



## WINCHESTER DISTRICT LOCAL PLAN REVIEW

The Winchester District Local Plan Review has been prepared by Winchester City Council, together with Hampshire County Council as Highway Authority, in accordance with the Town and Country Planning Act 1990 (as amended).

The revised Plan was placed on deposit on 9th May 2003, having been certified by Hampshire County Council as being in general conformity with the Hampshire County Structure Plan 1996-2011 (Review). Representations on the changes to the Deposit Plan should be made in writing by 23rd June 2003. An objection form is included with each copy of the Revised Deposit Plan and a separate form should be completed for each representation. Details of the Local Plan process are given in Figure 1 on page 2.

Copies of the Revised Deposit Plan are available for inspection or purchase at the address below during normal opening hours. Copies can also be inspected at local libraries in the District.

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## 13. SETTLEMENTS

areas should, therefore, be retained and opportunities to provide additional recreational space identified. Accordingly, important open areas are defined as being subject to the provisions of Proposals RT.1 and RT.2 and land is allocated for recreational use by Proposal RT.4, at Hookpit Farm Lane.

**13.55** The disused railway line that runs through the centre of the village provides an area of informal open space and a new public footpath is proposed. There may also be scope to provide a bridleway between Ox Drove and the former Worthy Down Halt. The Local Planning Authority will support such provision, provided this would not result in conflict between pedestrians and horseriders.

### *Proposal S.15*

*Public footpaths are proposed along the disused railway lines linking Lovedon Lane, Winchester Junction, Worthy Down and South Wonston.*

### **Sutton Scotney**

#### **Mixed use**

**13.56** The future use of the old Station Yard and adjoining Coach Works at Sutton Scotney has been included in a review of existing employment allocations in the District (see paragraph 7.9), which concluded that it would be suitable for a mixed business/housing use.

### *Proposal S.16*

**RD13.16** *Mixed business and residential development will be permitted on approximately 1.6 hectares of land at the former Station Yard and adjoining Coach Works, Sutton Scotney, provided that:*

- (i) business uses (Use Class B1) constitute the majority of floorspace on the site, and are integrated well with adjoining housing; A reduced level of employment provision may be accepted if it is necessitated by constraints such as access and traffic generation, and the need to accommodate other requirements of the Plan;*
- (ii) it has satisfactory access, including off-site highway and footpath improvements necessitated by development;*

*(iii) it improves the setting of the Victoria Hall, with the provision of an adjoining open area and improved access for pedestrians from the eastern part of the village;*

*(iv) it retains existing landscaping around the site and reinforces it with new planting, in accordance with Proposal DP.5;*

*(v) a drainage study and flood risk assessment is carried out, and the resulting drainage strategy requirements incorporated within the development;*

*(vi) provision is made for the improvement of local recreational space and facilities in accordance with the requirements of Proposal RT.3;*

*(vii) it is of an appropriate scale, character and density, both within itself and in relation to the surrounding area, taking account of the site's location, partly within and partly adjoining the Conservation Area, in the central part of the village;*

*(viii) it accords with Proposals DP.3, DP.10, H.5, H.7, E.1 and other relevant proposals of this Plan, and the provisions of the Design and Development Brief to be prepared.*

**13.57** The sites are ~~adjacent to~~ surrounded by existing residential development, and ~~is~~ are currently accessed from Oxford Road and Wonston Road. ~~through a partly residential area.~~ Businesses falling within Use Classes B2 (General Industry) and B8 (Storage and Distribution) will, therefore, not be permitted. Business uses will be restricted to Use Class B1, as the nature of the businesses, and the type and amount of traffic generated, is most likely to ensure that the amenities of residents within and adjoining the development are protected, in accordance with Proposal E.1.

**RD13.17** **13.58** The development could take the form of separate business and housing areas, or live/work units, provided that the amount of employment floorspace exceeds the residential floorspace. A lower proportion

# 13. SETTLEMENTS

would only be justified if further detailed studies, to be carried out as part of the preparation of a planning brief, identified a need for a lower amount of business floorspace, taking into account the need for further local employment, the implications for traffic generation, and the likely effects on the local environment, particularly within the Conservation Area. The B1 uses should include a mix of uses, to provide a variety of local employment opportunities.

**13.59** Developers will be expected to fund necessary off-site highway improvements and contribute to the provision of safe pedestrian access from the residential areas to the east, through the site to the village centre and the Victoria Hall.

**New paragraph**

**RD13.20** The western part of the site is within the Conservation Area, and the eastern part adjoins the Conservation Area boundary. There is an opportunity to improve the general appearance of the area, and the scale and character of the development should reflect that of the adjoining parts of the village. The development should also provide an attractive open area adjacent to the eastern side of the Victoria Hall, to improve its setting within the village and provide a focal point for the development.

**New paragraph**

**RD13.21** There have been drainage problems in Sutton Scotney and therefore the development would need to ensure that satisfactory drainage can be provided. A drainage study and flood risk assessment should be carried out at an early stage, and any requirements of the resulting drainage strategy incorporated within the principles of development for the site.

**New paragraph**

**RD13.22** The Local Authority will need to be sure that the various elements of the development are appropriate in scale, location, access provision and design for this key site within the village. Detailed studies will be needed to achieve an appropriate design and development framework, and therefore a Design and Development Brief should be prepared, showing the relationships of the various elements of the development, and establishing the principles of development to be followed.

## Waltham Chase

### Mixed use

**13.60** Waltham Chase has very few employment opportunities within the village. A large site comprising the area to the north of Rose Hill Garage and the adjoining vehicle breakers yard is likely to become available for redevelopment and is suitable for accommodating a significant proportion of employment uses within a mixed use development.



*"Mixed business and residential development will be permitted on land to the north and east of Rose Hill Garage"*

### Proposal S.17

*Mixed business and residential development will be permitted on approximately 2.2 hectares of land to the north and east of Rose Hill Garage, Waltham Chase, provided that:*

- (i) business uses (Use Class B1) constitute the majority of floorspace on the site and are integrated well with adjoining housing;*
- (ii) a planning brief is produced and agreed by the Local Planning Authority, presenting the best options for locating the intended uses within the site;*
- (iii) it is accessed by a new junction on Winchester Road, enabling the closure and visual improvement of the existing vehicle breaker's access in Solomons Lane;*
- (iv) provision is made for a footpath link*