category of likely impacts.

Integrated Impact Assessment – assessment categorisations and symbols

Symbol and Colour Coding	Description
++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect likely
+/-	Mixed minor effects likely
++/-	Mixed significant effects likely
-	Minor negative effect likely
--/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	Negligible effect likely
?	Likely effect uncertain

- 5.5 Discussions were held with Town and Parish Councils regarding the emerging development strategy and potential SHELAA sites to meet the level of development identified. In Winchester, discussions were held with the Winchester Town Forum and neighbouring Parish Councils. The discussions varied in scope and nature, but generally covered the emerging development strategy, issues relating to planning and development in each parish / settlement, existing development allocations and recent completions, windfall allowances, the availability of sites in settlements identified for potential further development, and any work undertaken to date by the parish council in considering potential development sites and the engagement that the parish council has undertaken with their communities.
- 5.6 Responses from Parish Councils were varied. Many were able to nominate one or more sites to meet the level of development identified in the emerging development strategy. Others provided a shortlist of sites or were unable to identify options. Some needed to undertake further community engagement while others were able to provide a view to the council on the basis of previous consideration of the sites. If a Parish/Town Council was either unable or unwilling to nominate a site(s) for consideration, then officers considered the options as set out in the SHELAA and assessed sites for potential allocation. The responses received from Parish and Town Councils are set out in Appendix 2 to this document.
- 5.7 There was then a period of further assessing the responses and feedback that had been received from the Parish/Town councils. Sites were considered against a standardised set of considerations. In the first instance, in order to ensure that a site was within easy walking distance to existing services and facilities, potential sites were expected to be adjacent to the existing built form of the identified settlement – i.e., not isolated parcels of land. This then led to an initial shortlisting of sites and initial assessments of impacts that developing

these sites could have upon the historic and natural environment, transport (highways) and landscape were undertaken. The outcomes of the Sustainability Appraisal for each site were considered alongside these outputs and any other relevant factors to ensure the most suitable site(s) in each settlement were selected to meet the identified level of development. Constraints which required a response in the emerging local plan policy were identified, along with an initial consideration of infrastructure requirements. In some cases, this “bottom up” approach identified issues which led to a refinement of the overall development strategy. In particular, this has led in some instances to no allocation being included in the draft Plan even if the Parish Council considered some SHELAA sites might be potentially suitable for development.

- 5.8 During this process the council received notification from Natural England that phosphates are causing environmental effects in the River Itchen SPA, and that development should not proceed unless it can demonstrate the phosphate as well as the nitrate impact can be appropriately addressed¹¹. This raises considerable uncertainty for the Local Plan and the timing and deliverability of future development in the affected area. The area affected by this issue is a significant part of the Plan area and contains many of the most sustainable settlements (and approximately 2/3 of the further development allocations envisaged for the emerging Plan). Therefore, the Council is currently following an approach which is consistent with national policy and is seeking to determine if the constraint of phosphates can be overcome before ruling options out
- 5.9 Neighbourhood plans are currently being brought forward for Denmead, New Alresford and Hursley. The position regarding each neighbourhood plan and how it is envisaged they will assist in delivering this proposed development strategy is set out in the next section.
- 5.10 There now follows a brief outline for each settlement of the outcomes of this process.

¹¹ Further detailed information is available on the WCC website at <https://www.winchester.gov.uk/planning/wcc-position-statement-on-nitrate-neutral-development>

6. Settlement and Site Assessments

6.1 For each settlement there follows a brief outline of additional factors relevant to the emerging development strategy, including the classification in the settlement hierarchy and the sites identified in the SHELAA adjacent to that settlement. It should be noted that the information regarding the number and capacity of SHELAA sites is provided to give an initial headline regarding the availability of land on a consistent basis, but it is acknowledged that this is only a “snapshot” with regards to the availability, capacity and suitability of sites. Where new (or substantially revised) allocations are proposed, brief details and a rationale for the approach followed is also given. In the interests of brevity, existing allocations in the adopted Local Plan are not included in the descriptions below, unless the proposal itself has changed significantly (such as an increase in area covered, or the anticipated level of development).

Winchester Town

6.2 Winchester is the highest rated settlement in the settlement hierarchy review as it contains a large number of facilities and services, including ‘higher order’ facilities. No other settlements in the District approach Winchester in terms of the range of facilities and services they provide, so Winchester is at the top of the settlement hierarchy and is the most sustainable development location in the district. It also provides the most opportunities for the regeneration of previously - developed land.

6.3 The 2021 SHELAA identified 28 sites within or adjacent to the boundary of Winchester. In addition, Bar End Depot and the Central Winchester Regeneration have been identified as sites suitable for development. Together, these thirty sites have an estimated capacity of 5,435 homes.

6.4 The available sites were assessed following the process set out in section 5 of this report. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to Winchester are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
CWR/WIN7c	+	+	-	+	0?	--	0?	--?	0	0	--
Bar Endc	+	+	-	+	0?	--	0?	0?	0	0	0
WIN09	-	-	+	-	0?	--	0?	-?	-	0	0
WIN10	-	-	+	-	0?	--	0?	-?	--	0	0
WIN11	-	-	+	-	0?	--	-?	-?	--	0	0
WIN12	+	+	-	+	0?	--	0?	0?	--	0	0
WIN16	+	+	+	+	0?	--	0?	0?	0	0	0
WIN17	+	+	0	+	0?	--	0?	0?	--	0	0
WIN18	-	-	+	-	0?	--	-?	0?	--	0	0
WIN19	+	+	0	+	0?	--	-?	--?	--	0	0
WIN20	+	+	+	+	0?	-	0?	-?	0	0	0
WIN21	++	++	+	++	0?	-	0?	-?	0	0	0
WIN22	++	++	+	++	0?	--	0?	-?	0	0	-
WIN23	+	+	0	+	0?	--	0?	0?	-	0	--
WIN25	-	-	+	-	0?	--	-?	0?	--	0	0
WIN26	-	-	+	-	0?	--	-?	0?	--	0	0
WIN27	+	+	-	+	0?	--	0?	0?	0	0	0
WIN28	+	+	-	+	0?	--	0?	0?	0	0	0
HW01	-	-	-	-	0?	--	0?	0?	--	0	0

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
HW03	-	-	0	-	0?	--	-?	0?	--	0	0
HW09	-	-	-	-	0?	-	-?	0?	--	0	0
LH05	-	-	0	-	0?	--	0?	0?	--	0	0
LH09	+	+	+	+	0?	-	0?	0?	--	0	0
LH10	+	+	+	+	0?	--	0?	0?	--	0	0
LH14	+	+	+	+	0?	-	0?	0?	-	0	0
SP01	-	-	+	-	0?	--	-?	0?	--	0	0
HU01	+	+	+	+	0?	--	0?	-?	--	0	0
HU03	+	+	+	+	0?	--	-?	0?	--	0	0
HU11	+	+	+	+	0?	--	-?	0?	--	0	0
HU12	-	-	+	-	0?	--	-?	0?	--	0	0

6.5 Sites were considered in accordance with the methodology set out in section 5 of this document. Individual assessments of sites are set out in the SHELAA and IIA. Initial assessments of the impacts of proposed allocations upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document. Appraisals for Bar End Depot site W9 were not prepared but it is considered that relevant aspects have been sufficiently addressed in the Bar End Framework which was adopted by the Council in 2018. A landscape appraisal was not prepared for CWR but this was not considered necessary given that this issue had already been considered in detail in the Central Winchester Regeneration SPD. Individual landscape appraisals have been completed for sites WIN27 and WIN 28 which fall within the Station Approach regeneration area. Individual landscape, heritage and transport appraisals have been completed for site WIN16 which falls within the Winchester University and Hospital area. The sites which have been identified for inclusion in the emerging Plan are as follows –

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan Policy	
Sir John Moore Barracks	LH05	W2	The Defence Infrastructure Organisation (DIO) have announced its intention to de-commission this military base in 2026. Some of the area consists of previously developed land and there is an opportunity as part of the redevelopment of this site to create a Park & Ride facility to the north of Winchester. Whilst the site is located in the Parish of Littleton & Harestock the site can make a significant contribution to the Winchester Town housing allocation,
St Peter's Car Park	WIN22	W3	The City of Winchester Movement Strategy has identified the need to reduce city centre traffic and car parking by increasing the number of Park & Ride facilities particularly in the north of the city. The site is previously developed land that is located in an Air Quality Management Area. The redevelopment of this site for housing development could make a positive contribution to air quality by reducing the number of vehicles that access this car park and due to the close proximity of the site to the town centre, have positive advantages in terms of developing housing close to shops and other services and other facilities.
Courtenay Road	HW09	W4	This site adjoins the built up area of Winchester and would not extend development beyond the current northern edge of the town. The site is within close proximity and well related to the Barton Farm Major Development Area and its associated services and facilities which can be easily accessed via a PROW.
Central Winchester Regeneration	N/A	W7	This is an allocation in the existing adopted Local Plan which has been carried forward and enlarged to include the area covered by the adopted Supplementary Planning Document. Discussions are underway with a preferred developer to bring this site forward for development.

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan Policy	
Station Approach	WIN27 (part)	W8	This is an allocation in the existing adopted Local Plan which has been carried forward and enlarged. The site is previously developed land that is conveniently located to a railway station and is within walking distance to shops and other local facilities.
Bar End Depot	N/A	W9	This is a previously developed unoccupied site which is located within the current settlement boundary and on one of the key radial routes into and out of Winchester. There is a great opportunity with this site to not only redevelop a previously developed site for a mixed use development but to also bring forward a much needed local shop whilst at the same time improving one of the key radial routes into Winchester Town.
River Park	WIN23	W10	The majority of the site is occupied by the former River Park Leisure centre which was decommissioned upon the opening of the Winchester Sports and Leisure Park. The site consists of previously developed land and is adjacent to extremely well used River Park recreation ground. The redevelopment of this site has the advantage that it can make a positive contribution to the city's cultural offer in an area of considerable historic importance.
Winchester University and Hospital area	WIN16	W11	This broad area of land includes land occupied by the University of Winchester, the Royal Hampshire County Hospital and land south of the University campus. It has been identified as a 'broad location' that could be used to accommodate additional student and other accommodation to support the growth of the University and Hospital whilst at the same time not putting pressure on the existing housing stock, particularly affordable housing and the creation of houses in multiple occupation.

Other sites

- 6.6 In terms of Winchester Town, a number of SHELAA sites were put forward within and around the edge of the existing settlement boundary. The vast majority of those SHELAA sites outside the settlement boundary are located in various Parishes that adjoin the built-up area. All of the SHELAA sites were visited by Officers. A key consideration was how well related the SHELAA sites were to Winchester Town, with those sites within or immediately adjoining the built-up area being assessed in terms of access considerations, landscape, heritage and ecology impact of developing the site. Feedback on the SHELAA sites was received from the members of the Town Forum and the adjoining Parish Councils which all fed into the site selection process, along with the output from the Sustainability Appraisal.
- 6.7 Most SHELAA sites that fall within the existing Winchester Town settlement boundary have been included in a site allocation, or identified as part of a 'broad location' for development (sites WIN16, WIN22, WIN23, WIN27 and WIN28). Most other sites within the settlement boundary were either too small to be the subject of specific site allocations, although some could nevertheless be developed within the terms of existing planning policies, or were subject to significant access constraints.
- 6.8 Many of the sites outside the settlement boundary consist of large agricultural fields, or otherwise open land, and often lack containment or features which could provide clear boundaries to development. Development of these sites would be visually intrusive, given the open landscape that forms much of Winchester Town's setting, and several would also significantly erode defined settlement gaps. Some sites are of a potentially strategic scale and would provide considerably more dwellings than needed, either individually or cumulatively, with corresponding harm to the landscape and setting of Winchester. Some sites, both large and small, appear to have serious access constraints with access only being available by private or narrow rural roads. Whilst many SHELAA sites were put forward for potential development within and around the periphery of Winchester Town, having undertaken a comprehensive site selection process, only the sites that have been identified above are suitable to be allocated given the development strategy for Winchester and the constraints applying to the sites.

South Hampshire Urban Areas

- 6.9 The South Hampshire Urban areas of Whiteley and West of Waterlooville have delivered significant growth. In the Settlement Hierarchy September 2022 Update it is noted that Newlands (West of Waterlooville) showed a level of services and facilities similar to that of a larger rural settlement, and Whiteley scored slightly less than the market towns. These settlements are both areas where major development has taken place and is continuing. They have, therefore, already been identified for housing growth of a large-scale and, as such, are subject to a bespoke development strategy, for the South Hampshire Urban Areas. Also, the West of Waterlooville development is, as the name suggests, an urban extension of Waterlooville, which is a large settlement with various facilities beyond but close to those located within the new development area itself. The approach taken in this area has been to explore the opportunities for intensification or expansion of development, whilst retaining the focus on high quality which has been followed to date.

Whiteley

6.10 In Whiteley there are 13 sites which are adjacent to the existing built-up area or the anticipated expansion of north Whiteley. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for each are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
CU01	-	-	-	-	0?	--	0?	0?	--	0	0
CU14	+	+	+	+	0?	--	0?	0?	--	0	0
CU16	-	-	-	-	0?	--	0?	0?	--	0	0
CU18	-	-	+	-	0?	--	0?	0?	--	0	0
CU23	-	-	+	-	0?	--	0?	0?	--	0	0
CU24	-	-	+	-	0?	--	0?	0?	--	0	-
CU32	-	-	+	-	0?	--	-?	0?	--	0	0
CU34	+	+	+	+	0?	--	0?	0?	--	0	0
CU42	-	-	0	-	0?	--	-?	0?	--	0	0
CU45	+	+	+	+	0?	--	0?	0?	--	0	0
WH05	-	-	0	-	0?	--	0?	0?	--	0	0
WH06	-	-	0	-	0?	--	0?	0?	--	0	0
WH07	-	-	0	-	0?	--	0?	0?	--	0	0

6.11 Of these 5 are largely contained by existing or proposed development and fall within the well-defined limits of the planned development at North Whiteley. These sites (CU14, CU18, CU24, CU34 and CU45) are all proposed for development in recognition of their potential to deliver additional housing as part of the ongoing development of this community, without breaching important boundaries of the development area. Initial assessments of the impacts of proposed allocations upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document. No specific landscape appraisal was completed for site CU45, but it falls within site CU34 and the landscape sensitivity is the same as for that wider area. They were also supported by Whiteley Town Council (who consulted with Curdrige Parish Council).

Other Sites

6.12 Several other sites that are promoted by landowners broadly adjoin the planned development at North Whiteley but would be poorly related to it: sites CU01 and CU16 would be separated by open space and extend development in a linear form away from facilities within Whiteley and towards Botley; site CU23 is separated from the planned development by a railway line with no obvious means to achieve good access or integration; sites CU32 and CU42 would extend development to the west of Botley Road into a more open and undeveloped landscape that contains or adjoins sensitive environmental areas (Hamble SSSI, ancient woodland, heritage assets). Other sites included within the SHELAA are off Whiteley Lane, in the southern part of Whiteley. Although Whiteley Lane forms an eastern edge to parts of the built-up area, it is of a very rural character and land excluded from the settlement boundary is within the Meon Gap in view of its largely undeveloped nature. Site WH05 adjoins the built-up area and is partly developed for commercial purposes, but relates more to the rural character of this part of Whiteley Lane than to the built-up area. Sites WH06 and WH07 are on the eastern side of Whiteley Lane, which forms a logical eastern boundary to the built-up area in this location, and both have been the subject of previous planning appeals which concluded that their development would be harmful to local distinctiveness and character.

Newlands (West of Waterlooville)

6.13 In Newlands, there are no SHELAA sites promoted which directly adjoin the existing built-up area or the proposed development area. Therefore, the capacity of the development area has been reviewed and this indicates that additional capacity can be achieved without extending the proposed development area, through a mixture of revisions to the estimated capacity of various phases, development of land reserved but no longer needed for expansion of the primary school, and changes within the local centre or other areas. Given the level of work undertaken, it was not considered necessary to undertake the “first stage” initial assessments of heritage, landscape and highways (transport) in this instance as these were already sufficiently understood to inform a draft allocation in the emerging Plan. The Newlands site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of this assessment is available in Appendix F of the Integrated Impact Assessment document, but the headline assessment is set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
SH2c	-	-	+	-	0?	--	0?	0?	0	--	0

Other sites

6.14 There were no other sites identified in the SHELAA to be considered as alternatives in this location.

Market Towns

6.15 New Alresford and Bishop’s Waltham have been identified as Market Towns in previous local plans, in recognition of the range of services and facilities, size of population, and the role they play in the wider district. This assessment has been confirmed in the *Settlement Hierarchy 2022* Background Paper¹². As more sustainable locations, these settlements were assessed to consider their potential to deliver some 700 homes over the plan period. Taking into account completions, existing allocations and windfall, this equated to some 100-120 dwellings on new site allocations in each settlement.

New Alresford

6.16 New Alresford was identified as a Market Town in the 2022 settlement hierarchy update, with a high level of services and facilities. The 2021 SHELAA included seven sites in or adjacent to the settlement with a total estimated capacity of 212 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
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¹² Available on the WCC website at <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base> .

NA01	-	-	+	-	0?	--	-?	0?	--	--	0
NA02	+	+	+	+	0?	--	0?	0?	--	0	0
NA04	-	-	+	-	0?	--	-?	-?	--	0	0
NA05	-	-	+	-	0?	--	-?	0?	--	0	0
NA07	-	-	+	-	0?	--	-?	0?	--	0	--
NA08	+	+	+	+	0?	--	0?	0?	--	0	0
NA10	+	+	+	+	--?	--	0?	0?	0	0	0

6.17 Site NA10 is a brownfield site within the settlement boundary which forms part of the existing Local Plan allocation at The Dean (policy NA2). This allocation is carried forward into the emerging Local Plan. New Alresford Town Council is in the process of undertaking a Neighbourhood Plan, and taking into account the availability of sites and the Sustainability Appraisal outlined above, it is considered that sufficient sites will be identified to deliver about 100 dwellings on new sites. It should be noted that the identification of sites will be a matter for the Neighbourhood Plan, and is therefore not limited to the sites identified in the SHELAA or in the table above. Nonetheless the total capacity of land adjacent to the settlement provides comfort that there will be adequate capacity and choice for the Neighbourhood Plan process to identify suitable sites.

Bishop's Waltham

6.18 Bishop's Waltham is rated as a Market Town in the 2022 settlement hierarchy update, with a high level of services and facilities. The 2021 SHELAA identified eight sites with a total estimated capacity of 790 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
BW03	-	-	+	-	--?	--	0?	0?	0	0	0
BW09	-	-	+	-	0?	--	0?	0?	--	0	0
BW11	-	-	+	-	0?	--	0?	-?	--	0	0
BW12	+	+	+	+	0?	--	-?	0?	--	0	0
BW15	-	-	+	-	0?	--	0?	--?	--	0	0
BW17	+	+	+	+	0?	--	-?	0?	--	0	0
BW18	-	-	+	-	0?	--	0?	0?	--	0	0
BW19	-	-	-	-	0?	--	0?	0?	--	0	--
BW24	-	-	+	-	0?	--	0?	0?	--	0	0
BW36	+	+	+	+	0?	--	-?	0?	--	0	0

6.19 Sites were considered in accordance with the methodology set out in section 5 of this document. Individual assessments of sites are set out in the SHELAA and IIA. Initial assessments of the impacts of proposed allocations upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document. The site which has been identified in the emerging local plan for development is as follows –

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan	
Land north of Rareridge Lane	BW17	BW4	This site is considered suitable for allocation as it is close to the main centre of services and facilities in Bishop's Waltham including the primary school. It will not lead to coalescence of settlements, and it is well located to enhance and promote walking and cycling. Potential allocation reduced to 100 dwellings, subject to further work to consider how buffers may be incorporated.

Other sites

6.20 Many of the alternative sites (particularly to the west of the B3035) are significantly further away from the services and facilities in the settlement, including the district centre. To the east of the B3035, development of site BW11 would entail a reduction of the identified settlement gap with Waltham Chase, and extend development on one side of the road beyond the current settlement edge. Site BW12 is on rising ground and is therefore more sensitive to landscape impacts, and is less well located relative to the district centre.

Larger Settlements

6.21 Previous local plans identified a number of larger settlements, with the potential to be more sustainable locations for new development. This approach was revised and reviewed in the Settlement Hierarchy Background Papers produced as part of the evidence base for the emerging Local Plan. The 2022 Update identifies four settlements in this category – Wickham, Denmead, Colden Common, and Kings Worthy, in recognition of the range of services and facilities. As reasonably sustainable locations, these settlements were assessed to consider their potential to deliver some 90-100 homes on new sites over the plan period. For each settlement, completions, existing allocations and windfall will also contribute significant housing. The quantum and location of proposed new allocations is set out in the description of each settlement below. It is worth noting that the settlements of Swanmore and Waltham Chase were previously categorised as larger settlements, but following assessment of potential sites and updating of the settlement hierarchy they have been moved from this category to the 'intermediate rural settlements' grouping.

Denmead

6.22 Denmead is rated as a Larger Settlement in the 2022 settlement hierarchy update, with a reasonable level of services and facilities. The 2021 SHELAA identified twenty one sites with a total estimated capacity of 1,864 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
DE03	-	-	+	-	0?	--	0?	0?	--	--	0
DE04	-	-	+	-	0?	--	0?	0?	--	-	0
DE05	-	-	+	-	0?	--	-?	0?	--	0	0
DE06	-	-	+	-	0?	--	-?	0?	--	-	0
DE07	+	+	+	+	0?	--	0?	0?	--	-	--
DE08	+	+	+	+	0?	--	-?	0?	--	--	0
DE09	+	+	+	+	0?	--	-?	0?	--	--	0
DE10	-	-	+	-	0?	--	-?	0?	--	-	--
DE11	+	+	+	+	0?	--	-?	-?	--	--	0

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
DE13	-	-	+	-	0?	--	0?	0?	--	-	0
DE14	+	+	+	+	0?	--	0?	0?	--	--	0
DE15	-	-	+	-	0?	--	-?	0?	--	--	0
DE19	-	-	+	-	0?	--	0?	0?	--	-	0
DE20	-	-	+	-	0?	--	-?	--?	--	--	0
DE22	-	-	+	-	0?	--	0?	--?	--	--	0
DE24	-	-	-	-	0?	--	0?	0?	--	-	0
DE27	-	-	+	-	0?	--	-?	0?	--	-	0
DE34	+	+	+	+	0?	-	0?	0?	0	--	0
DE35	+	+	+	+	0?	-	0?	0?	--	--	0
DE40	-	-	+	-	0?	--	0?	0?	--	-	0

6.23 The Parish Council is undertaking a Neighbourhood Plan review, and as such it is envisaged that sufficient sites will be identified to meet about 100 dwellings on new sites. It should be noted that the identification of sites will be a matter for the Neighbourhood Plan, and is therefore not limited to the sites identified in the SHELAA. Nonetheless the total capacity of land adjacent to the settlement provides comfort that there will be adequate choice for the Neighbourhood Plan process to identify suitable sites.

Kings Worthy

6.24 Kings Worthy is rated as a Larger Settlement in the 2022 settlement hierarchy update, with a reasonable level of services and facilities. The 2021 SHELAA identified 7 sites within or adjacent to the settlement with a total estimated capacity of 708 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
KW01	-	-	+	-	0?	--	-?	-?	--	--	0
KW02	-	-	0	-	0?	--	-?	0?	--	--	0
KW04	-	-	+	-	--?	--	0?	0?	-	--	0
KW05	-	-	+	-	0?	--	-?	0?	--	--	0
KW11	-	-	+	-	0?	--	-?	0?	--	0	0
KW12	-	-	+	-	0?	--	0?	0?	-	-	0

6.25 Sites were considered in accordance with the methodology set out in section 5 of this document. Individual assessments of sites are set out in the SHELAA and IIA. Initial assessments of the impacts of proposed allocations upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document. It is considered appropriate to identify sites to deliver the equivalent of about 100 dwellings. The details of the sites are as follows –

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan	
Cornerways and Merrydale	KW12	KW1	This site is previously developed and is well related to a range of facilities and services and on a bus route, so is proposed to be allocated for development
LA Cart And Horses PH	KW02	KW2	This is a greenfield site and has some constraints (protected trees, settlement gap and adjoining the National Park and conservation area) but is well contained by existing developed areas and woodland. Development would not be significantly intrusive or harmful to the constraints provided the most important wooded areas are retained and enhanced. It is also very well related to the historic core where most (although not all) facilities, services and employment are located and the requirements for access would enable improvement of the 'Cart and Horses junction', a long-standing accident blackspot.

6.26 The Parish Council carried out public consultation on the potential sites around Kings Worthy and supports the allocation of sites KW02 and KW12. It also suggested site KW07 as a possible reserve site, but this is a small site that is already partly developed for housing, is separate from the existing built-up area and poorly related to the settlement and its facilities.

Other sites

6.27 The other greenfield sites around Kings Worthy (KW01, KW05, KW11, HW02) form parts of open fields where development would be significantly more prominent and intrusive than the proposed allocations. They are also more distant from the historic core of the village where most facilities, services and employment are located.

Wickham

6.28 Wickham is rated as a larger settlement in the 2022 Settlement Hierarchy, with a reasonable level of services and facilities. The 2021 SHELAA identified six sites adjacent to the settlement with a total estimated capacity of 957 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
WI02	+	+	+	+	0?	--	0?	0?	--	0	0
WI03	-	-	+	-	0?	--	0?	0?	--	0	0
WI09	0	0	+	0	0?	--	0?	0?	--	0	0
WI11	+	+	+	+	0?	--	0?	0?	--	0	0
WI13	+	+	+	+	0	--	0?	0?	--	0	0
WI24	-	-	0	-	0?	--	-?	0?	--	0	0

6.29 Sites were considered in accordance with the methodology set out in section 5 of this document. There are currently a number of sites allocated in the adopted local plan being developed. There is an opportunity at Knowle to deliver 200 homes at the Ravenswood site with significant community gains. The Council considers that given the community discussions held at that time, this is the best way to meet the identified level of development for Wickham in the emerging development strategy. A planning application has been received but planning permission has not yet been issued. The details of the site are as follows –

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan	
Land at Ravenswood, Knowle	WI18	WK4	Locally led and supported housing scheme considered under adopted policy CP4. Significant community gain including open space. Planning application 18/01612/OUT has delegated approval subject to the finalisation of a s106 legal agreement.

6.30 Individual assessments of this site are set out in the SHELAA and IIA. The planning application 18/01612/OUT adequately considered the potential impacts upon heritage and transport and so no additional assessment was undertaken at this stage. The headline assessment for this site in the Integrated Impact Assessment is set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
WI18	-	-	0	-	0?	--	0?	0?	--	0	0

Other sites

6.31 The sites within or adjacent to Wickham have relative merits as set out in the IIA. These however are not considered preferable to the development of site WI18 at Ravenswood, the appropriateness of which has been demonstrated through the consideration of planning application 18/01612/OUT.

Colden Common

6.32 Colden Common is assessed as a larger settlement in the 2022 Settlement Hierarchy, with a reasonable level of services and facilities. The 2021 SHELAA identified ten sites adjacent to the settlement with a total estimated capacity of 548 dwellings. The sites adjacent to Colden Common are listed in the table below, along with their headline assessment in the Sustainability Appraisal. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
CC01	-	-	+	-	0?	--	0?	0?	--	-	--
CC02	-	-	+	-	0?	--	0?	0?	--	--	0
CC03	-	-	+	-	0?	--	-?	0?	--	--	0
CC03b	-	-	+	-	0?	--	-?	0?	--	--	0
CC04	-	-	+	-	0?	--	-?	0?	--	--	0
CC05	-	-	+	-	0?	--	-?	0?	--	--	0
CC07	-	-	+	-	0?	--	0?	0?	--	--	0
CC10	-	-	+	-	0?	--	0?	0?	--	-	0
CC15	-	-	+	-	0?	--	0?	0?	--	-	0
CC15b	-	-	+	-	0?	--	-?	0?	--	-	0

6.33 Sites were considered in accordance with the methodology set out in section 5 of this document. Individual assessments of sites are set out in the SHELAA and appendix F of the IIA. Initial assessments of the impacts of proposed allocations upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document. It is considered appropriate to allocate sites to deliver around 90 dwellings. The details of the site are as follows -

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan	
Colden Common Farm	CC02	CC2	The site adjoins existing development at Colden Common and is centrally located along the main road. It is close to existing facilities and services at the heart of the settlement. It can be accessed directly from Main Road. The site has a limited level of landscape impact, due to its screening from the Main Road and careful design should avoid any adverse impacts on adjacent listed buildings at Church Farm.
Land at Main Road	CC04	CC3	The site adjoins the settlement at Colden Common adjacent to and opposite existing development. It is located along the main road at the northern entrance to settlement. It can be accessed directly from Main Road. The site is opposite Colden Common Recreation Ground and associated facilities and is accessible from the main area of facilities in the centre of the settlement. The site is sensitively located at the entrance to Colden Common and against the backdrop of the SDNP. The scale of development and its location on the site will need to minimise the landscape impact.
Land Adjoining 85 Church Lane	CC15	CC4	The site adjoins the settlement at Colden Common adjacent to and opposite existing development. There is good accessibility to the facilities and services of the settlement. The site directly fronts Church Lane and provides an opportunity to achieve a limited amount of additional housing, continuing the existing development frontage

Other sites

6.35 Of the alternatives, site CC01 (SINC) and CC07 (Ancient Woodland) have high ecological implications. CC10 and CC15b have the potential for high levels of landscape impact. The Parish Council carried out public consultation on the potential of the remaining six sites around Colden Common and subsequently submitted a shortlist of three sites – CC02, CC04 and CC15 for further consideration. Taking into account the views of the local community and that CC03 and CC03b are slightly more sensitive in terms of their landscape impact, it is considered that a draft allocation for the sites C002, CC04 and CC15 represent a reasonable basis on which to proceed.

Intermediate Settlements

6.36 The proposed Local Plan development strategy identifies a number of intermediate sized settlements, with the potential to deliver some new development in a sustainable location. This approach was revised and reviewed in the Settlement Hierarchy background papers produced as part of the evidence base for the emerging Local Plan. The 2022 Update identifies six settlements in this category – Hursley, Otterbourne, South Wonston, Sutton Scotney, Swanmore and Waltham Chase, in recognition of the range of services and facilities. In accordance with their place in the settlement hierarchy, these settlements were assessed to consider their potential to deliver about 50-60 homes on additional allocations over the plan period. For each settlement, an assessment was made of the completions, existing allocations and windfall which also contribute housing development. The quantum and location of proposed new allocations is set out in the description of each settlement below.

Hursley

6.37 Hursley is assessed as an intermediate settlement in the 2022 Settlement Hierarchy, with a moderate level of services and facilities. The 2021 SHELAA identified five sites adjacent to the settlement with a total estimated capacity of 118 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
HU06	-	-	0	-	0?	--	-?	0?	--	-	0
HU08	-	-	+	-	0?	--	-?	0?	--	-	0
HU09	-	-	0	-	0?	--	0?	0?	--	-	0
HU10	-	-	+	-	0?	--	-?	0?	--	-	0
HU13	-	-	-	-	0?	--	-?	0?	--	-	0

6.38 A Neighbourhood Plan is being prepared for Hursley which may identify sites in response to local housing needs. Hursley has been added to this level of the hierarchy following a reassessment of the hierarchy, so was not originally given a housing target. It is estimated that a further 20 dwellings could come forward as windfall, with potential for additional housing depending upon the outcome of the Neighbourhood Plan process.

Otterbourne

6.39 Otterbourne is assessed as an intermediate settlement in the 2022 Settlement Hierarchy, with a moderate level of services and facilities. The 2021 SHELAA identified four sites adjacent to the settlement with a total estimated capacity of 297 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
OT03	-	-	+	-	0?	--	0?	0?	--	--	0
OT04	-	-	-	-	0?	--	0?	0?	--	--	0
OT05	-	-	0	-	0?	--	0?	0?	--	--	0
OT08	-	-	-	-	0?	--	-?	0?	--	--	0

6.40 This was the starting point in considering the appropriate sites to be allocated. Sites were considered in accordance with the methodology set out in section 5 of this document. Individual assessments of sites are set out in the SHELAA and IIA. Initial assessments of the impacts of the proposed allocation upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document. It is considered appropriate to identify a new site to deliver about 55 dwellings. The details of the site are as follows –

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan	
Main Road Otterbourne	OT03	OT01	The parish council considered four potential sites OT03, OT04, OT05 and OT08 and undertook public consultation on them. There were major concerns raised about additional traffic both generally through the village but also specifically in relation to sites OT04, OT05, and OT08 which was a significant consideration in the decision to promote site OT03. There were also concerns raised about loss of countryside and the capacity of services in relation to some of the sites as well as how sustainable they are in relation to where the facilities and services are located. OT03 has been put forward as the preferred site. It is in a sustainable location and is adjacent to the existing residential area and within 10 minutes walking distance to shops, pubs, primary school, football pitch and open space. The site is much larger than is needed to meet the housing number but discussions have taken place with the developer who has agreed to develop part of the site only to provide about 55 smaller two and three bedroom houses which would meet the identified need in the settlement (identified by a village survey). A non negotiable caveat to the promotion of site OT03 is that only part of the site is developed and the remainder is gifted to the parish council as public open space under a S106 agreement. The open space will benefit all residents in Otterbourne and will protect the existing well used public footpath on the site. The development will therefore provide about 7 acres of formal and informal open space and new and improved footpath and cycleway links.

Other sites

6.41 The parish council has also considered site OT05 as a secondary option but this is not needed at the present time in order to meet the housing number. They are continuing discussions in the event that they should need to consider an alternative development site. If needed this site could bring forward around 5 – 11 larger houses if needed. Discussions with the promoters of sites OT04 and OT08 are continuing but these sites are less preferable both having perceived vehicular access and traffic generation issues.

6.42 The parish council considered it important to open discussions on the remaining sites in the event that the S106 agreement to secure the 7 acres of open space was not forthcoming as without that they would not support development on site OT03.

South Wonston

6.43 South Wonston is assessed as an intermediate settlement in the 2022 Settlement Hierarchy, with a moderate level of services and facilities. The 2021 SHELAA identified four sites adjacent to the settlement with a total estimated capacity of 309 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
SW01	-	-	+	-	0?	-	-?	0?	--	-	0
SW02	-	-	+	-	0?	-	0?	0?	--	0	0
SW03	-	-	+	-	0?	0	0?	0?	--	-	0
SW07	-	-	+	-	0?	0	-?	0?	--	-	0

6.44 Sites were considered in accordance with the methodology set out in section 5 of this document. Individual assessments of sites are set out in the SHELAA and IIA. Initial assessments of the impacts of proposed allocations upon the historic and natural environment, transport (highways) and landscape form appendix 3 of this document.

6.45 It is considered appropriate to identify a new site to deliver about 40 dwellings. The details of the site are as follows –

Site name	Reference		Rationale for inclusion and any comments
	2021 SHELAA	Draft Plan	
Land at West Hill Road North	SW07	SW01	Site is visually sensitive but offers the opportunity to deliver homes with pedestrian and cycling access to the centre of the village. Provision of open space on site will improve formal and informal recreation services in this area of the village.

Other sites

Examination of the SHELAA sites in the vicinity of South Wonston indicated that there would be difficulties achieving suitable vehicular access on many of the sites. Site SW05 was also suggested as a possible allocation, however it is too remote from South Wonston and not sustainably located in relation to nearby settlements.

Sutton Scotney

6.46 Sutton Scotney is assessed as an intermediate settlement in the 2022 settlement hierarchy, with a moderate level of services and facilities. The 2021 SHELAA identified one site adjacent to the settlement with an estimated capacity 95 dwellings, though the Council is aware of another site being promoted adjacent to the settlement. Each site was assessed against the sustainability criteria set out in Appendix F of the Integrated Impact Assessment (IIA). Full details of these assessments are available in the Integrated Impact Assessment document, but the headline assessments for that which falls within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
WO10	-	-	+	-	0?	--	0?	0?	--	-	0

6.47 Part of the testing of the distribution of development has entailed considering the capacity of infrastructure, and in particular the disposal of waste water. At present the local waste water network has severe issues which has resulted in daily tankering to dispose of waste water. Officers have met with Southern Water, and the Parish Council and Ward members to discuss this issue. It is understood that Southern Water have a proposal to remedy the situation but they do not at present have agreement with a number of landowners on the proposed alignment of a new waste pipe from Sutton Scotney to the sewerage pumping facilities at Harestock Road in Littleton. The Council is aware that site promoters have also been in discussion with Southern Water, and notes the advice in national planning guidance that local planning authorities should consider if infrastructure constraints can be overcome before ruling out development options. On balance, it is considered that in this case, there remains sufficient doubt that a satisfactory solution can be achieved and therefore it is not considered appropriate to allocate sites for further development at this time, given that the overall level of housing need can be met at other locations.

Swanmore

6.48 Swanmore is assessed as an intermediate settlement in the 2022 settlement hierarchy, with a moderate level of services and facilities. The 2021 SHELAA identified seven sites adjacent to the settlement with an estimated capacity of 719 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report. Site SWA 06 was not appraised on its own, though the adjacent

site “The Lakes” allocated in the adopted local plan was assessed as site SW1c.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
SWA08	-	-	+	-	0?	--	-?	0?	--	0	0
SWA9a	-	-	0	-	--?	--	-?	-?	--	0	0
SWA10	-	-	+	-	0?	--	-?	-?	--	0	0
SWA14	-	-	+	-	0?	--	0?	-?	--	0	0
SWA17	-	-	+	-	0?	--	-?	-?	--	0	0
SWA20	-	-	+	-	0?	--	-?	0?	--	0	0

6.49 Part of the testing of the distribution of development has entailed considering the suitability of sites for development. The settlement of Swanmore is bounded by the SDNP along most of its northern and eastern edges. The western and southern areas are covered by well-established settlement gaps in the Winchester Local Plan, with Bishops Waltham to the west/north-western boundaries and Waltham Chase to the south/south-west boundaries. Several sites are close to the boundary with Waltham Chase where they lead to concerns regarding the coalescence of settlements. The Parish Council’s preferred SHELAA site (which is located adjacent to the settlement) is currently designated as a SINC. Whilst the condition of the SINC has been questioned, Hampshire County Council have confirmed the site should remain designated as a SINC.

6.50 There is a substantial amount of land still to be developed from allocations in the previous adopted Local Plan. Therefore it is not considered appropriate to allocate sites for further development at this time, given the constraints around this location and that the overall level of housing need can be met at other locations.

Waltham Chase

6.51 Waltham Chase is assessed as an intermediate settlement in the 2022 settlement hierarchy, with a moderate level of services and facilities. The 2021 SHELAA identified nine sites adjacent to the settlement with an estimated capacity of 375 dwellings. Each site was assessed against the sustainability criteria set out in the Integrated Impact Assessment (IIA). Full details of these assessments are available in Appendix F of the Integrated Impact Assessment document, but the headline assessments for those which fall within or adjacent to the settlement are set out in the table below. The criteria used, and categorisation of likely impacts is set out in paragraphs 5.3 and 5.4 of this report.

Site (IIA ref)	IIA1	IIA2	IIA4	IIA7	IIA8	IIA9	IIA10	IIA11	IIA12	IIA13	IIA14
SH02	-	-	+	-	0?	--	0?	0?	--	0	0
SH04	-	-	+	-	0?	--	0?	0?	--	0	0
SH11	-	-	+	-	0?	--	-?	0?	--	0	0
SH28	-	-	+	-	0?	--	0?	0?	--	0	0
SH33/48	-	-	+	-	0?	--	0?	0?	--	0	0
SH49	-	-	+	-	0?	--	-?	0?	--	0	0
SH50	-	-	+	-	0?	--	0?	0?	--	0	0
SWA05	-	-	+	-	0?	--	-?	-?	--	0	--
SWA15	-	-	-	-	0?	--	-?	0?	--	0	0

6.52 Part of the testing of the distribution of development has entailed considering the suitability of sites for development. Typically, sites to the west of the settlement are poorly related to the centre, and those to the east lie within the settlement gap, where given the proximity to Swanmore they lead to concerns regarding the coalescence of settlements. There is a substantial amount of allocated land still to be developed. Therefore given the constraints around this location and it is not considered appropriate to allocate sites for further development at this time, given that the overall level of housing need can be met at other locations.

7. Conclusion

- 7.1 This document sets out how the information in the SHELAA, settlement hierarchy, Sustainability Appraisal and other evidence has been used to arrive at the distribution of development and site allocations set out in the draft Local Plan proposed for public consultation. Following that consultation, the distribution of development will be reviewed in light of consultation responses received, national planning policy in place at that time and any other relevant factors to consider if it requires changing or refining.

- 7.2 For further information on how it is envisaged that sites will be developed, further information and description is set out in the draft Local Plan.

Appendix 1: Sustainability Appraisal of Growth Options in the Integrated Impact Assessment

SA objective	Option 1: Existing Local Plan	Option 1A: Evolved existing Local Plan strategy	Option 2: Focus on Winchester Town	Option 3: One or more new strategic allocations / new settlements	Option 4: Dispersed
SA1: Climate Change Mitigation	+?	+/-	+	+	--/+
SA2: Transport and Air Quality	+/-?	++/-?	++/-?	++/-?	--/+
SA3: Climate Change Adaptation	+?	+	+	+	+/-
SA4: Health and Wellbeing	+?	++/-	++/-?	++/--?	--/+
SA5: Community Cohesion and Safety	++/-?	++/-	+/-?	--/+?	++/-
SA6: Housing	++?	++	++	+/-?	++/-
SA7: Access to Services, Facilities and Jobs	+?	++/-	++/-?	--/+?	--/+
SA8: Sustainable Economic Growth	+?	++/-	++?	+/-?	+/-
SA9: Biodiversity and Geodiversity	--/+	--/+	--/+	--/+?	--
SA10: Landscapes and Character	--/+?	--/+?	--/+?	--/+?	--?
SA11: Historic Environment	--?	--?	--?	-?	--?
SA12: Natural Resources	--/+?	--/+	+/-	--?	--/+
SA13: Water Resources	--?	--	--	--?	--
SA14: Flood Risk	--?	-?	-?	-?	--?

Source: Integrated Impact Assessment, Table 4.2

Appendix 2: Responses from Town and Parish Councils regarding the nomination of site(s) to meet proposed housing allocation.

This appendix contains the text of responses received from Parish Councils to the emerging development strategy and in many cases the request from the City Council for the nomination of sites to be considered for allocation as part of the emerging Local Plan. Therefore the contents of this appendix do not necessarily represent the views of the City Council, but are generally included here in their entirety to document the correspondence which took place and provide evidence for the site selection process which is outlined in section 5 of this document.

Winchester

Response from Olivers Battery

Oliver's Battery Parish Council – Initial report on feedback from SHELAA sites survey

Survey Findings

- **Relatively high response percentage** - around **28%**. Indicative of importance placed by residents on possibility of new developments in and around Oliver's Battery
- **188** responses in total.
- **Consistently Low** level of support for **any** of the sites having **some potential** for development - **26%** of responses.
- Figures for individual sites, even with specific restrictions, **show the strength of feeling regarding further development.** (See Table 1)
 - **95%** of responses oppose development of Texas Field (OB1),
 - **94%** of responses oppose development both sides of Port Lane (HU12) (part of Royaldown site)
 - **80%** of responses oppose development of South Winchester Golf Course (HU01)
 - **68%** of responses oppose development of Maybush (OB02)
 - **66%** of responses oppose development of Pitt Vale (HU03/11)
- Both Maybush and Pitt Vale offer some limited indication of support for development. **However, both sites still have about two thirds against development even with specific restrictions and acknowledge issues of considerable concern to residents** – at Maybush, the problem of current access to site and potential for development creep and at Pitt Vale, significant problems with traffic congestion, loss of green countryside and too many houses.

- **Recurring themes are seen throughout the responses in the site-specific analyses.** 'Green' Issues, concern at the inadequacy of roads infrastructure, of provision of services and of amenities, and concern at overdevelopment, coalescence, greenfield sites above brownfield choices etc.
- Issues of environmental concern, loss of countryside, open green spaces, long distance views, loss of access to countryside for recreation, for exercise, relaxation and mental well-being, all these figure strongly in the responses. Residents mention assets of great community value, green lungs, the quality of the landscape, the natural beauty, the balance and variety of wildlife and habitats. There is clear recognition of the Valued Landscape designation together with the potential of a Green Belt to the southwest of Winchester. There is a clear understanding that **Oliver's Battery, having only two SHELAA sites within the parish, is itself surrounded by open green spaces for recreation, health and well-being, the loss of which to housing development would profoundly diminish quality of life in the minds of our residents.**
- The already inadequate existing infrastructure situation in relation to roads, traffic volume, traffic safety, traffic congestion, provision of buses, safe cycle ways is high on the list of residents' concerns about proposed new housing development, as are provision of further amenities, schools, shops, and provision of appropriate services to cope with water supply, sewage, drainage and flooding. **Significant new increases in population require significant improvements in all types of infrastructure.** Residents express concern that all these may not be possible in the current context of this part of Winchester city.
- Residents' responses concerning overdevelopment are strongly expressed. **Brownfield First, using Bushfield Camp before greenfield sites, better use of central Winchester for housing, post pandemic.** Issues of the right home in the right place powerfully in responses for all the sites.

Conclusions

- This brief survey revealed that clearly residents would prefer NOT to have any of the five sites in and around Oliver's Battery developed.
- The overall target of 3,000 dwellings for the district does not include any additional dwellings from Partnership for South Hampshire (PfSH).
- The responses to whether a site could be developed with restrictions came very firmly came out against developing Texas Field and Port Lane (**95%** and **94%**).
- For example, the listing of Texas Field as an Asset of Community Value (ACV) is very strongly recognised as a benefit to the community of Oliver's Battery and beyond. Analysis of this site's responses indicate how positive residents feel about this. **61%** of the responses of other reasons not to develop fall into the 'green' category. Of the total responses (8) **supporting** development, one stood out - **'Only by keeping it as a complete green recreation space.'**

- There was also significant opposition to South Winchester Golf Course site with **80%** of respondents against the development, with the roads congestion, the loss of green space and the sheer size of the development overwhelming Oliver's Battery.
- The information revealed through the process of this Survey will help inform the subsequent discussion of allocation of sites in Oliver's Battery and the surrounding area for the emerging Local Plan.
- **The Council should also liaise with WCC about the inclusion of the Local Shops in the new Local Plan.**

Response from Sparsholt Parish Council

For further clarification the following information may be useful for you:

The Parish Heirachy report issued by WCC contained incorrect information on Sparsholt which was amended and returned. The only mains drainage in the village is concentrated in one area of the village around Woodman Close. (Woodman Close, Bostock close and Stockwell place etc which are either A2 Dominion rented accommodation or WCC social housing)

The Alfred Homes new developments in Church Farm Lane are having to create their own sewage treatment plant.

There is no mains gas in Sparsholt Village or the Hamlet of Dean and both communities rely on Septic tanks for waste disposal.
Our village primary school serves Sparsholt, Crawley and Littleton and at peak times we are used as a rat run for traffic accessing Sparsholt College and businesses to the North of Winchester.

We are also severely impacted when the M3 and A34 experience problems. We are often gridlocked on these occasions.

We are a single track road village in the main, with passing places and any large developments on the outskirts of our Parish Boundaries will have a significant impact on the life of our residents. With no footpaths in Dean or Sparsholt and no street lighting (because we are a dark village) increased traffic would be a severe threat to the safety of our residents. On the SHELLA sites closest to us WIN18 although part in Sparsholt but mainly in St Paul's and St Barnabus Wards, raises particular issues on access to the site and the single track roads around the area. It also seeks to create residential properties where currently none exist on that side of the road. This is an important strategic green gap site in the countryside.

If by any chance this site was to be considered it would be important that the access road to Dean is carefully surveyed, as in the past villagers have had to escort HGV lorries that ventured down there and then have been unable to negotiate the very tight bend that leads up to Woodman Lane. You will appreciate that reversing an HGV a for more than a mile is very hazardous. Despite Highways providing signage that the road is unsuitable for HGV's Drivers Sat Navs often ignore them.

Finally, I can't stress enough the importance of maintaining the strategic gap between the

villages in the district to ensure that they are not absorbed and become part of Winchester City. The Parish Council and our residents value village life and the green areas are an important environmental and Climate Change necessity. Covid restrictions proved how valuable green spaces and the countryside are to the quality of life.

Response from Compton and Shawford

CONSULTATION ON SHELAA SITES IN COMPTON AND SHAWFORD PARISH APRIL 2022

The Local Plan Action Group asked us as a parish council to identify land for development in our area and arranged a meeting with the City boundary parishes on 10th March 2022. At this meeting, we were encouraged to work with Winchester City Council in identifying sites for housing, starting with the SHELAA sites, with a report to be given by the end of April. The time frame set at that time did not allow for the parish council to put our own site suggestions forward and we had to proceed along the lines of analysing the SHELAA sites themselves.

Compton and Shawford Parish Council (CSPC) convened a meeting with the four local residents' associations to inform them of the intentions of Winchester City Council, and our plans to set up a parish open meeting with a questionnaire to give the parish residents the opportunity to make their views known on the sites put forward.

A questionnaire was drafted which would allow residents to rank the SHELAA sites (Red, Amber, Green), and make comments on development. An open meeting was arranged and advertised throughout the parish, via the parish magazine (delivered to all households), published on the website and by the residents' associations.

Winchester City Council had also requested that we liaise with our neighbouring parish councils with regard to SHELAA sites bordering their areas. A meeting was held on Zoom with Otterbourne Parish Council Chair and Clerk, and their opinion was that development on any of the sites in Poles Lane would not be of benefit to either parish, and certainly not to them as the brunt of extra housing would fall on Otterbourne rather than Compton. Otterbourne were also against the use of prime agricultural land. In addition, there was consultation with Badger Farm Parish Council regarding the piece of farmland (CS10) on their boundary and they were opposed to development of this site.

Following the open meeting, the information was collated on a spreadsheet with a coding showing R (no development), A (borderline) and G (positive use). Written comments on the proposed SHELAA sites were also received and collated onto the same spreadsheet. The questionnaire has been published on the parish website with an online form for residents to complete and return for inclusion on the spreadsheet.

Summary of comments on individual sites

SITE	RED	AMBER	GREEN	NO RESPONSE
CS04 Land adjacent to Old Police House	24	17	16	9
<i>CSPC Comment</i> Strategic gap between Compton and Shawford/Otterbourne and should not be developed				

SITE	RED	AMBER	GREEN	NO RESPONSE
CS06 Windrush Cottage	28	16	12	10
<i>CSPC Comment</i> Poor access due to privately owned single track roads and lack of infrastructure. The Local Area Design Statement (LADS) Item 6 Conclusion gives the following three principal constraints to the amount of additional development that can be achieved. These are; 1 The operation of the Otterbourne Road junctions 2 The operation of internal roads within Compton Down, 3 Character constraints.				

SITE	RED	AMBER	GREEN	NO RESPONSE
CS07 Compton Farm Barns	33	9	16	8
<i>Residents' Comments</i> CS07 should be 100% affordable or social reserved for locals. CS07: The reason for the red rating is access issues- Otterbourne Road is a 40mph limit with restricted visibility at this point. Too many cars, vans and lorries exceed the limit making that junction even more dangerous, especially for pedestrians and cyclists. Reducing the speed limit and widening the road/providing alternative cycling paths would help.				
<i>CSPC Comment</i> The barns should be listed so that they can be adapted to accommodation sensitively. The site is sloping, topographically poor with existing woodland and is on the edge of a Conservation Area. Policies DM15 and DM18 apply.				

SITE	RED	AMBER	GREEN	NO RESPONSE
CS09 Woodlands	14	20	19	13
<i>CSPC Comment</i> This site is listed for commercial development on a greenfield site In Poles Lane which does not have the capacity for heavy traffic				

SITE	RED	AMBER	GREEN	NO RESPONSE
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CS10 Farmland by Bushfield Camp	15	13	30	8
<i>Resident Comment</i> CS10: this is a 60mph limit which for safer access should be no more than 40mph. The road is dangerous for pedestrians and cyclists, separate foot/cycle paths along the whole of Badger Farm Road would help mitigate the risks and aid environmentally friendly behaviour.				
<i>CSPC Comment</i> In general terms, this site is the most obvious one for housing development and that feeling was echoed by the results of the questionnaire.				

SITE	RED	AMBER	GREEN	NO RESPONSE
CS11 Land straddling Shepherds Lane	52	6	6	2
<i>Residents' comments</i> see comments on several sites below				
<i>CSPC Comment</i> Greenfield site close to existing houses with very poor access and infrastructure The Local Area Design Statement (LADS) Item 6 Conclusion gives the following three principal constraints to the amount of additional development that can be achieved. These are; 1 The operation of the Otterbourne Road junctions 2 The operation of internal roads within Compton Down, 3 Character constraints.				

SITE	RED	AMBER	GREEN	NO RESPONSE
CS12 Land beyond Meadow Barn, Shepherds Lane	43	11	4	8
<i>Residents' comments</i> see comments on several sites below				
<i>CSPC Comment</i> Greenfield site close to existing houses with extremely poor access and infrastructure The Local Area Design Statement (LADS) Item 6 Conclusion gives the following three principal constraints to the amount of additional development that can be achieved. These are; 1 The operation of the Otterbourne Road junctions 2 The operation of internal roads within Compton Down, 3 Character constraints.				

SITE	RED	AMBER	GREEN	NO RESPONSE
CS13 Land beyond New Barn Farm	45	10	4	7

<i>Residents' comments</i> <i>see comments on several sites below</i>
<i>CSPC Comment</i> Greenfield site with very poor access and infrastructure The Local Area Design Statement (LADS) Item 6 Conclusion gives the following three principal constraints to the amount of additional development that can be achieved. These are; 1 The operation of the Otterbourne Road junctions 2 The operation of internal roads within Compton Down, 3 Character constraints.

SITE	RED	AMBER	GREEN	NO RESPONSE
CS14 Site bordering Poles Lane	37	13	9	7

<i>Residents' comments</i> <i>see comments on several sites below</i>
Greenfield site in Poles Lane which lacks capacity for a large development

Resident comments with relevance to CS11, 12, 13 and 14

The Compton Down roads are single track with no pavements, They are used heavily by walkers and riders at a level twice that of pre pandemic. The two access junctions are unsafe with minimal sight lines. Any more housing on the Down will incrementally increase the risk of injury and death as the last planning inspector recorded. This is a dangerous and unnecessary development

The farmland/green belt areas between Poles Lane and Compton should never be considered for residential or industrial development

Compton Down LADS points out physical design constraints which affect CS06,11, 12, 13, 14. CS11, 12, 13, 14 are prime agricultural land and are in the Itchen catchment area regarding Nitrate and Phosphate protections. Smaller part sites should be considered

CSPC Comment

All sites bordering Poles Lane are greenfield sites with some nitrate and phosphate issues, together with infrastructure and access issues.

Alternative Sites

We also asked residents to make suggestions for alternative development sites and the majority who responded to that question put forward the M3 construction site on the corner of Badger Farm Road by the roundabout, together with the land at Bushfield Camp. Their emphasis was on the use of brownfield sites within the area. Deliverability of the M3 construction site would need to be looked into and assume that it would fall within the 5-10 year period.

General Comments

General comments made focused on the use of agricultural land for housing which should be used to grow food to make the United Kingdom more self-sufficient, especially with the situation internationally at present. Also it was felt that affordable housing was a definite requirement, including replacement of privatised council housing. Another strong feeling was that the green areas between parishes should not be developed as these prevent an urbanisation of the relevant parishes.

Response from Headbourne Worthy

Headbourne Worthy Parish Council has studied the proposed sites in the SHELAA and the proposed developments, that have been forwarded to the Council, by WCC.

The Council understands that the development is required in the Winchester area and fully supports the WCC's policy with regards to building new housing.

Headbourne Worthy Council is, however, concerned at the number of sites that are allocated to the Headbourne Worthy Parish and the Council does not support this quantity. Headbourne Worthy Parish Council has the large new development of Kings Barton within the Parish boundary and in consequence, over the last ten years (but more so over the last 4 years) the Council has had deal with a significant increase in the population of the community. The growth in the population has meant there has been a substantial increase in the Council's responsibilities. The Council therefore feels that it would be far better to concentrate on getting the Kings Barton development up and running as a community, rather than to have to deal with any other new developments at this stage. The Council is of the opinion that it is important to make the new community feel welcome, and that the Council's efforts would be best directed at working with the Developer and the residents, in order to be able to sort out any issues and to deliver the best environment for the neighbourhood.

Headbourne Worthy Parish Council therefore rejects the sites that have been put forward in the Local Plan consultation in the Headbourne Worthy Parish and suggests that perhaps it would be more appropriate if these sites were put forward for consideration when the Local Plan is next reviewed.

Response from Littleton and Harestock

LITTLETON & HARESTOCK PARISH COUNCIL (LHPC) FEEDBACK ON 2021 SHELAA

INTRODUCTION

Littleton village is set between two historic routes north out of Winchester which are the Andover Road, a Roman Road (B3420) to the east, and the Stockbridge Road (B3049) to the west. Littleton is a linear village built along one single through road

(Main Road) running north-south with many unconnected side roads which provide no exit from the village. There is no opportunity for development on the outskirts of the village to have access to Main Road, and the centre of the village. Residents of developments in these peripheral areas would not be able to be integrated into the vibrant Littleton Community, as direct access to the main part of the village is not possible. Currently, there are approx 900 residents who live in 480 dwellings. Any large development in Littleton will greatly change the character of this ancient village, will not contribute in any way to the quality of the village with its community atmosphere, and would destroy the existing village status and way of life.

All of the sites submitted through the SHELAA process are outside of the existing Development Boundary, and are either in the Littleton Settlement Gap, or within the Countryside (MTRA4)

SETTLEMENT PATTERN

Littleton Village Conservation Area

The Littleton Conservation Area is the original hamlet of Littleton centred on the Church and Manor House. This part of the village has architectural merit, has remained physically distinct and retains much of its historic character.

The northern part of Littleton contains several buildings which are listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest together with various 20th century infill or replacement houses.

The Littleton Gap

The main settlement gap (the Littleton Gap) separates the Littleton settlement from the higher density suburban development of Harestock which is part of St Barnabas Ward, Winchester. The principle is that the land in the 'gap' will not be developed further.

MoD Flowerdown Estate

About one third of the MoD Flowerdown estate is the built Sir John Moore Barracks (brownfield area).

The remainder of the MoD Flowerdown estate consists of grassed areas, improved deciduous woodland, conifers, young trees, downland and playing fields. The MoD Flowerdown Estate is due to be sold for development. LHPC are engaged in talks with the DIO with regards to acceptable developments in this area.

On the back of this context, the Parish Council comments in respect of each of the proposed sites in the SHELAA proposals as follows:

SITE REF	LOCATION	COMMENT	SUITABILITY
LH01	Land adjacent to Applemead, South Drive	This site is situated in the Flood Zone 3, and in 2014 groundwater springs were located in the area of this site. It contributed to the flooding of South Drive and on down stream, and to the flooding of septic tanks of other residences. It is accessed over a single carriageway road, there are no Mains sewers in the vicinity. It is also outside of the current Development Boundary	No
LH02	Land adjacent to South Lodge, South Drive	As comments for LH01	No
LH03	Land at 10 Harestock Road	This site is adjacent to the proposed redevelopment of the Sir John Moore Barracks, and depending upon the outcome of the proposals, could be considered for development. There are reservations as to access to the site which is from the busy Harestock Road and close to the Junction with Andover Road north	Yes
LH04	Land to the rear of Paddock View	Access to this site would be either from Littleton Lane, which is a narrow single width lane, or through Paddock View which is a small social housing development with a narrow access road. Access to the site would be through a carpark and an area frequently used by residents. There would be no access to the main part of Littleton Village, there are no Sewerage facilities and it is currently outside of the Development Boundary	No
LH05	Sir John Moore Barracks	Currently under consideration	Yes, but only on existing brownfield part of the Barracks.

LH07	Land North of Church Lane	This site is situated in the Littleton Old village, and as such is within the conservation area.	No
LH08	Land West of the Down House, 90 Harestock Road	This site is situated in the Littleton gap and is outside of the development boundary. Access would be into Kennel Lane or Main Road, which has no pavements. There are no sewerage facilities in the area.	No
LH09	Land North of The Down house, 90 Harestock Road	This site is situated within the Littleton gap. However, it is situated adjacent to Harestock road, which is a very busy through route, used by many HGV's. With the proposed closure of parts of Andover Road, the volume of traffic is likely to increase.	No
LH10	Land adjacent to the Down House, 90 Harestock road	As LH09	No
LH11	Littleton Nursery	This site was previously used as a nursery, and is currently used for light industrial manufacturing. The lower part of the site is situated in the Flood Zone, so comments as made in LH01 apply. Access to the main part of Littleton Village is not within ownership of the site, so integration of the residents into the Community is not feasible	No
LH13	Lower Farm, Stud Lane	This site is an isolated farm in open countryside	No
LH14	Land off Kennel Lane	This site is adjacent to site LH09 and as such, the same comments apply. In addition, it is situated at the junction of Kennel lane and Harestock Road.	No
LH15	Land adjacent to Highland House, Main Road, Littleton	This site is situated in the Littleton gap and is outside of the development boundary. There is no feasible access shown on the plan. There are no sewerage facilities in the area.	No

LH16	Littleton Stud	This unsustainable greenfield site, disjointed from urban connectivity would accommodate 1055 dwellings which is more than 2 times the size of the Village of Littleton. As a result, the whole of the Littleton area would lose its village environment, character and identity, currently enjoyed by its residents	No
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We note there are no proposal sites in Harestock, south of the Harestock Road.

To help better understand the context and constraints guiding our comments above, the following factors also need to be kept at the forefront of any consideration of the suitability for development of these sites.

ACCESS, TRANSPORT AND TRAFFIC

Characteristics of local roads

One of the features of Main Road is the high grassy banks through the village. Church Lane and Littleton Lane are the oldest spurs from this artery and are included in 18th century maps. Other roads (Kennel Lane, Harestock Road, Deane Down Drove and Lower Farm Lane) date from the 19th century.

The 20th century settlement has grown in an economical manner with minimum space being used for wide over-engineered roads. Several existing small side roads are un-surfaced, which adds to the rural nature of the village. Overall, much of Littleton was designed before the current volume of motor vehicle use and this has resulted in pedestrian safety risks.

The narrow widths and geometry of many of the village roads mean the verges, kerbs and carriageways are regularly damaged by vehicle movements.

Traffic Management

Residents are becoming concerned with the apparent increase in traffic volumes and vehicle sizes using the village roads and junctions between the A34 and Stockbridge Roads. Large HGV commercial vehicles now appear to be using the village roads as short cuts to and from the A34 to pass around the north of Winchester.

An emerging problem is the use of Dene Down Drove as a short cut by HGV from Main Road to the Stockbridge Road. This may be caused by HGV using satnav directions.

As the major development of Kings Barton is completed along with the associated planned closure of the Andover Road (B3420), strong concerns already exist over the expected increase of traffic through the village.

If there are problems with traffic flow on the Andover Road (B3420) then Hampshire Highways have been known to reroute traffic through Littleton. An example of this was

in 2014, when the B3420 was flooded and the traffic was re-routed through Littleton, which was also flooded.

Main Road is a minor road of limited width in places and over most of its length it is subject to a 30-mph speed limit. Residents are becoming concerned about the speed of vehicles. LHPC participates in a peripatetic scheme of mobile traffic speed measuring signs.

In 2005, a temporary traffic calming system was installed along Main Road. After public consultation, the chicanes were found to be unpopular and removed. It is regrettable that the safety statistics collected by HCC still do not warrant buildouts or further traffic calming measures.

Parking

There are no general-purpose WCC or private parking areas in Littleton. In Littleton, vehicles either park on:

- Private land and driveways.
- Main Road and other minor roads, which can cause obstructions and loss of sight lines.
- Pavements (*increasingly prevalent*) despite it being illegal to park vehicles on the footpath.
- Limited undefined spaces formed at road edges, e.g. opposite the Church.

The entrance to the Hall Way from Main Road, which is also the approach to the Recreation Ground is a particular problem area. There is insufficient parking for residents. Despite a series of white lines, there is parking congestion with many vehicles of different form (daily peak 60+ vehicles per hour) using the road to access the Recreation Ground.

In 1994, LHPC and HCC agreed that in Littleton (north of the Harestock Road) there would be no street lighting in Main Road and no new lighting in housing developments off Main Road. Therefore, with the exception of Valley Road, there is no street lighting, and this is considered an important aspect of maintaining the rural nature of the village (HCC/LHPC, 1994).

Cycling and equestrian access

There are no designated cycle or equestrian routes in the Littleton Parish apart from the limited designated rights of way. All cycle and equestrian users must proceed via Main Road to transit the village.

Pavements

There are no pavements in the northern conservation area. In the other parts of the village there are a limited number of dual pavements on either side of the road. There is only a single pavement along Main Road from the Running Horse PH to Flowerdown Barrows, through the heart of the village, broken by lowered curbs and road entrances. Several roads off Main Road in the southern area have no pavements.

The side roads off Main Road, where most residents live, are generally narrow, and can be without footways. These features help provide a semi-rural village environment, which residents would wish to maintain, but presents risks to pedestrians.

Areas of particular risk and concern are the lengths of Main Road from the Running Horse public House, down the hill towards the Conservation area, and along Main Road from the junction with Kennel Lane to its junction with Stockbridge Road. Both of these areas have no pavements and pedestrians have to walk in the highway. There have been a number of 'near misses' of collisions between pedestrians and motor vehicles, including HGV's and buses. The nearest shops are situated in Weeke, and access for residents is along Main Road.

Noise.

Littleton is outside of the normal M3, A34, Andover or Stockbridge Road noise corridors. Occasionally, emergency and loud vehicles can be heard. Depending on the prevailing wind intermittent noise from the motocross facility at Three Maids Hill can be heard.

Occasional live small arms firing and bugles/music at Sir John Moore Barracks can be heard throughout the village area. There are also occasional military helicopter movements into Sir John Moore Barracks with arrivals and departures typically over open countryside. There is only minor noise from commercial and private air traffic.

Water Pesticide Issues.

The village of Littleton lies outside of the area to the west, which is mapped by the Department for Environment, Food and Rural Affairs (Defra) as subject to surface water pesticide issues (Defra, 2020).

Nitrates and Phosphates.

Littleton Parish lies in the Defra mapped high priority zone for surface water Nitrate and Phosphate issues. Such pollution is likely to be a critical factor in gaining approval for planning applications for sites within the village development boundary, the Conservation Area and other proposed nearby development sites of the future.

Environmental Assessments.

It is necessary to ensure appropriate assessments and surveys are conducted, to not only maintain and preserve the village character, but also to enhance it as opportunities arise in the context of environmental change.

WATER ENVIRONMENT

Drainage and Sewage.

In general, there is no mains sewerage or surface water drainage in Littleton. Rainwater is collected in soakaways of various forms on private property and highways. Most Littleton foul waste and water is collected in septic tanks and small sewage treatment systems of variable age and effectiveness. Some of these systems discharge 'grey water' to the ground and can be a pollution risk.

Littleton is located above the upper chalk formation, a principal aquifer from which drinking water is extracted further south. The southern part of the village lies within a groundwater source protection zone, and care must be taken to ensure that pollution does not occur.

Flooding.

- Littleton is located above the chalk aquifer which presents a groundwater flood risk.
- The Environment Agency Flood Map for Planning shows a 'Flood Zone 3' for Littleton. The potential flood risk axis, after a prolonged period of wet weather coupled to an elevated level of groundwater (water table), is shown on the Environment Agency maps
- Further Information about Littleton Flooding is available on the LHPC Website (*Community Resilience Section*)
- Developers are advised to make a careful assessment about the relationship of new/developed property to the expected highest levels of groundwater in the chalk aquifer. (*Note: see data from the Environment Agency Harestock Corner borehole and the relationship of the undulating surface to the likely water table surface*).
- Developers should be aware that areas of ground which are normally dry could be subject to flash flooding, groundwater inundation or the appearance of an unexpected 'winterbourne' stream. Developments can also be the cause of new and unexpected flooding downslope.
- Groundwater level impact analysis is vital for positioning sewage arrangements. Given the predicted impact of climate change (increased rain/increased storms) Developers must assess and respond to how groundwater conditions are likely to change for future Littleton developments, and how surface water reception and disposal will be managed in the development location.
- As part of any flooding mitigation measures, developers should also consider taking opportunities to create water-related habitats for water storage (*subject to the geological constraints of the chalk aquifer*).

CONCLUSION

The pressure for increasing and extensive development north of Winchester risks potential damage to the environment, the local infrastructure and the quality of life of the residents, hence the concerns raised by Littleton and Harestock Parish Council as to the suitability of the SHELAA proposals brought forward. Until such times that a development plan for North Winchester has been properly presented for public consultation and formally approved, no further large scale development should be considered and permitted in this area.

Response from Whiteley Town Council

Thank you for meeting with the Town Council on 16th March 2022.

There is agreement that the allocation of 5 small Shelaa sites: CU14, CU18, CU24, CU34 & CU45 is proportionate and appropriate for housing growth to 2039.

It is requested that the sites are not included within the MDA designation and that CIL is payable.

I can confirm that discussions have taken place with Curdridge PC and that they are in agreement with the proposed allocations

Response from Curdridge Parish Council

Comments on SHELAA Submissions for Curdridge CP

Curdridge PC believes that no further land needs to be designated for housing in the parish, apart from those areas that are already in plan or under consideration. These are:

1. North Whiteley MDA. Of the 3,500 dwellings granted outline or full planning permission, nearly 3000 lie within Curdridge Parish.
2. Sites with permission but yet to be built. E.g. at Home Farm, Reading Room Lane and two barn conversions off Curdridge Lane.
3. Sites with applications that have not yet been determined, but which the PC supports:
 - One market and eight affordable homes on B3035 adjacent to St Peter's Close. This forms a small part of submission CU27,
 - 128 homes on Sherecroft Farm, adjacent to Botley bypass (along with employment and station parking provision east of the bypass).

CU06 Land at Sherecroft Farm, Botley

This site will provide accommodation within walking distance of Botley station and the shops and restaurants in Botley, and will partially alleviate the parking issues at the station. There is little impact on the landscape, or on the settlement gap between Curdridge and Botley. It is separated from the Botley conservation area by the river Hamble, and the proposal to site a small number of lower-density homes next to the river will minimize any visual intrusion on the conservation area. This will limit the number of dwellings that can be accommodated to under 130.

The Botley bypass will reduce traffic on Mill Hill, from which the site is accessed, and will also limit expansion into the open landscape between the development and the west of Curdridge. It satisfies sustainability and place-building criteria.

At its meeting on 3 Dec 2020, Curdridge Parish Council evaluated Application 20/00494/FUL and resolved ***“DO NOT OBJECT and support this application. Council is very appreciative that the planning consultants overseeing this project have taken on board all consultation comments.”***

part of CU27 Strip of land beside St Peter’s Close at Botley Road, Curdridge

Curdridge Parish Council supports development of the narrow section next to St Peter’s Close as a Rural Exception site to provide eight affordable housing for people with a connection to the village. Most people brought up in the village cannot afford to purchase local property, forcing them to move away from families, and limiting diversity of age.

The development is confined to the section of Botley Road already occupied on the NW. Winchester’s Landscape team was unhappy about even the limited intrusion of this housing on the open aspect as seen from the A334, and the housing layout was changed to accommodate those concerns. The site is contiguous with St Peter’s Close, and has direct access to the Recreation ground and village hall. It is close to the church, a nursery, and the primary school.

Sites with little impact on the environment and character of Curdridge

These sites represent an expansion of Whiteley, an urban settlement with a strong sense of place, including a large shopping centre, schools and leisure facilities. Any development will need to link into the footpath and cycle network of Whiteley to achieve sustainability.

CU14, CU34, CU45 Land off Whiteley Lane

These sites represent an expansion of the North Whiteley MDA into agricultural land. They are separated from the A3051 by sufficient land to maintain the settlement gap between Curbridge and Burridge, but it would be necessary to avoid future pressure to build on that wooded gap.

CU18, CU24 Land at Ridge Farm Lane

These sites do not form part of a settlement gap, and are largely surrounded by the North Whiteley MDA. Access would require significant road improvements. CU24 could be seen as an acceptable increase in density of an existing domestic holding.

Sites that destroy the Settlement Gaps between Curbridge and Curdridge (CU01, CU16, CU08, CU15, CU09, CU32, CU39)

Although very different in character, Curbridge is now contiguous with the northern extension of Whiteley, which increases the value of the countryside gap separating it

from Curdrige and Botley.

The Parish strongly advocates that the District Plan should explicitly protect gaps between distinct settlements, even when they are within the same civil parish. This applies to many villages in the district, including Corhampton & Meonstoke, Southwick & Widley, and Compton & Shawford. Protection should be of settlement gaps, not merely of inter-parish gaps.

These sites currently provide an informal green belt between the urban strip along the M27 and the villages to the north, including Botley, Curdrige and Shedfield. Encroachment on this belt will cause a drastic change in the nature of these villages.

- CU01 Land at Fairthorne Grange
- CU08 Land at A3051 Botley Road and A334
- CU09 Land east of Pinkmead Farm on A3051
- CU15 Land East of Station Hill
- CU16 Land at Fairthorne Grange Farm
- CU32 Land west of Fairthorne Grange Farm & at Bridle Farm, Botley Road

CU39 YMCA Fairthorne Manor, Botley Road, SO30 2GH

In addition to being an important part of the settlement gaps, the YMCA land is an important leisure facility and haven of wildlife. It will be difficult to avoid a reduction in biodiversity.

Sites that destroy the Settlement Gaps between Curbridge and Botley (CU01, CU16, CU08, CU10, CU32, CU38, CU39)

Eastleigh's practice of siting new development close to the boundary with adjacent districts is linking Botley with Hedge End, Boorley Green and Grange Park, creating an urban area that is separated from Curbridge and Whiteley only by these pieces of land.

Development of these sites would create a continuous urban development from Whiteley to Hedge End Station, and potentially as far as to Horton Heath.

- CU01 Land at Fairthorne Grange
- CU08 Land at A3051 Botley Road and A334
- CU10 Land West of Pinkmead Farm
- CU16 Land at Fairthorne Grange Farm
- CU32 Land west of Fairthorne Grange Farm & at Bridle Farm, Botley Road
- CU38 Pinkmead Farm, Station Hill
- CU39 YMCA Fairthorne Manor, Botley Road, SO30 2GH

Sustainability issues: Land on Wangfield Lane (CU35, CU26, CU22, CU40)

Access to the facilities of Curdridge (school, recreation ground, hall, church) from these sites is along Wangfield Lane, which is a narrow, twisting lane without verges or sidewalks. Traffic is heavy, with the southern outlet of the Boorley Green development directing traffic towards Wangfield Lane. This makes it unsafe to walk or cycle to the village facilities, so occupants of any development here will rely on motor vehicles for all journeys, even local ones.

CU35 Land adjacent Wangfield Lane

The owner was NOT aware that this land has been submitted for SHELAA, and has no desire to see it developed, having made a large investment in improving the large house on the site. There is no road frontage, and the current access track is owned by a neighbour. Accessibility should be flagged as RED unless Hampshire County Council would provide access over their land at Lower Wangfield Farm, close to the listed Farm House.

CU26 Land at Green Close, Wangfield Lane, Curdridge

The Planning history should be updated to record the fact that both applications for storage of touring caravans were REFUSED.

This land forms part of the open landscape along Wangfield Lane, and is opposite open meadow land.

CU22 High House, Netherhill

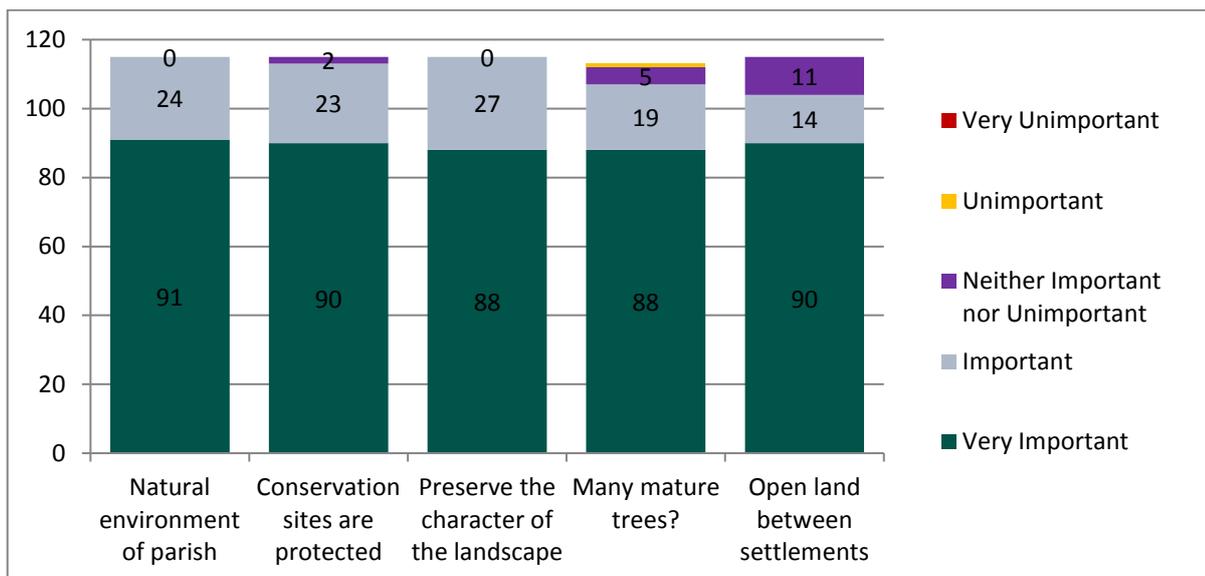
This site is part of the settlement gap between Curdridge and Netherhill, and contributes to the gap between Curdridge and Boorley Green. Its access is on to the narrow Netherhill Lane. Access to the facilities of Curdridge involves the whole length of Wangfield Lane, including the section at the Hamble bridge, which suffers frequent flooding.

CU40 Land at Wangfield Lane, Curdridge

This site is vital to the open character of Curdridge as a dispersed village. The hosing to the west is Parklands – four dwellings spread across nearly 4ha.

Sites that destroy the open landscape of Curdridge (CU11, CU15, CU25, CU26, CU27, CU29; CU31, CU33, CU35, CU36, CU40, CU41, CU43, CU44)

To quote the Village Design Statement: “The village of Curdridge is spread over an area of six square miles. So dispersed is the development that the casual visitor would be hard-pressed to recognise a village centre.” A survey of villagers in 2011-12 affirmed that this is a characteristic of the village that is valued by the inhabitants. 100% believed that the landscape and natural environment were important.



A large open area exists between Vicarage Lane, Botley Road and the A334, and acts as a settlement gap between Curdridge and developments around Botley Station. It includes allotments and a recreation ground owned by Curdridge Parish Council. It extends to the south into the open land offered as CU15

CU36, CU44 Sites that destroy Settlement Gaps within Curdridge

These sites currently provide an informal green belt between the residential housing within the village, separating Botley Road, Chapel Lane and Lockhams Road. Encroachment on this belt will cause a drastic change in the nature of Lockhams Road and the rural nature of this location and wider village. Currently these proposed sites provide a natural barrier between these roads, providing a rural landscape viewed from the current properties located there. The village would in essence become a large housing development rather than a village made up of several rural roads with single residences along side these roads.

CU27 Land at Botley Road, Curdridge

This site contains the narrow section next to St Peter's Close to be developed for affordable housing. Curdridge Parish Council supports this development, which is confined to the section of Botley Road already occupied on the NW. Winchester's Landscape team was unhappy about even the limited intrusion of this housing on the open aspect as seen from the A334, and the housing layout was changed to accommodate those concerns.

Development of the NE part of the site would fill in a major piece of open land within the dispersed village, and obstruct views from Botley road and from the A334.

CU11 Land at A334 Kitnocks Hill

This is the open land with views up to the B3035 that Winchester's Landscape officer wished to preserve by changes to the design of the affordable homes site on CU27.

CU31 Home Farm, Reading Room Lane

This site contains low-density development of accommodation and equestrian buildings, and is surrounded by open landscape on three sides. It produces little visual intrusion because of its low density.

CU29 Land off Hole Lane

The access point named is via Hole Lane, which is not viable – Hole Lane is a designated footpath with a rough track that joins Lockhams Road close to its dangerous junction with Curdrige Lane. Without a major road expansion, access can only be along Gordon Road.

Gordon Road cannot support more traffic --it is narrow and already has little parking available; many residents park in the road or on the pavement. This is a particular problem during severe winter weather, as the steep lower part of the road becomes impassable with snow and ice, forcing residents to park on the upper part of the road. If further development takes place on Gordon Road these problems will become even more severe.

CU43 Land at Poplars Farm, Curdrige

This site is agricultural land almost entirely surrounded by open landscape, and would represent a major intrusion on the countryside if developed. It is on the edge of the village, well away from most village facilities. The proposed housing numbers would double the number of houses in the village, changing its character radically and undoing its current sense of place.

Other sites needed to preserve the open landscape characteristic of Curdrige

- CU15 Land East of Station Hill
- CU25 Adjacent Calcot Mount Business Park, Calcot Lane,
- CU26 Land at Green Close, Wangfield Lane, Curdrige
- CU33 The Hollies, Curdrige
- CU35 Land adjacent Wangfield Lane
- CU36 Land at Summerlands Farm, Lockhams Road
- CU40 Land at Wangfield Lane, Curdrige
- CU41 Viewlands Lockhams Road, Curdrige, Southampton, SO32
- CU44 Summerlands Farm, Lockhams Road,

Sites producing a severe intrusion on the countryside

- CU13 Kitnocks Farm, Outlands Lane
- CU23 Land East of Fairthorne Grange Farm, A3021 Botley Road
- CU33 The Hollies, Curdrige

CU37 Land at Kitnocks Farm, Outlands Lane, Curdridge

CU43 Land at Poplars Farm, Curdridge

Safety and Environmental Comments

CU42 Land adjacent to Harmsworth Farm, Botley Road, SO30

This damages the settlement gap between Curbridge and Burrridge, and will also have an impact the nearby on Curbridge Nature Reserve (National Trust)

CU36, CU41, CU44 Land adjacent to Lockhams Road – Safety and Accessibility

Access for these sites would all be on to Lockhams Road. This is a narrow road without verges or sidewalks, meaning pedestrians have to walk in the carriageway of this busy road. Traffic is heavy, as this road is used as a cut through (of Curdridge village), connecting Botley with Waltham Chase. This makes it unsafe to walk or cycle to the village facilities, so occupants of any development here will rely on vehicles for all journeys, even local ones. In addition, pedestrians would face an increased risk of injury from a even busier road. This road currently has 2 bus stops for school bus transportation - one which requires children to stand on the road as there is no pavement.

CU36, CU41, CU44 Land adjacent to Lockhams Road – Flood Risk

Land on both sides of Lockhams Road, have naturally occurring fresh water springs. The subsoil is clay. Following heavy rainfall, the area becomes a flood risk, with drainage ditches being over run with flooding of the adjacent gardens. On occasions, this flooding risk has resulted in properties being threatened. These sites provide drainage and run off for the flood waters and any further development would increase this flood risk to Lockhams Road and properties adjacent to it.

CU36, CU41, CU44 Land adjacent to Lockhams Road – Heritage damage

These sites immediately surround Curdridge Hill House, Romanby and Clock House, historic Arts and Crafts style period housing built in the late C19 and unique in the parish. They display many examples of traditional methods of construction and craftsmanship. Any development of the land immediate adjacent to these properties would have a significant negative impact on the historical nature of the area. It is believed that the CU36 plot was historically part of the landscaped gardens of this substantial country property.

Request for Local Plan to Respect Settlement Gaps

Many parishes in Winchester district span multiple settlements, so it is important that the Plan explicitly states a policy of protecting gaps between these settlements. It is not sufficient to have a policy to protect inter-parish gaps, as that would not prevent the filling the spaces between settlements within a parish. Apart from Curdridge and Curbridge, a policy is needed to avoid coalescence of:

- Waltham Chase and Shedfield
- Wickham and Knowle
- Compton and Shawford

In addition, the District Plan should not rely on South Downs National Park development constraints to protect settlement gaps in the SDNP, such as those between:

- Morestead and Owslebury
- Soberton, Soberton Heath and Newtown
- Corhampton and Meonstoke

Response From Newlands Parish Council

At the meeting we held jointly with you and Southwick & Widley PC an extra 100 units was suggested.

Subject to confirmation from Grainger whom I understand find this acceptable we should be able to accommodate the extra units within the MDA dependant on a fresh planning application as and when appropriate as the extra units together with the current master plan would exceed the agreed maximum number.

Market Towns

New Alresford

New Alresford are preparing a neighbourhood plan and therefore no specific nomination of sites has been received from them.

Response from Bishops Waltham

Site	Location	WCC assessment (Green or Amber)	Accord with BW Vision*	Harmony with Landscape	Access comments	Potential Flooding	Conclusion	Priority
BW01	The Mitre Building, Botley Road	G	Yes	Yes	Botley Road – would require full assessment and installation of pedestrian footpath	No	Rejected	
BW02	The Bungalow, Woodlea Nurseries, Wintershill	G	No	No	Wintershill – possible issues	No	Rejected	
BW03	Jefferies Yard, Wintershill	G	No	No	Wintershill - possible issues	No	Rejected	
BW04	Hermitage Heights, Churchill Avenue	G	Yes	Yes	Suitable access through Churchill Ave	No	Rejected	
BW09	Land adjoining Tangier Lane	G	Partly (50%)	Yes	Suitable access through existing developments	No		
BW10	Land off Wintershill	G	No	No	Wintershill – possible issues	No	Rejected	
BW11	Land adjacent Mill House	G	Yes	Yes (50%)	Suitable access through existing developments	No		2
BW12	Land adjacent Crown Hill House, Botley Road	G	Yes	No	Botley Road – would require full assessment and	No	Rejected	

					installation of pedestrian footpath			
BW13	Land adjacent Tangier Farm, Tangier Lane	G	No	No	Suitable access through existing developments	Yes		
BW15	Land at Brooklands Farm, Botley Road	G	Partly	Partly	Suitable access through existing development	Yes	Partly accepted	3(see below)
BW17	Land north of Rareridge Lane	G	Yes	Yes	Suitable access through Rareridge Lane	No	Accepted	1
BW18	Land at Tangier View Farm, Tangier Lane	G	No	No	Suitable access through existing developments	No		
BW19	Land adjacent to Romany Way, Wintershill	G	No	No	Wintershill/Winchester Road – possible issues	No	Rejected	
BW22	Land off Winchester Road,	A	No	No	Winchester Road – possible issues	Yes	Rejected	
BW24	Tollgate Sawmill, Wintershill	G	No	No	Wintershill – possible issues	No	Rejected	
BW25	Land to the rear of Three Oaks Dog Kennels, Botley Road	G	Yes - Employment site	Yes	Suitable access for employment site	No	Accepted for employment use	
BW26	Land off Freehills, Paradise Lane	G	No	Yes	Paradise Lane – possible issues	No	Rejected	
BW27	Trullingham Farm, Wintershill	G	No	Yes	Wintershill – possible issues	No	Rejected	
BW28	Land to the rear of the Mill House, Winchester Road	A	Yes	Yes	Suitable access through existing developments	Yes	Accepted	2
BW29	Land at Mill House, Winchester Road	G	Yes	Yes	Suitable access through existing developments		Accepted	2

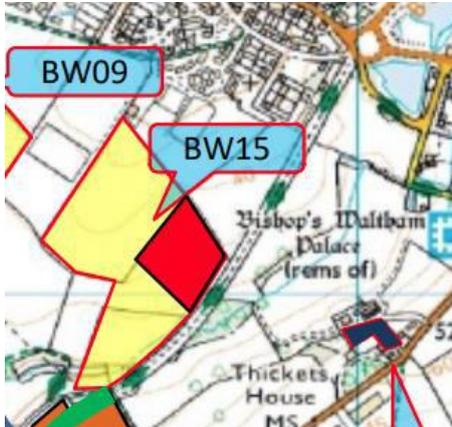
* All new developments to be situated as closely as possible to the town centre or existing developments in order to maintain the social ambience and vitality of Bishop's Waltham, a medieval market town within natural boundaries surrounded by farmed lands.

Bishop's Waltham Design Statement, adopted as a Supplementary Planning Document by Winchester City Council on 29 February 2016.

Note: the sites are assessed according to their suitability for the market town of Bishop's Waltham. They do not take account of planning, environmental or topological constraints under the auspices of Winchester City Council.

BW15 Land at Brooklands Farm, Botley Road

A small area of land as identified by BWPC previously would be acceptable (in red).



Larger settlements

Denmead

Denmead are preparing a neighbourhood plan and therefore no specific nomination of sites has been received from them.

Response from Kings Worthy Parish Council

Response to request for sites for 90-100 unallocated dwellings as part of the Local Plan review

Following a consultation with Parishioners, the Parish Council wish to put forward the following sites (subject to the conditions listed below) to meet the 90-100 dwellings required under the Local Plan review.

Please note the site references and addresses are as per the Strategic Housing and Employment Land Availability Assessment 2021 – Kings Worthy document.

Site KW12 – Cornerways & Merrydale, Church Lane, Kings Worthy

Conditions –

- Any building along the frontage with Church Lane must be sympathetic and in-keeping with housing in the surrounding area.
- The access for the site is suitably designed to minimise the number of vehicles using Church Lane.

Site KW02 – Land adj. Cart and Horses PH

Conditions –

- That the site is used for a care facility/sheltered accommodation as has been previously indicated by the site representatives.
- That the junction of the B3047 & A33 (informally known as the Cart & Horses junction) be amended to include a roundabout or other traffic control measure. This will need to be either concurrent or preceding the development of the site.

Site KW07 – Land north of North Winchester Farm (Reserve site – if required)

Conditions –

- Consideration is given for this site to be developed concurrently with the commercial site to the rear (KW06)

Response from Wickham and Knowle Parish Council

Following initial correspondence regarding the emerging development strategy WCC sent a letter to Wickham and Knowle Parish Council on 22 May 2022¹³ which confirmed that taking into account the proposed development at Ravenswood, the City Council would not currently anticipate proposing a further allocation of development land in adjacent to Wickham, but still requested the Parish Council respond so that should further development land ultimately be required, that the Parish Council's views on how 90-100 new dwellings could be accommodated were known. The following response was received. It is worth noting that the Parish Council has confirmed that the numbering 1-5 below does not indicate preference or other ranking.

At its meeting held on 28th July 2022 the Parish Council agreed that the following response be made to Winchester City Council regarding the SHLAA sites:

The following sites should be shortlisted:

1. WI02 Land at junction of Mill Lane
2. WI03 Land at Southwick Road / School Road
3. WI09 Land at Wickham Park Golf Club
4. WI11 Land North of Amberwood
5. WI24 Mayles Farm, Mayles Lane

With the following observations:

The ongoing need for affordable housing for local people is acknowledged

Development proposals for 50 or fewer dwellings are preferred to proposals for larger schemes

¹³ Available on the Parish Council's website at <https://wickhamparishcouncil.org/housing-in-wickham-to-2039/>

Proposals requiring vehicle access from Mayles Lane, Mill Lane, Blind Lane or Tanfield Lane will not be supported as these are narrow rural lanes unsuitable for additional traffic

Proposals should demonstrate safe pedestrian and cycle access to village facilities.

Proposals should demonstrate that the drainage system can cope with the additional development.

Proposals that offer public open space or other community benefits should provide an adequate financial contribution to cover long term running costs.

Response from Colden Common Parish Council

The Parish Council conducted an initial site sieve of the Sheela sites which left 6 sites to be considered further.

From those 6 sites, 3 were preferred CC02, CC04 and CC15. CC05, CC03 and CC03b were the least preferred of the 6.

The Parish Council held a local plan drop in consultation last weekend to seek more views from residents. The result of this exercise confirmed residents agreed with the Parish Councils preferred sites of CC02, CC04 and CC15.

At a meeting of the Parish Council held on the 24th May it was resolved to put forward to Winchester City Council sites CC02, CC04 and CC15.

Attached for your reference is a copy of the questions and responses to those questions from the drop in sessions. It also includes a summary of the comments from residents on infrastructure.

Intermediate and other settlements

Response from Hursley Parish Council

Hursley Parish Council Comments to Winchester City Council

Strategic Housing and Economic Land Availability Assessment (SHELAA) June 2022

The following comments aim to contribute to and help inform decisions by the strategic planning authority, Winchester City Council (WCC) on proposed SHELAA sites within the Hursley Parish area.

1. HU01 – South Winchester Golf Course (1,071)

As we understand it, this site is now owned by Bloor Homes and leased to South Winchester Golf Club with about 8 years left to run and a break clause in 3 years' time. Hursley Parish Council have not been made aware of discussions between Bloor Homes and strategic planning officers at WCC.

This site has a very high amenity value for golfers from all around Winchester together with local walkers from Oliver's Battery, Pitt and Hursley. The site provides a valued landscape for residents of Oliver's Battery and a natural gap between the hamlet of Pitt and Oliver's Battery village.

The site provides a small temporary, high value tourist complex known as Winchester Lodges towards the west which is well used by parishioners and the residents of Winchester.

CPRE Hampshire considers the site adds to the valued rural landscape at the head of the Royaldown valley. The amenity value and rural setting on the edge of Winchester is highly valued by residents of Pitt, Oliver's Battery and Hursley. Hursley Parish Council believes the site should be considered as a whole and should be preserved and no partial developments should be considered.

Any development would have a significant effect on drainage into Hursley and Pitt with its existing flood and drainage issues. The road infrastructure is considered inadequate to support this site, particularly to and from the A3090 (leading to the Romsey Road), the Pitt roundabout and Badger Farm Road including the junction with Oliver's Battery Road South.

2. HU05 – Sarum Road (36)

Sarum Road and Kilham Lane cannot be expanded and would not support even a modest development of this size. The site is not close to the edge of Winchester and would be car dependent. It is therefore not supported by Hursley Parish Council.

3. HU06/08/09/10/13 – Sites around Hursley Village (9/27/27/27/27)

These sites are considered too small for inclusion in the WCC local plan but may be considered under the remit of the Hursley Parish Neighbourhood Plan.

4. HU07 – Longfield House Field (20)

This site is considered too small for inclusion in the WCC local plan but may be considered under the remit of the Hursley Parish Neighbourhood Plan.

5. HU11/03 - Pitt Vale (356)

This site lies between Winchester Town and the hamlet of Pitt within the Hursley Parish. The site has been reviewed by Hampshire CPRE and is considered highly valued landscape. It was proposed as a strategic development site for 350 dwellings in 2015 (15/01383/OUT) and was refused by the city council as contrary to policy in terms of an unacceptable visual amenity, impact on traffic

and local infrastructure including educational facilities.

Hursley Parish Council also objects to development on this site for the above reasons, any proposals to extend the Winchester 'town' boundary, the closure of the green gap with the historic hamlet of Pitt and on the rural landscape separating the City of Winchester, Chandlers Ford and Romsey.

We are aware of the recent promotion by the developers who have an option on this site but who have not provided any proposals to mitigate for the loss of visual amenity, or pressure on infrastructure including schools and roads.

6. HU12 – Royaldown (302)

This site as originally proposed by a developer for more than 5,500 homes and associated infrastructure was withdrawn following a significant number of objections from residents and members of the 'Save South Winchester' Group. All these reasons and objections to development on this valued and historic landscape still exist even given the reduction in size of the most recent proposals. There is limited access to the site both through Hursley, Oliver's Battery and Otterbourne. There is a significant drainage issue down to the Hursley flood zone, it is highly valued, historic landscape and would close the green gap between Winchester and Chandlers Ford.

Response from Otterbourne Parish Council

The Parish Council has undertaken consultation with its residents by holding two Information Sessions and a Newsletter delivered to all households in the parish setting out the eight potential development sites with feedback form for comments. This was followed by a public Planning Committee meeting setting out the analysis and further comments from residents were welcomed.

Correspondence and site meetings have taken place with land owners or their agents for three of the sites, OT03, OT04, OT05, and a fourth site meeting has been arranged next week for site OT08. The notes from these meetings and the latest correspondence we have received are attached as they provide considerable information towards our decision for preferred option.

We have been advised that WCC is anticipating between 50-60 new dwellings within Otterbourne parish towards housing numbers for the Local Plan. Many of the larger sites put forward were in excess of this number based on the maximum density and we have therefore also considered lesser density and part-site options.

We have looked at potential windfall sites as advised in an earlier email to Jill Lee and of these the Land at Coles Mede (WCC ref 17/00225/OUT) is the only site with some degree of certainty to progress, potentially providing up to seven affordable dwellings (2 no. three-bedroom houses, 2 no. two-bedroom houses and 2 no. two-bedroom flats).

The major concern we received from the consultation feedback was additional traffic, both generally through the village and also for specific sites OT04, OT05, OT08 and this has

been a significant consideration in our decision. Comments were also raised in equal parts about infrastructure overload (the sewer capacity, school capacity, road deterioration, flood plain capability, water resources, run-off into the Itchen) and loss of countryside (unspoilt public footpaths, the rural village character). We have tried to balance all of this feedback in our assessment against some sites that were viewed more favourably by residents located on or outside of the village boundary (OT01, OT02, OT09), but we considered unsustainable in terms of access to amenities and inclusion within the fabric of the village. It has not been an easy decision and assessment will be ongoing.

At the current stage and with information in hand to-date, we have concluded that site OT03 Land east of Main Road as a part-site only would best meet expected housing numbers, sustainability, deliverability and community benefit. The part-site would comprise only that area consisting of the field bordering the length of Main Road, infilling just as far back as the current building line between 'The Old Forge restaurant' and the houses further up Main Road, bounded by the hedgerows and tree line to north/south/east (all for retention) and with fourth access spur off the Coles Mede roundabout. Following a meeting with the land owners' agent, Gladman, they have advised that this part-site has potential to accommodate up to 55 smaller sized houses of two/three-bedroom size which was identified by a former village survey as most in need within the village. A non-negotiable caveat to development of this part-site is that the remainder of the OT03 site is gifted to the parish as public open space under s106. This is not to be considered as an initial part-site development of the whole; it will be a much needed open space for the additional number of residents and for the protection of the public footpath and open countryside which was viewed as the major issue against the total site development from residents' feedback. The land owners have agreed to this in principle (see email attached) and we would also request that the settlement boundary only be extended to include this part-site. The agent has asked whether the non-developed part could be utilised towards biodiversity offset, rather than including within the developed part, and this would be agreeable provided it does not interfere with the overall aim that the area remains open and green.

The Parish Council has also agreed that OT05 would be a worthwhile consideration to put forward as an additional secondary option. Although outside of the current settlement boundary, the site is screened on three sides, including the roadside with a number of TPO trees; it is situated within a constrained, developed area; it meets sustainability and has potential for community benefit to improve the footpath to the recreation ground and long-term maintenance of the adjoining community copses. From residents' feedback, the major factors against this site were additional traffic generated by up to 24 dwellings based on maximum density and overload of the sewer infrastructure reported as a concern by residents along the lower part of Otterbourne Road. Following a site meeting with the land owners, it was apparent that they were open to a much lesser number of dwellings, as few as 5-11 larger homes, consideration of alternative sewer options and smaller site development options which could overcome these issues (see email attached).

Since the Parish Council meeting of 17 May, Councillors have also met with the agent St Philips Land and representative for the site OT04 Park Farm (see meeting notes

attached). We are also in discussions with Barwood Land, representing the land owner of OT08 Land west of Cranbourne Drive (see letter attached). Both of these sites could offer potential for part-site consideration and we are not closed to these options, particularly in relation to the requirement for securing the s106 agreement for development of the OT03 part-site. Both options are sustainable in terms of proximity to village amenities, the major concerns being vehicular access and traffic generation in an area of the village with residential density and walking routes to the primary school, but they too could offer potential community open space benefit if that should be the way forward.

To conclude, with the information in hand and in principle agreements, the above is the best way forward we have currently agreed at the Parish Council meeting 17 May for future development of our village.

Our next Parish Council meeting is 19 July and we would appreciate further consultation with WCC in regards to the above prior to this meeting.

Response from South Wonston Parish Council

SOUTH WONSTON PARISH COUNCIL'S DETAILED REVIEW AND RESPONSE TO WINCHESTER CITY COUNCIL'S STRATEGIC AND ECONOMIC LAND AVAILABILITY ASSESSMENT (SHELAA)

Introduction

The village ridge, by the first millennium BC was dotted with farming settlements and divided into little fields. Occupation continued into the Roman period, 43 – 409 AD. The Roman road from Cirencester to Winchester, now the A272, forms the western boundary of the Parish.

There are two ancient track-ways, the Alresford Drove and Ox Drowes, which follow the orientation of the chalk ridge. They are classified as restricted byways. Currently, there are approximately 3,000 residents who live in 880 dwellings.

Settlement Pattern

The Parish of South Wonston has two main areas of housing, the village proper (the settlement boundary) and separated by open fields to the South, the military accommodation area at Worthy Down.

The main village's settlement boundary is within a long rectangle following east-west orientation of the chalk ridge and bounded by the ancient drove roads. The village is surrounded by open downland, broken up into arable and grazing fields.

As part of the development of Winchester City Council's Local Plan process South Wonston Parish Council have been informed by the Strategic Planning Team that an allocation of some 50 houses will be required in the Parish by 2039 to meet the Local Plan allocation.

During 2020, developers and landowners submitted expressions of interest who would be willing to offer their land for development.

These sites have been noted on the SHELAA documents and there are five sites that have been put forward within the South Wonston Parish boundary, outside the settlement boundary, therefore all are greenfield sites.

At this time there has only been a limited review by the Strategic Planning Team to review the nominated sites in terms of their viability for development.

South Wonston Parish Council initially had been given an unreasonable time scale to respond to the Strategic Planning, i.e. the end of April 2022. An extension of time has been awarded to the end of May 2022.

Whilst the extension is welcomed the Parish Council have still found it a challenge to respond.

Executive Summary

South Wonston Parish Council and the residents have been reviewing the potential locations from which the following points have been identified in respect to the proposed sites:-

Whilst road access to all the sites bar SW07 currently exists, it is via the restricted road system or by restricted byways / unmade roads and therefore are not suitable to cater for the increased expected high volume of traffic density.

- The site on Drove Links would access onto Alresford Drove and in the past Hampshire County Council Highways have refused to allow increased traffic out onto the Drove thus blocking the Drove Links site from being developed.
- There is also no access from within the existing village road network to access this site.
- Any increase in development will severely increase the traffic density on the already congested exit of Downs Road to Christmas Hill.
- There are potential issues with school capacity as the South Wonston school does not only serve South Wonston but also all the surrounding villages and Worthy Down.
- Similarly South Wonston and all the surrounding villages are served by the Gratton surgery. Any increase in housing numbers will directly impact the ability to access doctors which are already stretched.
- The imposition of any increase in housing will have a direct and negative impact on the desire to reduce the carbon footprint of the village and the District due to its location, limited services and facilities, employment and limited public transport.
- The current woeful and expensive public transport network will rule out most using the bus for access to Winchester and wider areas. Hence the car will be the major transport of choice.

- There is very little employment within the village and so either the majority of the new house owners will be travelling out of the village every day or be retired and hence potentially increasing the pressure on the available health care.
- The open land around the existing settlement boundary is rich in wildlife and any development will have a direct detrimental impact on all species. There are also protected species known to be in the vicinity
- All existing Utilities i.e water, sewerage, broad band, power, public transport etc, whilst being the responsibility of the utility companies, are greatly overstretched at the present time. Any further demands on the existing system will simply exacerbate the existing issues.
- To cater for any new development there would need to be an extensive investment and an upgrade to all services.

Climate Emergency

- Winchester City Council has declared a Climate Emergency and are committed to reducing the carbon footprint of the District. Any development in South Wonston will therefore be in complete contravention of this policy. Winchester City Council is committed to becoming a carbon neutral local authority by 2024 and is aiming for the wider district to be carbon neutral by 2030.
 - Refer to **figure 1 on Page 4** which clearly indicates that South Wonston and Sutton Scotney are already highlighted that they have the highest carbon footprint in the District. We are already aware that the high levels of pollution, as a result of the amount of traffic traversing in and out of the village, is of immediate concern to residents and has a serious impact on the environment.
 - Any new development of additional housing in South Wonston would contravene Winchester city Council's climate change reduction strategies.

Settlement Hierarchy

- South Wonston Parish Council also calls into question the facility scoring methodology. This system is completely flawed and inaccurate. (It is noted that the online version is incorrect).

For instance, using the following examples detailed on the scoring and ranking table:-

Convenience Store – Winchester scores 2 : South Wonston scores 2

Winchester has many convenience shops, South Wonston has 1.

Post Office – Winchester scores 2 : South Wonston scores 2.

Winchester has several post office facilities, South Wonston has 1.

Bus Service – Winchester scores 3 : South Wonston scores 3.

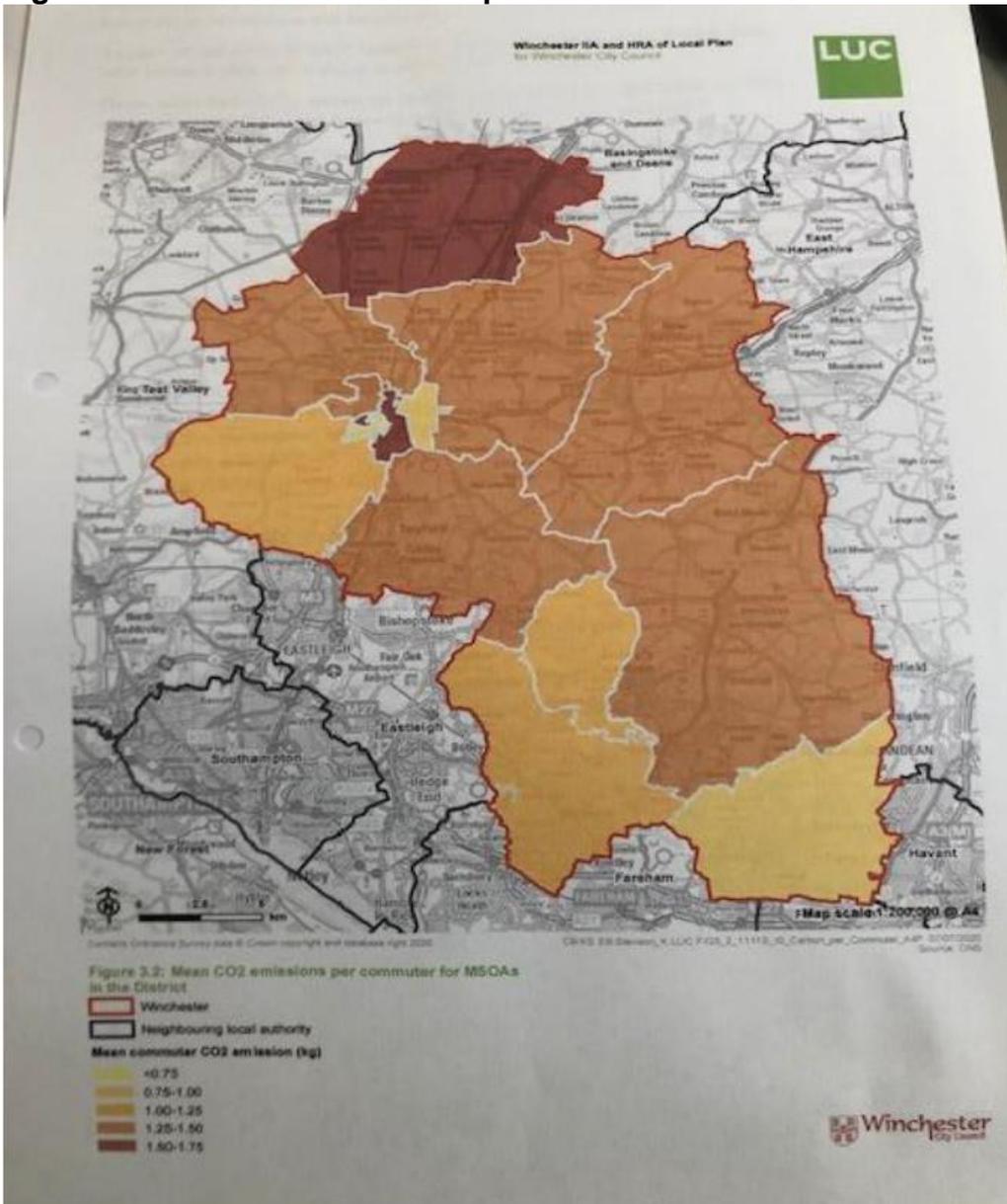
Winchester offers a wealth of bus routes and services, South Wonston has 1 bus which runs hourly in the week, very limited service on Saturday and no service on Sunday and is expensive.

Phosphates and Nitrates

- We believe that South Wonston is affected by the concerns regarding water quality as our sewage system runs to the Water Treatment plant off the Andover Road and then into the Itchen.

Any such pollution is likely to be a critical factor in considering the merits of the village as a location for more development.

Figure 1 - Mean CO2 emissions per commuter for MSOAs



**Detailed review of the proposed SHELAA sites
SW01 (Potential 183 houses)**

SW01 Potential (This land area equates to approximately an additional 25% of the

village footprint

- **Access.** Any development of this size would create a serious increase in the morning and evening density of traffic using Downs Road and would increase the potential situations of the junction to Christmas Hill and the village depending on the development access.

SW01

Currently there is no public road access to this site, the approach being along what currently is classed as a restricted byway

Access from the site if allowed to be towards the East would undoubtedly also seriously affect the traffic density using Alresford Drove which already has issues with the single carriageway at the entrance of the village.

West Hill Road North is also not capable of the potential to carry the traffic derived for a possible 183 houses.

A development of this scale could generate a significant increase in vehicle movements in a day through the village. **There should be no direct access into the village road network from any such development.**

- **Utilities.** The village water supply is serviced from the Water tower which already creates pressure issues in hot summers. It is considered that there is insufficient capacity to cater for a new development of this size and would seriously compromise the existing village. In addition currently the southern water sewerage system has serious capacity issues with now frequent problems and blockages requiring lorry movements down Lower Road to either over pump or to attempt to clear the issues. It is considered that the current sewerage network is insufficient to cater for a new development of the potential size that SW01 could generate
- **Boundaries.** This large area falls outside the current settlement boundary and is completely out of scale in context with the village. It is a greenfield site.
- **Transport.** As noted above the public transport system that the village has is not effective both in frequency and cost (£6.50 return to Winchester). This will mean that the majority of the new houses will be using personal transport thus increasing the density of cars entering and leaving via downs road and Alresford drove. This could also create more issues in the area of the school on Downs Road. There is no provision in the Winchester mobility plans to assist or increase the access to public transport or to cap costs so that the alternative is a viable alternative.

SW07 (Potential 41 houses)

This section of land lies on the corner of West Hill Road North and Alresford Drove.

- **Access.** Access for the possible 41 new homes could mean a significant increase in daily vehicle movements onto West Hill Road North and Alresford Drove neither of which currently are considered to not have additional capacity nor with the restriction that exist on the Alresford Drove.
- **Utilities.** The village water supply is serviced from the Water tower which already creates pressure issues in hot summers. It is considered that there is insufficient capacity to cater for a new development of this size and would seriously compromise the existing village. In addition currently the southern water sewerage system has serious capacity issues with now frequent problems and blockages requiring lorry movements down Lower Road to either over pump or to attempt to clear the issues. It is considered that the current sewerage network is insufficient to cater for a new development of the potential size that SW07 could generate.
- **Boundaries.** Area falls outside the current village boundary and is a greenfield site.
- **Transport.** As noted above the public transport system that the village has is not effective both in frequency and cost (£6.50 return to Winchester). This will mean that the majority of the new houses will be using personal transport thus increasing the density of cars entering and leaving via Downs Road and Alresford Drove. This could also create more issues in the area of the school on Downs Road. There is no provision in the Winchester mobility plans to assist or increase the access to public transport or to cap costs so that the alternative is a viable alternative.

SW02 (Potential 64 houses)

This plot is only accessible onto the unmade Drove Links Road

- **Access.** As noted this area of land is only accessible onto Drove Links Road which is an unsurfaced road. This exits on to Alresford Drove and we understand that Highways are not responsive to allowing a high density of vehicles to access / exit onto the Drove due to its capacity. This proposed development could again lead to a significant increase in vehicle movements a day moving along Downs's road.
- **Utilities / Boundaries.** The village water supply is serviced from the Water tower which already creates pressure issues in hot summers. It is considered that there is insufficient capacity to cater for a new development of this size and would seriously compromise the existing village. In addition currently the southern water sewerage system has serious capacity issues with now frequent problems and blockages requiring lorry movements down Lower Road to either over pump or to attempt to clear the issues. It is considered that the current sewerage network is insufficient to cater for a new development of the potential size that SW02 could generate. It is a Greenfield site.
- **Transport.** In regard to transport links this area is even less well served by public transport.

SW03 (3 houses)

Not considered to have any significant impact on the village considering the volume of building / infilling that is currently in hand. In addition, planning permission has already been refused on two previous occasions.

SW05 This site lies to the extreme West edge of the Parish and has no direct connection with the village and its amenities the current planning permission for the site requires the user to return the site at the completion of the planning approval back to agricultural land, and therefore is not a brown field site. See the WCC website for planning history of this site above. In 2004 permission for site to continue to 2016 with condition to restore to agriculture ref 03/02825/HCNM In 2016 application to extend operational life of site to 2036. Ref 16/02508/HCM.

General comments relating to all the local sites that are adjacent to the settlement boundary:

Capability of the village school to cater for the potential increase in child intake, currently the school cannot accommodate any potential intake. The school serves adjoining parishes and will not only be adversely affected by extra housing in South Wonston but also by the housing proposals in the surrounding villages in the South Wonston catchment area and Worthy Down.

The local infrastructure of roads to cater for the school influx as this as mentioned serves the adjacent parishes.

The ability of the only Doctors surgery in Sutton Scotney to cater again for the potential influx of some 100 to 120 homes in excess of an additional 240 patients ignoring children, as well as parking at the surgery. The existing surgery is currently running near capacity and has a shortage of Doctors which results in the satellite surgery in South Wonston not operational to serve the community.

- There is little inherent available employment in the local village boundary and so any expansion in housing will simply increase the density of traffic through the only main access along Downs Road and the restricted road junction onto Christmas Hill and increase pollution levels.

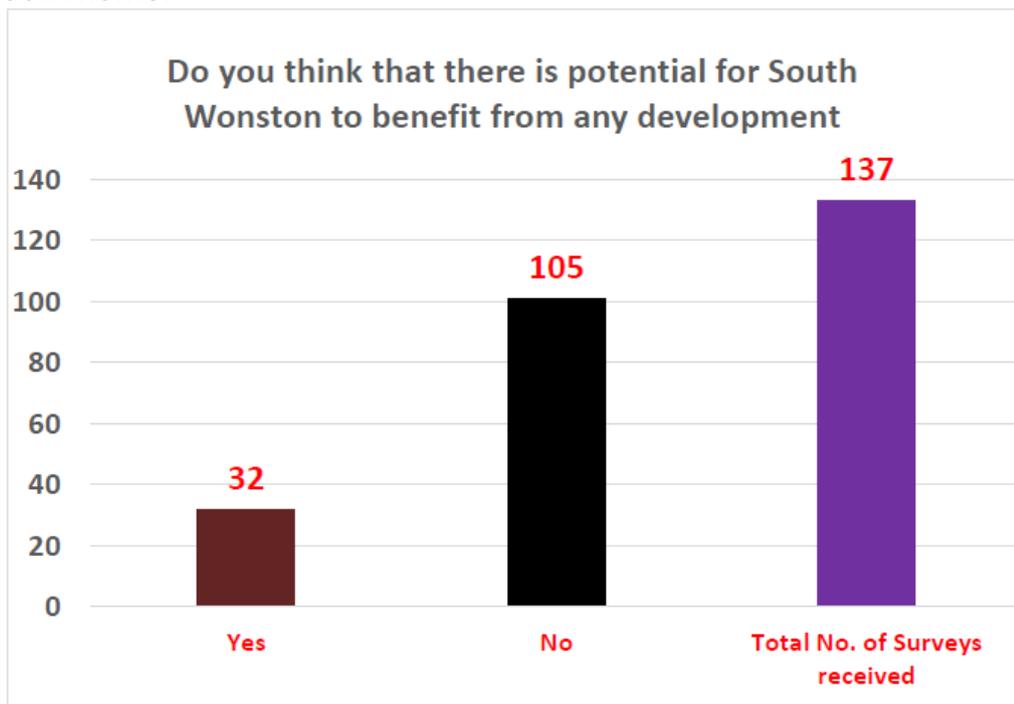
The Alresford Drove access is very limited and is already struggling with the traffic density currently using it. The restricted single carriageway section only exacerbates the problems.

- In respect to the environment any increase in numbers will impact on the desire to reduce the carbon footprint of the village. As noted there is no significant employment in the village settlement and so the majority of any new residents will be commuting. The woeful public transport serving the settlement means this will nearly all be by personal transport i.e. increases in air pollutants.

Refer to figure 1/Climate Emergency.

- In respect to houses being built on SW01 this field is known to have bats using the northern border of the field travelling up and down the hedgerows, and putting in housing will directly impact their roost runs. These are a protected species and so are the Bat runs. We have a few bat recordings, and two different bats have been noted, one is the long eared bat which is quite a lot bigger than the common pipistrelle
- Also this has the potential to increase light pollution that this would generate in the village, which is in an area of dark sky. Any new homes being built will no doubt have street lighting, which will have an impact on the dark skies which the village values and enjoys.
- Foxes, rabbits, field mice and voles can be found in the area of SW01 and in around the edges of the current settlement boundary. Developing the land would be a significant loss of habitat for many creatures. The field vole and its habitats and Bat runs flight paths are also protected.

Resident Engagement – Results of recent survey measurements and general comments.



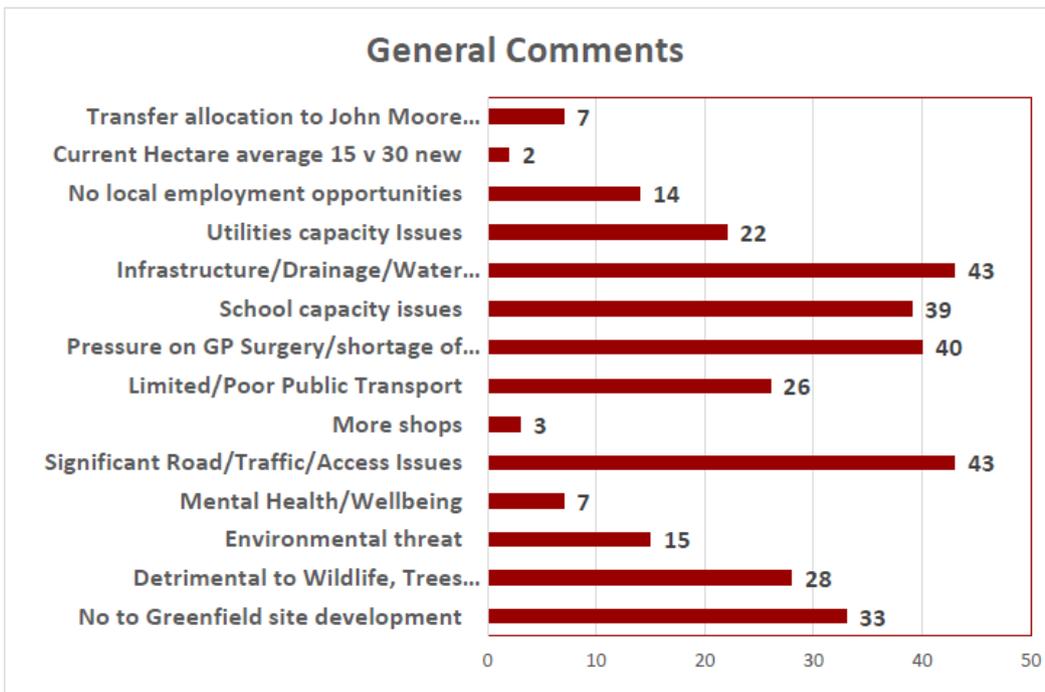


Figure 2 SHELAA sites



Summary

South Wonston Parish Council have now had time to review the proposed sites and do not consider that any of the nominated SHELAA sites are suitable for the expansion of the village.

- South Wonston Parish Council require better justification of the allocation of the numbers as we consider the allocation system to be flawed.
- The process followed to-date by Winchester City Council has been cumbersome and poorly managed with only token engagement with the necessary stakeholders. A continual lack of transparency, visibility, realistic timelines and planning policy has created a negative perception amongst residents across the parish.
- The current infrastructure is strained and is unable to take on new development without a major uplift in water supply / sewerage provision, bus service and road quality.
- Current health provision cannot cope with the current demands from both South Wonston and the surrounding villages
- Currently the local schools have no available additional space
- SW05 is in fact not a brown field site, refer to the planning permission granted for this site.
- We would suggest that to comply with the Climate Emergency that Winchester City Council have declared. Any expansion of housing needs to be in a location that has better public transport / local access. Suggest moving Henry Beaufort onto the ATR site and then develop the old site for housing. All within easy non private car access to the city and the transport hubs.
- Take note of the increases in pollution, limit vehicle movements in an area that is already designated to have high levels of pollution. South Wonston currently is without detailed air quality monitoring capabilities, restricting actions from being taken to reduce levels of pollution.

- Revise the facility scoring methodology to reflect, a real, meaningful picture of services and utilities in each area.

South Wonston Parish Council therefore, given the constraints, concerns that have been noted in our submission do not agree that any development take place on the nominated SHELAA sites.

Response from Wonston Parish Council

Response to Housing Growth proposal for Sutton Scotney

Wonston Parish Council have engaged with residents at two meetings and sought additional feedback via requests on our website and through social media. The response of the Parish Council to the Housing Growth proposals therefore reflects the opinions and concerns of residents.

The Parish Council **strongly opposes** the proposal to allocate additional new housing to the Brightlands site in Sutton Scotney.

Primary concern – Sewerage

Sutton Scotney, and particularly Saddlers Close residents, have already suffered three miserable years of noise and odour nuisance. The current tankering of waste from three sites in the village is entirely unacceptable.

It was with some astonishment that the Parish Council discovered that Strategic Planning appeared to be unaware of these issues.

Southern Water have already taken considerably longer than originally promised to present a 'solution' to the issues at Saddlers Close and Gratton Close. Note that their 'solution' only covers these sites.

They are now suggesting that a solution will be in place in 2024/25 – almost 6 years after the problems began **but**

- How do we know that they will meet this timescale when they have failed to meet their own previous timescales?
- No approaches have yet been made to landowners on the proposed route of a pipeline which they suggest will be completed in two and a half years' time – are they being unrealistic/overly optimistic?
- No explanation has been provided on how the future capacity figures have been calculated and these do not appear to take into account other STP's in Sutton Scotney which are already failing or at capacity. A survey of existing sites would appear prudent so that any existing or future need from current dwellings could be accommodated before future development is considered.

Other concerns

There is a general lack of infrastructure in Sutton Scotney to support additional

homes:

- Surgery – Over 90% of those responding to the Parish Council consultation have expressed concern about adding additional patients to a surgery which is already seen to be struggling to meet demand from current patients.
- No regular or affordable public transport and no local employment.
- Already a significant shortage of school places at the only school (South Wonston) which has a school bus service.
- Flooding and highways issues around the site at Brightlands.

In conclusion

Wonston Parish Council is opposed to any further development in Sutton Scotney until Southern Water commences construction work to rectify the escalating problems with sewage in the community.

Southern Water have failed, to date, to meet their obligations or any of their own timescales and the Parish Council has lost trust that they will now deliver the promised scheme in the timeframe which they have given. Experience suggests that they will not.

Response from Swanmore Parish Council

Winchester Local Plan 2018-2039

Swanmore Parish Council response to proposed housing allocation figures, May 31st 2022

Basis of Response

The Parish Council asked for feedback and local knowledge on the proposed SHELAA sites in April 2021 and on the additional sites SWA17-20 in January 2022.

In April 2022 residents attended drop-in sessions at the Parish Council office and were asked to complete a form citing where they would build 90 to 100 additional houses. The Council received 200 responses.

The Council has used the information gathered from the above three consultations, the knowledge and experience of its Planning and Highways Committee members, and on going dialogue with Winchester City Council to formulate the following response.

The Council is responding as requested by May 31st but still has outstanding queries. We need to discuss sites SWA15 and SWA16 with Shedfield Parish Council and we need to establish whether SWA6/21 will lose its SINC status.

Infrastructure

Policies SW1 and SW2 in the previous Local Plan listed a contribution to the expansion of Swanmore College as a specific development requirement. The Council requests that **any** future development policy specifies the following contributions:

1. The expansion/ improvement of Swanmore Primary School and/or,
2. The provision of a new village hall/ community facility and/or,
3. The provision of a scout and guide hut and/or,
4. The expansion/ improvement of Swanmore College of Technology.

Preferred Option

90 to 100 houses to be built onSWA15 andSWA6/21

SWA15 reasoning

- 42% of the residents who completed the housing allocation form chose SWA15.
- A truly sustainable development as facilities in both Swanmore and Waltham Chase could be accessed by foot. Children could walk to Swanmore College and Primary School as well as St John the Baptist Primary School in Waltham Chase (which we understand is currently undersubscribed whereas Swanmore Primary School is unable to accept more pupils in many year groups). The pubs and shops in both villages could be accessed by foot. A footpath on the southern side of Forest Road is feasible.

- The least worst option in terms of countryside and settlement gap policies. The site is adjacent to the existing Hornbeam Road housing development and, out of the four SHELAA sites along Forest Road, would have the least impact on the Swanmore/ Waltham Chase settlement gap both visually and physically. The eastern edge of the site is well defined with mature trees and could serve as a clear new edge of settlement boundary with Waltham Chase.
- Minimal effect on the open countryside as the site would be adjacent to an existing housing development rather than a development in the middle of countryside. In terms of visual impact, the site is well screened from the road by existing trees and hedgerows.
- The Council would insist on access via Hornbeam Road. This would be the least worst option in terms of road safety concerns compared to other SHELAA sites on Forest Road. The Council would not support a proposed access on to Forest Road and would insist that any development addressed the existing road safety concerns on Forest Road by way of traffic calming measure. Forest Road is currently unpaved and speeding is an issue. The road is used as a walking route by Swanmore College pupils, there have been four recorded incidents on Forest Road over the last five years, two classified as “serious.”
- The Council would support the idea of the further sharing of facilities between Waltham Chase and Swanmore. Many of the pupils at Swanmore Primary School and Swanmore College are from Waltham Chase. We welcome Waltham Chase applicants for the new Swanmore allotment facilities.
- No flooding concerns.

SWA6/21 reasoning

- 24% of the residents who completed the housing allocation form chose SWA6/21.
- The Council has made an assumption based on local knowledge that the site will lose its designation as a SINC at the next HCC assessment, scheduled for Summer 2022.
- The Council in no way condones any mowing or cutting back which may have destroyed or downgraded the site’s SINC status. However, if these changes are irreversible then, for the reasons given below, the Council feels this site is a least worst option for additional development.
- The site is within the current settlement boundary and the development would sit between two new housing developments.

- A sustainable development; Swanmore College and Primary School and the Swanmore shop could be accessed by foot.
- The size of the development means this is the least worst option in terms of additional cars accessing the development via New Road and exacerbating the existing problems associated with this road. The Council would rather not have an additional 40 houses and associated vehicles but this is better than the 200 plus houses proposed on the south side of The Lakes, which would also have New Road as their access point.
- The Council assumes access would be via the Belmont Farm development and notes the comments made by HCC Countryside Service within this application (21/03119/FUL). An upgrade to The Lakes with priority given to its status as part of the Pilgrims Trail would be a significant improvement for the village.
- There are existing drainage issues for houses built at Horders View on The Lakes and the watercourse along The Lakes regularly floods. These issues would need to be addressed.

Contingency Option (if SWA6/21 remains a SINC)

SWA15 and SWA16 (but not exceeding Swanmore's proposed housing allocation of 90 to 100)

Comments on SWA16

- 29% of the residents who completed the housing allocation form chose SWA16.
- A sustainable development as facilities in both Swanmore and Waltham Chase could be accessed by foot. Children could walk to Swanmore College and Primary School as well as St John the Baptist Primary School in Waltham Chase (which we understand is currently undersubscribed whereas Swanmore Primary School is unable to accept more pupils in many year groups). The pubs and shops in both villages could be accessed by foot. A footpath on the southern side of Forest Road is feasible.
- SWA15 and SWA16 would be adjacent to the existing Hornbeam Road housing development and, out of four the proposed sites along Forest Road, would have the least impact on the Swanmore/ Waltham Chase settlement gap both visually and physically. The eastern edge of the site could serve as the new edge of settlement boundary with Waltham Chase.

Minimal effect on the open countryside as the site is on the edge of existing development. The site would be adjacent to an existing housing development rather than a development in the middle of countryside. In terms of visual

impact, the site is well screened from the road by existing trees and hedgerows.

The Council would insist on access via Hornbeam Road. This would be the least worst option in terms of road safety concerns compared to other SHELAA sites on Forest Road. The Council would not support a proposed access on to Forest Road and would insist that any development addressed the existing road safety concerns on Forest Road by way of traffic calming measure. Forest Road is currently unpaved and speeding is an issue. The road is used as a walking route by Swanmore College pupils, there have been four recorded incidents on Forest Road over the last five years, two classified as “serious.”

- The Council would support the idea of the further sharing of facilities between Waltham Chase and Swanmore. Many of the pupils at Swanmore Primary School and Swanmore College are from Waltham Chase. We are welcoming Waltham Chase applicants for the new Swanmore allotment facilities.
- No flooding concerns.

Swanmore

Parish Council would strongly object to the following sites (listed as per their numbering within the SHELAA document)

SWA01

- The Council objected to an outline planning application for this site (21/01506/OUT) as follows:

“The proposed house would be in the countryside outside the settlement boundary of Swanmore and, as per section 2.3 of the Swanmore Village Design Statement "When considering new development, in particular an area previously used as a garden, the plot should be protected from over development and insensitive or inappropriate infilling. The scale of new development should respect our rural village environment, and maintain reasonable levels of privacy and amenity for occupiers of neighbouring properties.”

The Council understands this application has now been withdrawn.

SWA04

- In the countryside (MTRA4) and protection of settlement gap between Swanmore and Waltham Chase (Policy CP18).
- Major concerns re road safety. The Council would not support a proposed access on to Forest Road. This is a fast and unpaved road where speeding is an issue. The road is used as a walking route by Swanmore College pupils,

there have been four recorded incidents on Forest Road over the last five years, two classified as “serious.”

- Loss of amenity for properties on Forest Road.
- Biodiversity/ ecology concerns.

SWA05

- In the countryside (MTRA4) and key site for the protection of the settlement gap between Swanmore and Waltham Chase (Policy CP18).
- Major concerns re road safety where access is on to New Road. Speeding cars, parked cars, Swanmore College pupils/ parents/ buses and the two proposed housing developments on The Lakes mean this a road that the Parish Council and many village residents are deeply concerned about. Swanmore College has recorded numerous “near miss” incidents involving pupils and four recorded incidents over the last five years.⁴
- More housing than we have been allocated, the Council’s view is that the total housing yield of 147 would eventually be built.
- Major concerns re flooding/ drainage issues for new and existing houses. According to the Government flood risk checking tool, there is a **high** risk of surface water flooding on this site and a medium risk of flooding from rivers: <https://check-long-term-floodrisk.service.gov.uk/map?eastings=457858&northing=115442&map=Surface Water>
- This site is potentially on the Southern Water proposed pipeline route and the impact of this on development is unclear.
- Ecology and biodiversity concerns.

SWA07

- In no way a sustainable site, residents would have to drive/ use public transport (currently not existing) to access village facilities.
- More housing than we have been allocated, the Council’s view is that the total housing yield of 200 would eventually be built.
- In the countryside (Policy MTRA 4).

SWA08

- Situated in the village settlement gap (Policy CP18) and in the countryside (MTRA4).
- Five failed planning applications on this land. Latest application was refused at appeal: 16/02527/FUL . WCC Landscape report stated:

"It is considered that this development would result in the harmful encroachment of built development in to open and undeveloped countryside and would undermine the strongly rural character of the village. The substantial size of the new development, in full view of users of the adjacent rural footpath and pedestrians and cyclists using Lower Chase Road and Broad Lane would mean that the character of this part

of the village would be significantly impaired due to the loss of a countryside view and a sense of the rural setting.”

- Concerns re: road safety, access on to an unpaved and narrow road. Road is used by vulnerable road users including groups of Swanmore College children who cut through the pylon field out on to Lower Chase Road. Two road traffic incidents on Lower Chase Road, one serious, during the last five years.⁵
- Ecology & Biodiversity concerns. Area is a lowland meadow and situated in the Green Corridor. According to the Swanmore sensitivity appraisal of November 2013, it is “a wildlife corridor connecting Alexanders Moors and the Moors SSSI.”
- Loss of amenity for adjacent properties.
- Loss of view from the high ground of Marsh’s Meadow which is designated in Local Plan as an important open space.
- Concerns re flooding/ drainage issues for new and existing houses.

SWA 09 (options a and b)

- This option was one of the four most popular sites with residents, 24% of those who completed the housing allocation form chose SWA09. However, the Council has the following concerns.
- Major concerns re flooding/ drainage issues for new and existing houses. Major concerns re: surface water flooding. According to the Government flood risk checking tool, there is a **high** risk of surface water flooding on this site and a medium risk of flooding from rivers: <https://check-long-term-flood-risk.service.gov.uk/map?eastings=457858&northings=115442&map=SurfaceWater>
- Existing drainage issues for houses built at Horders View on The Lakes, the watercourse along The Lakes regularly floods. “The ‘Hamble Brook’ that is located at the side of Hamblebrook Farm, runs up The Lakes and into Forest Farm in Waltham Chase, just outside Bishop’s Waltham and in July 2021 three out of the five houses in the farm were flooded.”
- Major concerns re: road safety where access is on to New Road. Speeding cars, parked cars, Swanmore College pupils/ parents/ buses and the two proposed housing developments on The Lakes mean this a road that the Parish Council and many village residents are deeply concerned about. Swanmore College has recorded numerous “near miss” incidents involving pupils and there have been four recorded incidents over the last five years on New Road.⁶
- Major concerns re: road safety where access is on to Gravel Hill. Speeding cars and HGVs, numerous “near miss” incidents at the Gravel Hill crossroads and 4 recorded incidents, two serious, over the last five years.⁷
- This site is potentially on the Southern Water proposed pipeline route and the impact of this on development is unclear.
- Proximity of high voltage pylons on the site and the current uncertainty as to potential health risks of living near to these: “Living near high voltage electrical pylons substantially increases the risks of contracting cancer, according to a study by doctors at the University of Bristol Medical School, UK.”⁸

- In the countryside (Policy MTRA 4) and outside of settlement gap boundary (Policy CP18).
- More housing than we have been allocated, the Council's view is that the total housing yield of 217 would eventually be built.

- Ecology and biodiversity concerns, area is inhabited by a number of protected species.

- **SWA10**

- In the countryside (MTRA4) and situated in the village settlement gap (Policy CP18), the Council wishes to avoid urban creep and maintain the gap between Swanmore and Bishops Waltham.
- Concerns re road safety. Lower Chase Road is unpaved and narrow, Swanmore Road has speeding issues. Adequate sight lines for access onto the Swanmore Road are very doubtful due to the vicinity of a blind bend in the road. There are similar sight line problems at the Lower Chase Road access with a blind corner immediately to the north. Road is used by vulnerable road users including groups of Swanmore College children who cut through the pylon field out on to Lower Chase Road. Two incidents on Lower Chase Road, one serious, over last five years, one incident on Swanmore Road.⁹
- Ecology & Biodiversity concerns. Situated in the Green Corridor. According to the Swanmore sensitivity appraisal of November 2013, it is “a wildlife corridor connecting Alexanders Moors and the Moors SSSI”.
- Loss of amenity for adjacent properties along Lower Chase Road.
- Loss of view from the high ground of Marsh’s Meadow which is designated in Local Plan as an important open space.
- Concerns re: flooding/ drainage issues for new and existing houses.
- More housing than we have been allocated, the Council’s view is that the total housing yield of 127 would eventually be built.
- Note previous failed applications on adjacent site SWA08, five failed planning applications on this land. Latest application was refused at appeal: 16/02527/FUL . WCC Landscape report stated:

"It is considered that this development would result in the harmful encroachment of built development into open and undeveloped countryside and would undermine the strongly rural character of the village. The substantial size of the new development, in full view of users of the adjacent rural footpath and pedestrians and cyclists using Lower Chase Road and Broad Lane would mean that the character of this part of the village would be significantly impaired due to the loss of a countryside view and a sense of the rural setting."

SWA12

- Major concerns re flooding/ drainage issues for new and existing houses. Major concerns re surface water flooding. According to the Government flood risk checking tool, there is a **high** risk of surface water flooding on this site and a medium risk of flooding from rivers: <https://check-long-term-flood-risk.service.gov.uk/map?easting=457858&northing=115442&map=SurfaceWater>

- Existing drainage issues for houses built at Horders View on The Lakes, the watercourse along The Lakes regularly floods. “The ‘Hamble Brook’ that is located at the side of Hamblebrook Farm, runs up The Lakes and into Forest Farm in Waltham Chase, just outside Bishops Waltham and in July 2021 three out of the five houses in the farm were flooded.”
- This site is potentially on the Southern Water proposed pipeline route and the impact of this on development is unclear.
- Major concerns re road safety where access is on to Gravel Hill. Speeding cars and HGVs, numerous “near miss” incidents at the Gravel Hill crossroads and 4 recorded incidents, two serious, over the last five years.¹⁰
- Proximity of high voltage pylons on the site and the current uncertainty as to potential health risks of living near to these: “Living near high voltage electrical pylons substantially increases the risks of contracting cancer, according to a study by doctors at the University of Bristol Medical School, UK.”¹¹
- In the countryside (Policy MTRA 4) and outside of settlement gap boundary (Policy CP18).
- Ecology and biodiversity concerns, area inhabited by a number of protected species.

SWA14

- In the countryside (Policy MTRA 4) and outside of settlement gap boundary (Policy CP18).
- Major concerns re surface water flooding. According to the Government flood risk checking tool, there is a **high** risk of surface water flooding on this site and a medium risk of flooding from rivers <https://check-long-term-flood-risk.service.gov.uk/map?eastings=457858&northings=115442&map=SurfaceWater>
- Existing drainage issues for houses built at Horders View on The Lakes, the watercourse along The Lakes regularly floods. “The ‘Hamble Brook’ that is located at the side of Hamblebrook Farm, runs up The Lakes and into Forest Farm in Waltham Chase, just outside Bishops Waltham and in July 2021 three out of the five houses in the farm were flooded.”
- This site is potentially on the Southern Water proposed pipeline route and the impact of this on development is unclear.
- More housing than we have been allocated, the Council’s view is that the total housing yield of 128 would eventually be built.
- Ecology and biodiversity concerns, protected species include water voles. A designated mineral safeguarding area.
- Proximity of high voltage pylons on the site and the current uncertainty as to potential health risks of living near to these: “Living near high voltage electrical pylons substantially increases the risks of contracting cancer, according to a study by doctors at the University of Bristol Medical School, UK.”
- Major concerns re road safety where access is on to Gravel Hill. Speeding cars and HGVs, numerous “near miss” incidents at the Gravel Hill crossroads and four recorded incidents, two serious, in the last five years.

SWA17

- In the countryside (Policy MTRA 4) and the village settlement gap (Policy CP18), the Council wishes to avoid urban creep and maintain the gap between Swanmore and Bishops Waltham.
- Concerns re: road safety. Lower Chase Road is unpaved and narrow, Swanmore Road has speeding issues. Adequate sight lines for access onto the Swanmore Road are very doubtful due to the vicinity of a blind bend in the road. There are similar sight line problems at the Lower Chase Road access with a blind corner immediately to the north. Road is used by vulnerable road users including groups of Swanmore College children who cut through the pylon field out on to Lower Chase Road. Two incidents on Lower Chase Road, one serious, over last five years, one incident on Swanmore Road.¹⁴
- Ecology & Biodiversity concerns. Situated in the Green Corridor. According to the Swanmore sensitivity appraisal of November 2013, it is “a wildlife corridor connecting Alexanders Moors and the Moors SSSI.”
- Loss of amenity for adjacent properties along Lower Chase Road.
- Loss of view from the high ground of Marsh’s Meadow which is designated in Local Plan as an important open space.
- Concerns re flooding/ drainage issues for new and existing houses.
- Five failed planning applications on the part of land that is immediately

Adjacent to Lower Chase Rd, the only access point to the site. Latest application was refused at appeal: 16/02527/FUL. WCC Landscape report stated:

"It is considered that this development would result in the harmful encroachment of built development into open and undeveloped countryside and would undermine the strongly rural character of the village. The substantial size of the new development, in full view of users of the adjacent rural footpath and pedestrians and cyclists using Lower Chase Road and Broad Lane would mean that the character of this part of the village would be significantly impaired due to the loss of a countryside view and a sense of the rural setting."

SWA18

- Not a sustainable site, residents would have to drive/ use public transport (currently not existing) to access village facilities.
- In the countryside (Policy MTRA 4) and outside of settlement gap (CP18).

SWA19

- In the countryside (Policy MTRA 4) and settlement gap between Swanmore and Waltham Chase (Policy CP18).
- Major concerns re road safety on Forest Road, development access would be on to a fast and unpaved road where speeding is an issue and the road is used as a walking route by Swanmore College pupils. Four recorded incidents over the last five years, two classified as “serious.”¹⁵
- Loss of amenity for properties on Forest Road.

SWA20

- In the countryside (Policy MTRA 4) and situated in the village settlement gap (Policy CP18), the Council wishes to avoid urban creep and maintain the gap between Swanmore and Bishops Waltham.
- Concerns re: road safety. Adequate sight lines for access onto the Swanmore Road are very doubtful due to the vicinity of a blind bend in the road. The access lane on the south-west side of the field is not suitable, it is single track with high banks and hedgerows. One road traffic incident on Swanmore Road over last five years.¹⁶
- Ecology & Biodiversity concerns. Situated in the Green Corridor. According to the Swanmore sensitivity appraisal of November 2013, it is “a wildlife corridor connecting Alexanders Moors and the Moors SSSI.”
- Loss of amenity for adjacent properties along Lower Chase Road and Swanmore Road.
- Loss of view from the high ground of Marsh’s Meadow which is designated in Local Plan as an important open space.
- Concerns re flooding/ drainage issues for new and existing houses.
- WCC landscape architect, 2nd March 2022: “This area of land has been identified as very sensitive, it would not be viewed as appropriate for development at this time.”

Response from Shedfield Parish Council

SHELAA SITES – 29 April 2022

Site number and location	Cllr a	Cllr b	Cllr c	Cllr d	Cllr e	Cllr f	Cllr g	Cllr h	Cllr i
SH02 The land adjacent Ivy Cottage, Solomons Lane 10 Homes	<ol style="list-style-type: none"> 1. It's a School lane and parking morning and afternoon is severe 2. Speed is still 30mph when 20 is plenty 3. It has numerous 42 ton artic lorries traversing along the route 4. Highway is in an extreme poor condition specifically the verges and even a van and car have difficulty in passing 5. An already known sever traffic issue at the bottom end creating an unsafe exit and entry off/on to the Main highway 6. No provision of any highways plan to deal with the server traffic issue 7. No provision of any plan to deal with the server Sewage 8. No provision of any plan to deal with the server groundwater flooding 9. No provision of any plan to deal with the street lighting issue 10. No provision of any plan to deal with the pavement issue 	VDS DG 2, 8 Settlement gap No footpath Review Response Option 3 – one single large site preferred + Points 1-10 left	policy MTRA4, CP18						
SH03 Land to the rear of Little Bull Lane	<ol style="list-style-type: none"> 1. The access to the site is of significant concern and the ability of residents to safely transit both Little Bull Lane and Sandy Lane would be of concern 	VDS DG2, 8 Accessibility In the countryside + Points 1- 9 left	policy MTRA4, mineral safeguarding,						

73 Homes	<ol style="list-style-type: none"> 2. The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit both to and from Little Bull Lane and Sandy Lane would be of concern 3. Both Little Bull Lane and Sandy Lane are highways not suitable for two vehicles to pass each other 4. No provision of any plan to deal with the server Sewage 5. No provision of any plan to deal with the server Groundwater flooding 6. No provision of any plan to deal with the street lighting issue 7. No provision of any plan to deal with the pavement issue 8. Having upwards of 146 cars (based on the assumption of 2 cars per dwelling) will significantly impact an already known sever traffic issue at the bottom end creating an unsafe exit and entry off/on to the Main highway 9. No provision of any highways plan to deal with the server traffic issue 		accessibility						
SH04 Oakley Field, Sandy Lane, Waltham Chase	<ol style="list-style-type: none"> 1. The access to the site is of significant concern and the ability of residents to safely transit Sandy Lane would be of concern 2. The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit to and 	VDS DG2, 8 Review Response Option 3 – one single large site preferred	TPO, policy MTRA4						

<p>6 Homes</p>	<p>3. from sandy lane would be of concern Sandy lane are highways not suitable for two vehicles to pass each other</p> <p>4. No provision of any plan to deal with the server Sewage</p> <p>5. No provision of any plan to deal with the server Ground water flooding</p> <p>6. No provision of any plan to deal with the street lighting issue</p> <p>7. No provision of any plan to deal with the pavement issue</p>	<p>+ Points 1- 7 left</p>						
<p>SH06 Land adjacent Abingdon Shirrell Heath</p> <p>7 Homes</p>	<p>1. The access to the site is of significant concern and the ability of residents to safely transit from the high street would be of concern</p> <p>2. Shirrell Heath has no facilities (Pub, Shop, Post office) whatsoever to support any development</p> <p>3. The access to the site is of significant concern and the ability of residents to safely transit from the high street would all need to be addressed</p> <p>4. Assume this is not Backland development but more of a Herne close</p>	<p>VDS DG 2, 3 Review Response Option 3 – small site + Points 1- 2 left</p>	<p>policy MTRA4, accessibility</p>					

<p>SH09 Land at Forest Farm, Waltham Chase</p> <p>131 Homes</p>	<ol style="list-style-type: none"> 1. No provision of any plan to deal with the server Sewage 2. No provision of any plan to deal with the server Ground water flooding 3. No provision of any plan to deal with the street lighting issue 4. No provision of any plan to deal with the pavement issue 5. Having upwards of 262 cars (based on the assumption of 2 cars per dwelling) will significantly impact an already known sever traffic issue creating an unsafe exit and entry off/on to the Main highway 6. No provision of any highways plan to deal with the server traffic issue 7. This is closing the green gap between Shedfield Parish and Bishops Waltham parish 	<p>VDS DG 2, 7, 9 Review Response + Points 1- 7 left In Local Gap Flooding Risk In the Countryside</p>	<p>policy MTRA4, CP18, mineral safeguarding, flood zone, accessibility</p>					
<p>SH10 Land Adjacent Culverland Industrial Estate</p> <p>18 Homes</p>	<ol style="list-style-type: none"> a. Already has services and access (pavements, road, street lighting and safe access to the main highway b. No known issues with sewage or groundwater flooding 	<p>VDS DG 2, 7 Accessibility Small Development</p>	<p>SINC policy MTRA4, mineral safeguarding, accessibility</p>					

SH11 Land at Lower Chase Road, Waltham Chase – 78 homes Van Diemens Field 78 Homes	a. This would allow development at the outer edges of the Parish b. Not sewerage issues that are known at that end of the Parish c. Clear access onto the main highway d. Services nearby e. Joins up with other development behind (mushroom farm and Forest Gardens)	VDS DG 2, 8 Countryside/ Gap Nearer to Swanmore	TPO, policy MTRA4, CP18, accessibility				Based on WCC Numbers and Hierarchy 1 st choice		
SH12 Land south-east of High Street, Shirrell Heath 13 Homes	1. Backland development so against policy	VDS 8 Accessibility In the Countryside Review Response Option 3 – small site + Point 1 left	policy MTRA4, accessibility, landscape						
SH13 Land at Church Farm, Winchester Road 121 Homes	1. Closing the green gap between the Parishes But interesting for the future strategy of what good looks like for the Parish	In the Gap VDS DG 2 In the countryside Accessibility Next to Curdridge + Point 1 left	TPO, policy MTRA4, CP18, mineral safeguarding, flood zone, accessibility, landscape						

<p>SH14 Raglington Farm, Botley Road, Shedfield</p> <p>2299 Homes</p>	<p>1. Known issues</p>	<p>VDS DG 8, 2 Accessibility Too large but smaller site would be suitable</p>	<p>ancient woodland, policy MTRA4, mineral safeguarding, water consultation zone, flood zone, accessibility</p>	<p>Though I am not happy to use Greenfield sites I think probably the large SH14 site only is the best way forward. This would have to be reduced slightly at our boundary, so we have a green belt between neighbouring parishes.</p>				
<p>SH15 Land at Shedfield Equestrian</p>	<p>1. Known issues</p>	<p>VDS DG 9 SUPPORT</p>	<p>ancient woodland, policy MTRA4,</p>					

<p>Centre, Botley Rd</p> <p>35 Homes</p>			<p>mineral safeguar ding, accessibi lity</p>					
<p>SH17 Land at Sandy Lane, Shedfield</p> <p>24 Homes</p>	<ol style="list-style-type: none"> 1. The access to the site is of significant concern and the ability of residents to safely transit sandy lane would be of concern 2. The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit both to and from sandy lane would be of concern 3. sandy lane are highways not suitable for two vehicles to pass each other 4. No provision of any plan to deal with the server Sewage 5. No provision of any plan to deal with the server Ground water flooding 6. No provision of any plan to deal with the street lighting issue 7. No provision of any plan to deal with the pavement issue 8. Having upwards of 48 cars (based on the assumption of 2 cars per dwelling) will significantly impact an already known sever traffic issue creating an unsafe exit and entry to Curdrige Lane 	<p>VDS DG 2, 8 In Countryside Accessibility Infill Gap Review Response Option 3 – small site + Points 1 - 8 left</p>	<p>policy MTRA4, accessibi lity, landscap e</p>					

<p>SH18 Redwings, Winchester Road</p> <p>22 Homes</p>	<ol style="list-style-type: none"> 1. The access to the site is of significant concern and the ability of residents to safely transit in and out of the site would be of concern 2. The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit to and from the site would be of concern 3. No provision of any plan to deal with the sewer Sewage 4. No provision of any plan to deal with the sewer Ground water flooding 5. No provision of any plan to deal with the street lighting issue 6. No provision of any plan to deal with the pavement issue 7. Having upwards of 44 cars (based on the assumption of 2 cars per dwelling) will significantly impact an already known sever traffic issue creating an unsafe exit and entry to the Highway 	<p>VDS DG 2 In the Gap Countryside Option 3 – small site + Points 1 - 7 left</p>	<p>policy MTRA4</p>					
<p>SH20 Land adjacent Whingarth - 27 homes</p> <p>Application 21/01253/OUT refused 27 Homes</p>	<ol style="list-style-type: none"> a. Assume this is a Herne close type development b. No known issues with sewerage, groundwater c. Clear access to main highway d. Pavement near by 	<p>VDS DG2 In the Gap Accessibility Countryside Option 3 - small site</p>	<p>policy MTRA4, CP18, mineral safeguarding, accessibility, landscape</p>					

SH26 Land at Twynhams Hill, Shirrell Heath	1.	The access to the site is of significant concern and the ability of residents to safely transit in and out of the site would be of concern	VDS DG2 In the Gap Accessibility + Points 1 - 7 left	TPO, policy MTRA4, accessibility					
	2.	The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit to and from the site would be of concern							
	3.	No provision of any plan to deal with the sewer Sewage							
	4.	No provision of any plan to deal with the sewer Ground water flooding							
42 Homes	5.	No provision of any plan to deal with the street lighting issue							
	6.	No provision of any plan to deal with the pavement issue							
	7.	Having upwards of 84 cars (based on the assumption of 2 cars per dwelling) will create an unsafe exit and entry to the Highway							

<p>SH28 Land at Pine Cottage, Turkey Island, Shedfield – This appears to be Little Bull Lane and not Turkey Island??</p> <p>13 Homes</p>		<p>Incorrect Address – should be Little Bull Lane VDS DG 2, 8 In the Gap Accessibility Countryside Option 3 - small site</p>	<p>policy MTRA4, accessibility</p>						
<p>SH33 Poplar Cottage, Solomons Lane Waltham Chase</p> <p>26 Homes</p>	<ol style="list-style-type: none"> 1. It's a School lane and parking morning and afternoon is severe 2. Speed is still 30mph when 20 is plenty 3. It has numerous 42 ton artic lorries traversing along the route 4. Highway is in an extreme poor condition specifically the verges and even a van and car have difficulty in passing 5. An already known sever traffic issue at the bottom end creating an unsafe exit and entry off/on to the Main highway 6. No provision of any highways plan to deal with the server traffic issue 7. No provision of any plan to deal with the server Sewage 8. No provision of any plan to deal with the server Ground water flooding 		<p>policy MTRA4, CP18</p>						

	9. 10.	No provision of any plan to deal with the street lighting issue No provision of any plan to deal with the pavement issue								
SH35 Land adjoining Botley Road, Shedfield 33 Homes	1.	Known issues	VDS DG2 In the Gap Countryside Option 2 - small site	policy MTRA4, mineral safeguarding, accessibility						
SH37 Earlsfield, High Street, Shirrell Heath Additional planning history – 20/00595/FUL Permitted 35 Homes	1.	Backland development and against Policy	VDS DG 8, 3, 5 In the Gap Small site Creates an estate against a line of houses along the High Street	policy MTRA4, CP18, mineral safeguarding, accessibility, landscape						
SH38 Red House Field, Botley Road, Shedfield 26 Homes	1.	Known issues	VDS DG9 Accessibility Option 3 - small site But could join adjacent sites SUPPORT	SINC, ancient woodland, policy MTRA4, mineral safeguarding, accessibility						

<p>SH39 Land on the north-west side of Gravel Hill, Shirrell Heath</p> <p>22 Homes</p>	<p>Green space</p> <p>Based on 2 homes – WCC =22 homes</p>	<p>VDS DG 2 In the Gap Countryside Option 3 - small site</p>	<p>policy MTRA4, CP18, accessibility</p>					
<p>SH40 Land at Oaklands Farm, Lower Chase Road, Waltham Chase (part of 41)</p> <p>15 Homes</p>	<p>1. Green space 2. Traffic flow</p>	<p>VDS DG 2, 8, 9 In the Gap Countryside Accessibility Traffic Option 3 – small site + Points 1 - 2 left Adjacent to Swanmore</p>	<p>policy MTRA4, CP18, accessibility, landscape</p>					
<p>SH41 Oaklands Farm, Lower Chase Road, Waltham Chase</p> <p>Additional planning history - 22/00267/FUL</p> <p>Current</p> <p>72 Homes</p>	<p>1. Green space 2. Traffic flow</p>	<p>VDS 2 DG 8, 9 In the Gap Countryside Accessibility Traffic Option 3 – small site + Points 1 - 2 left Near Pylons Flood Risk</p>	<p>policy MTRA4, CP18, mineral safeguarding, flood zone, accessibility</p>					

<p>SH42 Shirral House, Church Road, Shedfield</p> <p>28 Homes</p>	<p>1. Traffic flow 2. Safety of access to main highway 3. Backland development</p>	<p>VDS DG 8 Accessibility Option 3 – small site Unseen from road 2 access points Landscape SUPPORT</p>	<p>SINC, TPO, policy MTRA4, mineral safeguarding, accessibility, landscape</p>					
<p>SH43 Crossways, High Street, Shirrell Heath, Southampton, SO32 2JH</p> <p>Planning History relates to Earlsfield</p> <p>34 Homes</p>	<p>Is this Backland development</p>	<p>VDS DG 2 Option 3 – small site Creates an estate against a line of houses. Out of keeping with village normal development</p>	<p>policy MTRA4, CP18, accessibility</p>					
<p>SH44 Land at Sandy Lane, Shedfield, SO32 2HD</p>	<p>1. The access to the site is of significant concern and the ability of residents to safely transit sandy lane would be of concern 2. The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit both to</p>	<p>VDS DG 2, 8 Accessibility Countryside + Points 1 - 7 left</p>	<p>ancient woodland, policy MTRA4, accessibility, landscape</p>					

<p>206 Homes</p>	<p>and from sandy lane would be of concern</p> <p>3. sandy lane are highways not suitable for two vehicles to pass each other</p> <p>4. No provision of any plan to deal with the sewer Sewage</p> <p>5. No provision of any plan to deal with the sewer groundwater flooding</p> <p>6. No provision of any plan to deal with the street lighting issue</p> <p>7. No provision of any plan to deal with the pavement issue</p>							
<p>SH45 Site of Pine Cottage, Turkey Island, Shedfield SO32 2JE – 27 houses</p> <p>Should read Vine Cottage</p> <p>27 Homes</p>	<p>a. Already has services and access (pavements, road, street lighting and safe access to the main highway</p> <p>b. No known issues with sewage or groundwater flooding</p>	<p>Address Incorrect – should be Vine Cottage</p> <p>Not in keeping with area</p> <p>Option 3 – small site</p> <p>DG 2 3 8</p>	<p>SINC, policy MTRA4, protected open space, accessibility, landscape</p>					
<p>SH46 Crossways, High Street, Shirrell Heath, Southampton, SO32 2JN</p>	<p>1. Backland development</p> <p>2. Unsafe access to and from the sight</p>	<p>Duplicate of 43</p>	<p>policy MTRA4, CP18, accessibility</p>					

Duplicate of 43									
SH47 Land Adjacent to the Old Ale House, Shirrell Heath 2 Homes		Option 3 – small site Infill	policy MTRA4, accessibility						
SH48 Poplar Cottage, Solomons Lane, Waltham Chase SO32 2L – same as SH33?? 27 Homes		See SH33 Slightly larger site	policy MTRA4, CP18						
SH49 Land on the north side of Solomons Lane, Shirrell Heath, Southampton Planning History –	<ol style="list-style-type: none"> 1. Out of policy 2. It's a School lane and parking morning and afternoon is severe 3. Speed is still 30mph when 20 is plenty 4. It has numerous 42 ton artic lorries traversing along the route 5. Highway is in an extreme poor condition specifically the verges 	Planning History wrong VDS DG 2, 3, 9 Traffic Accessibility In the gap Option 3 – small site	policy MTRA4, CP18, protected open space, landscape						

<p>current application 22/00149/OUT</p> <p>Should read Waltham Chase</p> <p>17 Homes</p>	<p>6. and even a van and car have difficulty in passing</p> <p>7. An already known sever traffic issue at the bottom end creating an unsafe exit and entry off/on to the Main highway</p> <p>8. No provision of any highways plan to deal with the sever traffic issue</p> <p>9. No provision of any plan to deal with the server Sewage</p> <p>10. No provision of any plan to deal with the server Ground water flooding</p> <p>11. No provision of any plan to deal with the street lighting issue</p> <p>11. No provision of any plan to deal with the pavement issue</p>	<p>+ Points 1 - 11 left</p>						
<p>SH50 Land at Northcroft Farm, Sandy Lane, Waltham Chase SO32 2LR</p> <p>38 Homes</p>	<p>1. The access to the site is of significant concern and the ability of residents to safely transit sandy lane would be of concern</p> <p>2. The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit both to and from sandy lane would be of concern</p> <p>3. sandy lane are highways not suitable for two vehicles to pass each other</p> <p>4. No provision of any plan to deal with the server Sewage</p>	<p>Planning History wrong ?????</p> <p>VDS DG 2, 8, 9</p> <p>Traffic Accessibility</p> <p>In the gap</p> <p>+ Points 1 - 7 left</p>	<p>policy MTRA4, accessibility</p>					

	5.	No provision of any plan to deal with the server Ground water flooding									
	6.	No provision of any plan to deal with the street lighting issue									
	7.	No provision of any plan to deal with the pavement issue									
SH51 Land to the south-east of Upper Church Road, Waltham	1.	The access to the site is of significant concern and the ability of residents to safely transit in and out of the site would be of concern	In the gap In the countryside Accessibility + Points 1 - 7 left	SINC, TPO, policy MTRA4, accessibility, landscape							
Should read Shedfield	2.	The access to the site is of significant concern and the ability of residents to not be significantly delayed in their transit to and from the site would be of concern									
	3.	No provision of any plan to deal with the server Sewage									
	4.	No provision of any plan to deal with the server Ground water flooding									
	5.	No provision of any plan to deal with the street lighting issue									
40 Homes	6.	No provision of any plan to deal with the pavement issue									
	7.	Having upwards of 80 cars (based on the assumption of 2 cars per dwelling) will significantly impact an already known sever traffic issue creating an unsafe exit and entry to the Highway									

<p>SH52 Gamblins Farm, Solomons Lane, Waltham Chase, Southampton, SO32 2LY</p>	<ol style="list-style-type: none"> 1. It's a School lane and parking morning and afternoon is severe 2. Speed is still 30mph when 20 is plenty 3. It has numerous 42 ton artic lorries traversing along the route 4. Highway is in an extreme poor condition specifically the verges and even a van and car have difficulty in passing 5. An already known sever traffic issue at the bottom end creating an unsafe exit and entry off/on to the Main highway 6. No provision of any highways plan to deal with the server traffic issue 7. No provision of any plan to deal with the server Sewage 8. No provision of any plan to deal with the server Ground water flooding 9. No provision of any plan to deal with the street lighting issue 10. No provision of any plan to deal with the pavement issue 	<p>VDS D,G 2, 8,9 Traffic Countryside In the gap Next to SSSI + Points 1 - 10 left</p>	<p>SSSI, policy MTRA4, CP18, protected open space, landscap e</p>					
<p>105 Homes</p>								
<p>SH53 Land at Oaklands Farm, Lower Chase Road, Waltham Chase See S 40 and SH41 42 Homes</p>	<ol style="list-style-type: none"> 1. Green space 2. Traffic flow 	<p>SEE SH40 and SH41</p>	<p>policy MTRA4, CP18, flood zone, accessibi lity</p>					

<p>SH54 Land to the north of Chase Road, Waltham Chase</p> <p>+ Planning History 22/00199/FUL current</p>		<p>Should read north of Lower Chase Road No permitted access as shown VDS DG 2, 8, 9 Planning history wrong Option 3 – small site Industrial Site – loss of employment</p>	<p>policy MTRA4, mineral safeguarding, accessibility</p>					
<p>Cllr j</p>	<p>Should we be looking across the board again without hierarchy direction from WCC, my choice focuses on deliverability and distance to both primary and secondary education sites. Therefore, at this stage, I would select SH46/43, SH51 and SH11.</p>							
<p>Cllr k</p>	<p>My only thoughts are to discourage sites that connect neighbouring parishes with ours. Also, I am concern with infilling of small plots as no additional infrastructure is provided (from an outsider's view of planning) and these will give rise to increase risk of flooding as less areas for</p>							

	<p>drainage which is and will continue to be an issue due to climate change.</p> <p>I prefer personally, one large development as we can with WCC encourage infrastructure which should include shops, leisure requirements, medical requirements (doctors' surgery) and possibly educational facilities too. We must not forget improved drainage, internet, roads and cycle paths etc. Though I am not happy to use Greenfield sites I think probably the large SH14 site only is the best way forward. This would have to be reduced slightly at our boundary, so we have a green belt between neighbouring parishes. Surely that development would fill our 20-year quota???</p>								
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Other comments

Response from Twyford Parish Council

Twyford Parish Council was not amongst those being consulted on the SHELAA sites and recognises that it is outside of the WCC Local Plan area. However it would like to submit the following comment at this stage:

Even though Twyford sits outside of the area for the Winchester local plan it is inextricably linked to development proposals within the plan, specifically development to the south and west of the parish, by virtue of the services provided to the communities within the plan area.

Therefore, the Parish Council expects the additional burden on existing infrastructure, community and recreation services, along with highway impact will require support through S106 agreements or CIL allocations and that this infrastructure should be identified in the WCC local plan.

Response from Upham Parish Council

Upham Parish Council would like to support Winchester City Council in their allocation of the SHELAA Sites across the District. Upham currently has no housing allocation, and we would like to support this, as we have no gas or mains drainage. Our broadband is recently improved but we have poor mobile signal in many parts of the village. Upham is a relatively small community and only a small part of the Parish is actually outside of the National Park, and therefore within the scope of the Winchester Local Plan. This part is low lying and on clay soil and has drainage problems that as a recent development has demonstrated are not easily solved. We have no shop and a poor bus service.

During the earlier stages of Winchester's Consultation process we expressed concern that there appeared to be no analysis of the SHELAA allocations being done to see whether they were in fact deliverable or not. We pointed out to Winchester Officers the issues identified (regarding size, lack of infrastructure and a geology that results in poor drainage); noting that any development big enough to provide the infrastructure to deal with them would completely change the character of Lower Upham. We do feel that Winchester have listened to our concerns and have given us no allocation. We all wish to see a Local Plan that is properly prepared, well-considered and robust, as we can confidently expect that Plan to be tested by developers many times in our Parish and others, over its lifetime.

Upham Parish Council would like to thank you for listening to our concerns and comments and giving no housing allocation to Upham in the new Local Plan
