

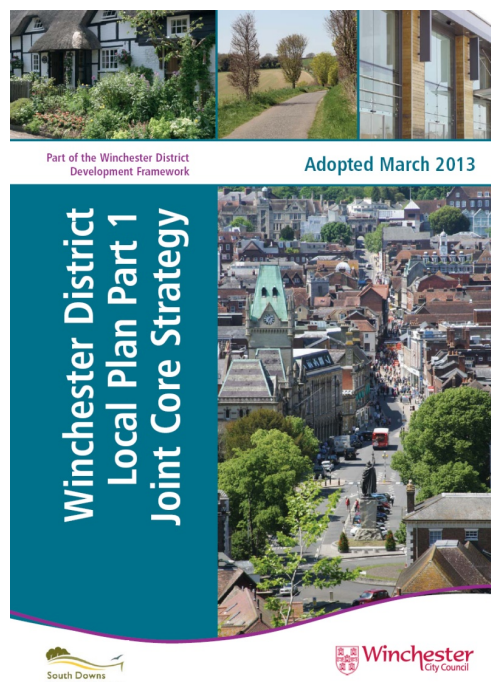
Requirements for Winchester Town

Introduction:-

Winchester City Council is developing its Local Plan which will include policies for the next 15 – 20 years. This is being written in two parts. Part 1 was adopted in March 2013 and sets the strategic policies and allocations for the District and Part 2 will show in detail how the policies will be implemented.

Local Plan Part 1 Policy WT1 includes the following requirements for Winchester Town:-

- 4000 dwellings (2011-2031) including 2000 at Barton Farm.
- Retain employment and provide for new business growth.
- 20 hectares employment land at Bushfield Camp (Policy WT3).
- 9,000 sq m of additional retail potentially required in the longer term.



Local Plan Part 2 will need to:-

- Identify the sites to meet Winchester Town's housing, employment, retail, open space, and any other infrastructure requirements.
- Review Town boundaries.
- Review retail frontages.
- Specific development management policies for Winchester Town – if not already covered in LPP1/LPP2.



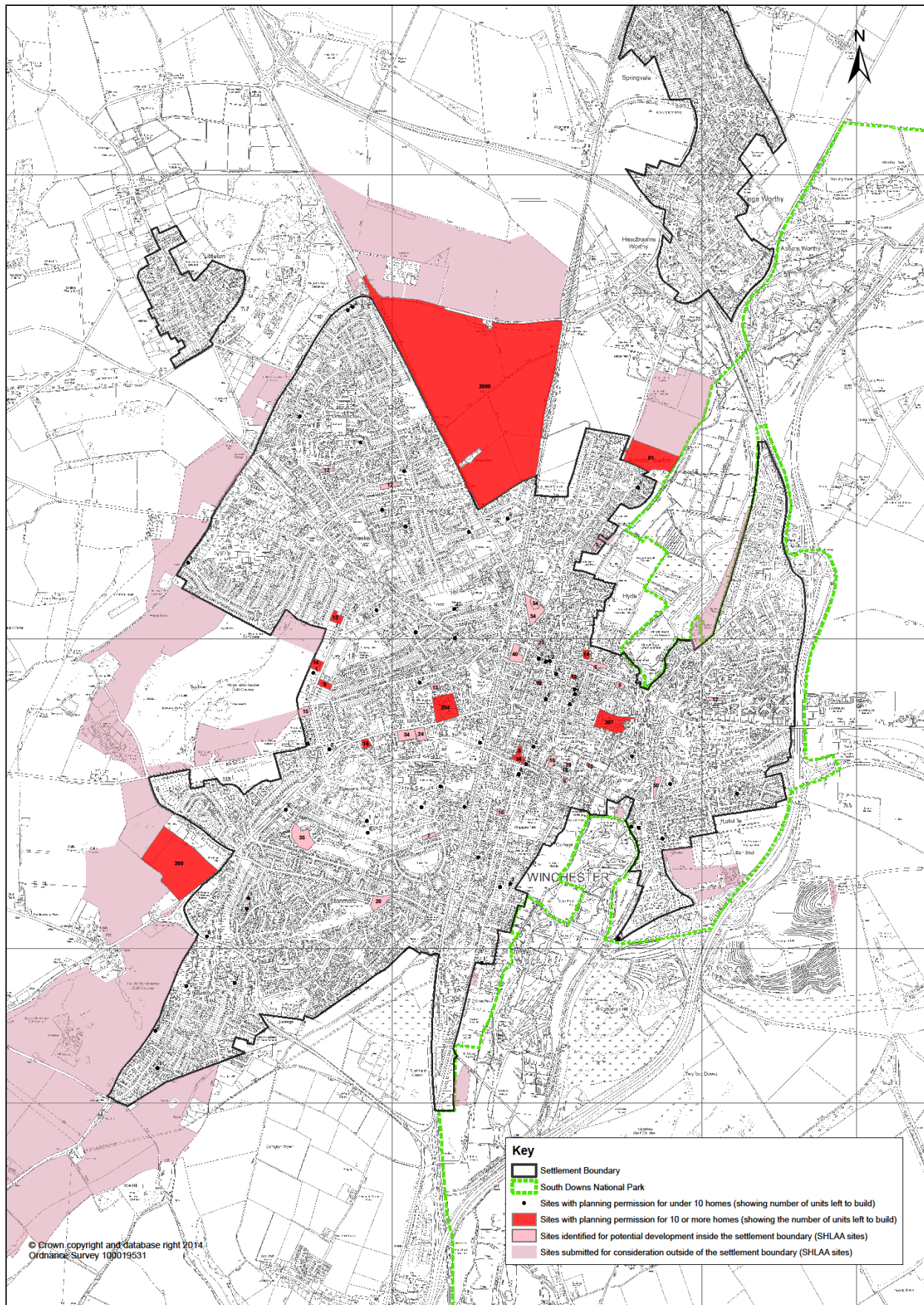
Housing: What are we doing?

- 4000 new houses are required in Winchester Town, with over 3810 already permitted/committed.
- Assess all potential sites objectively with the aim to fully meet needs. Includes an initial sieve of SHLAA and other sites followed by detailed assessment.
- Undertake Sustainability Appraisal of the sites.
- Windfall sites will meet the remaining requirement (initial assessment indicates potentially up to 900 units).
- 40% to be affordable housing (1600 units).
- No new Greenfield allocations likely to be required.

• Completions 2011-2013	105
• Planning permissions, large sites (including Barton Farm)	2986
• Planning permissions, small sites	144
• SHLAA sites;	up to 421
• Other planned projects not included in the SHLAA;	
– Stanmore	up to 63
– Abbots Barton	up to 37
– Station Approach between	60-71
Total	<u>3827</u>



Housing: map of identified sites



Barton Farm

Barton Farm will deliver:-

- 2,000 houses (800 of which will be affordable).
- New primary school.
- Community centre.
- Play space, natural green space and sports fields.

The map below shows the approved Barton Farm masterplan.

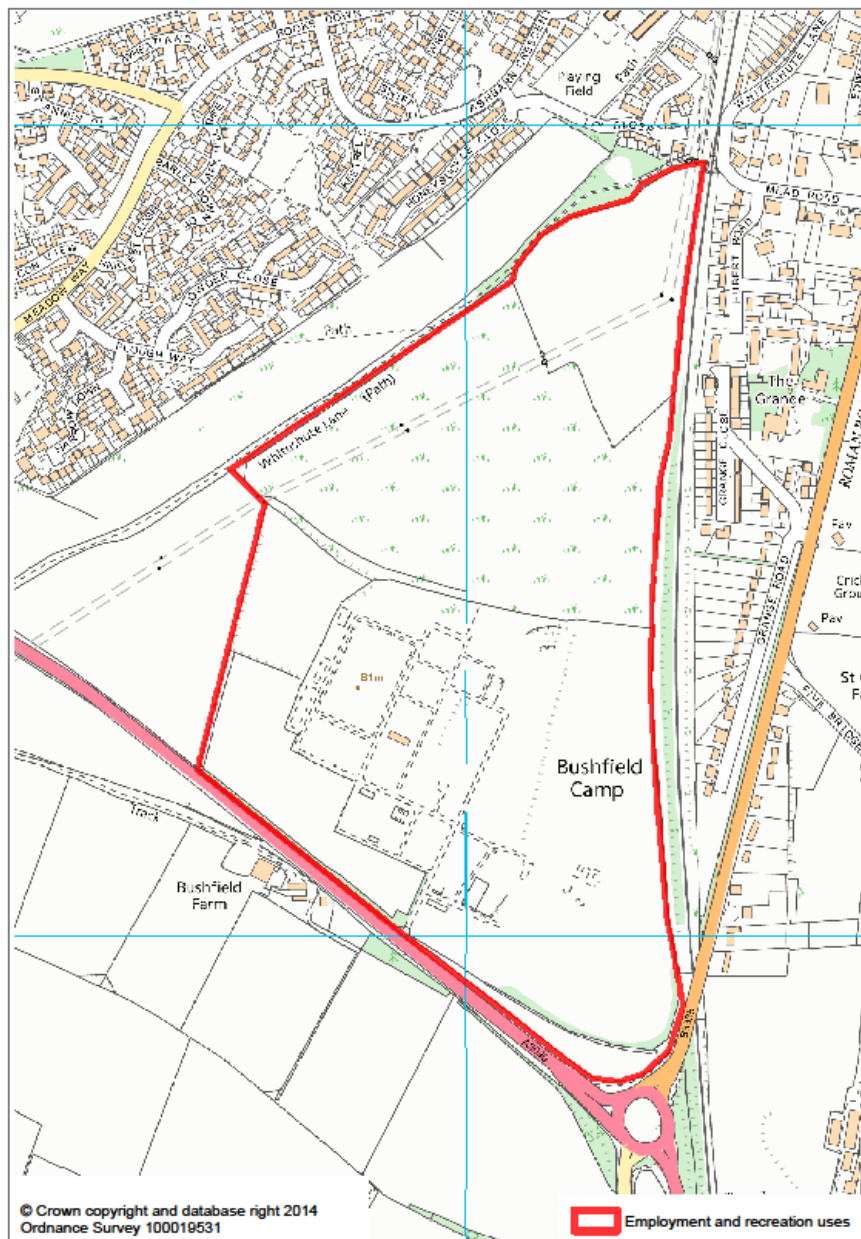


Barton Farm – Design Code (2013), John Thompson & Partners et al. on behalf of CALA Homes.



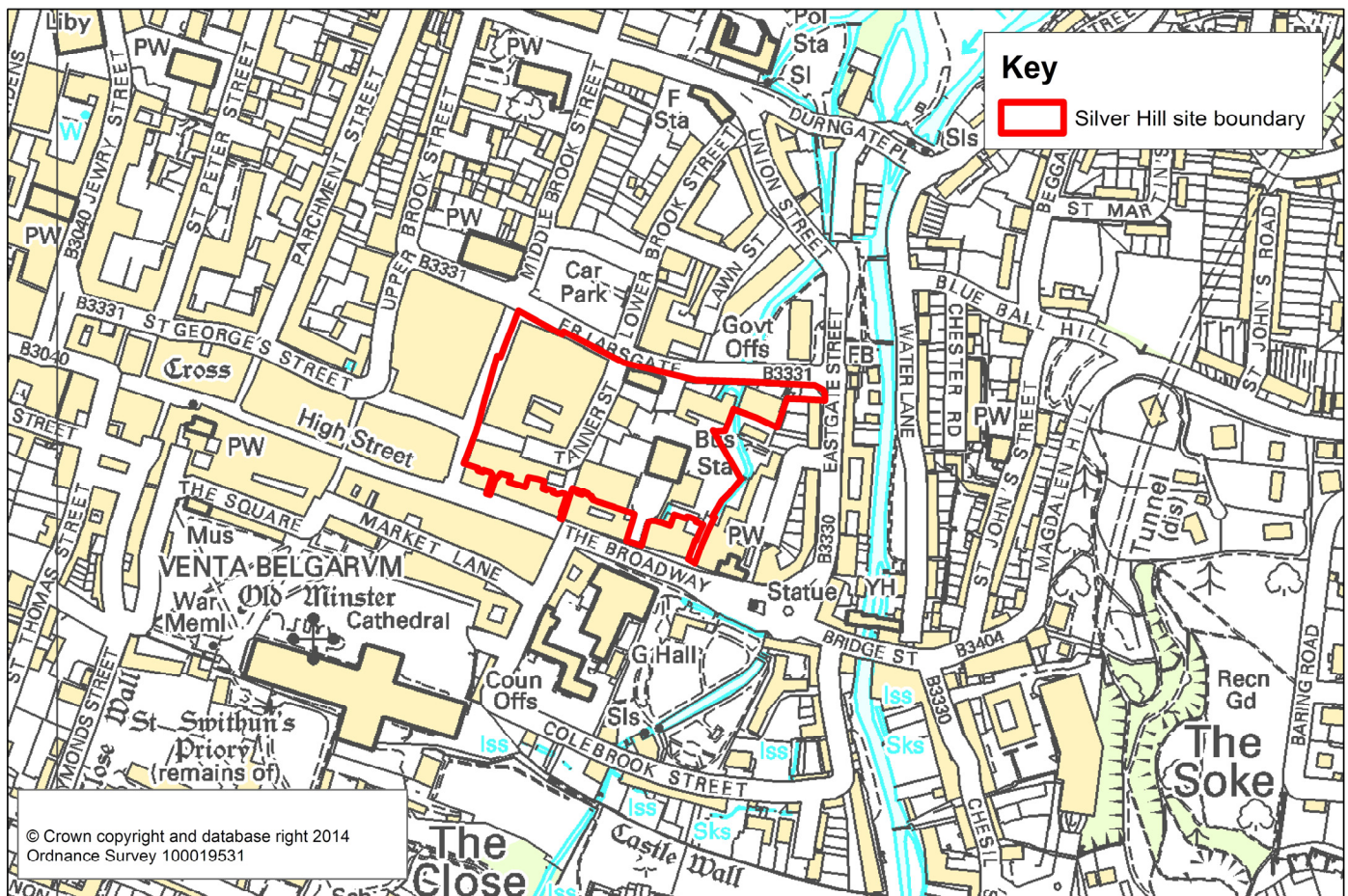
Employment Needs

- No requirement to allocate additional sites in Town.
- Need to retain sites in prime locations.
- Need to grow and diversify the economy.
- Main focus of economic growth around the Station.
- 20 hectares employment land already allocated at Bushfield Camp (with a further 23 hectares recreation use/landscaping).



Retail Needs

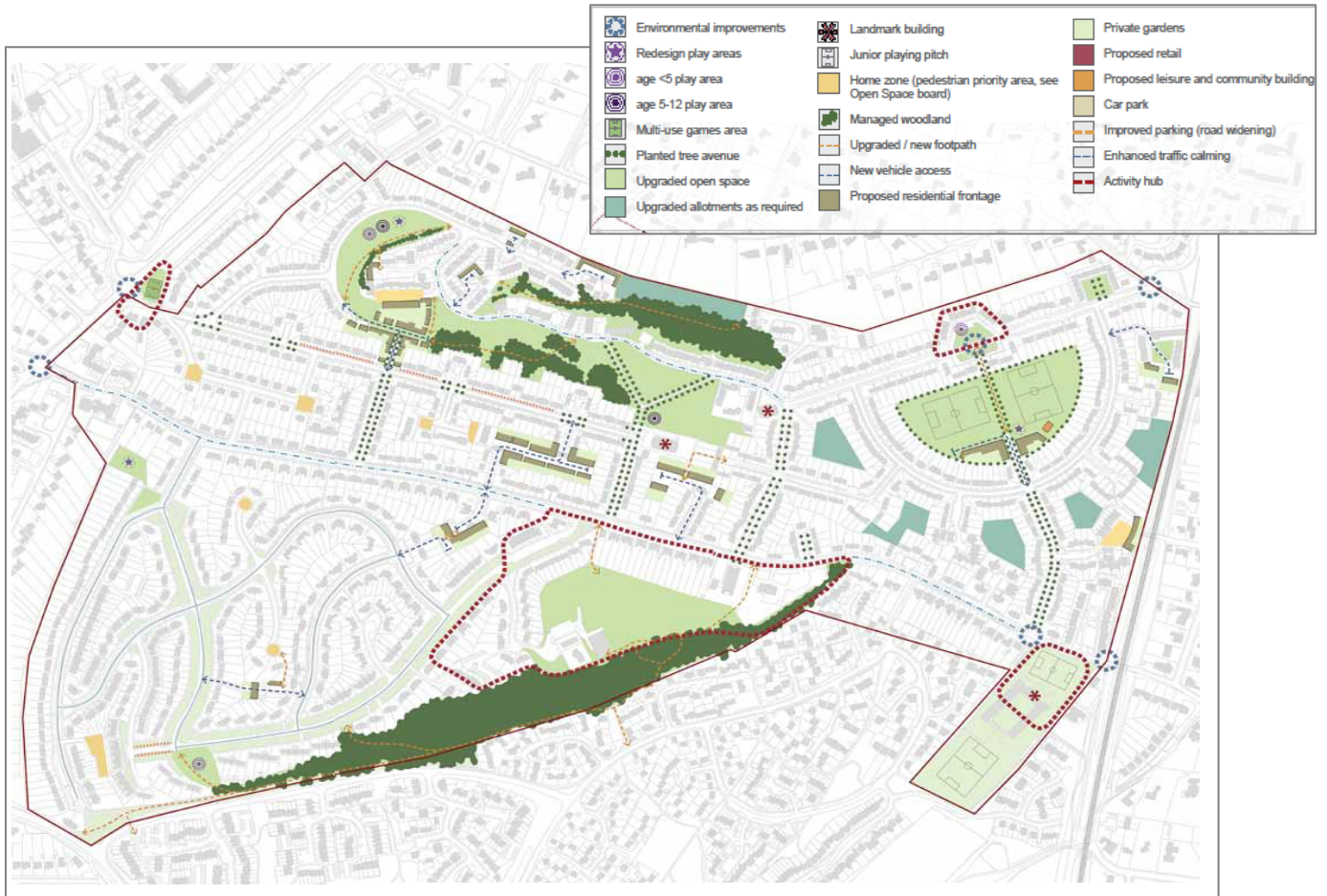
- LPP1 identified the need for around 9,000 sq m of additional retail floorspace (in addition to existing permissions).
- The up-dated draft retail study has reduced this to 4,400 sq m post 2021 (1750 sq m convenience, 2650 sq m comparison).
- Reasons: disposable income remains flat, increase in internet shopping.
- Increase can be met by re-using vacant shops and new sites e.g. town centre car parks.
- Permission at Silver Hill will provide for retail floorspace needs up to 2021. The site area is shown in map below.



Winchester District Local Plan Part 2

Other Key Developments Planned in Winchester Town

Stanmore Combined - Masterplan



Stanmore Planning Framework - Final Report (July 2013), Broadway Malyan.

The Vision for Stanmore:-

“Stanmore will be a thriving and safe neighbourhood where all residents are proud to live. It will be a place that has seen the benefits of housing growth captured locally, with desirable homes that provide for the existing community and attract new residents.

There will be a strong sense of community spirit, effective partnership working, a wide range of well-run community facilities and high quality, and well maintained green spaces.

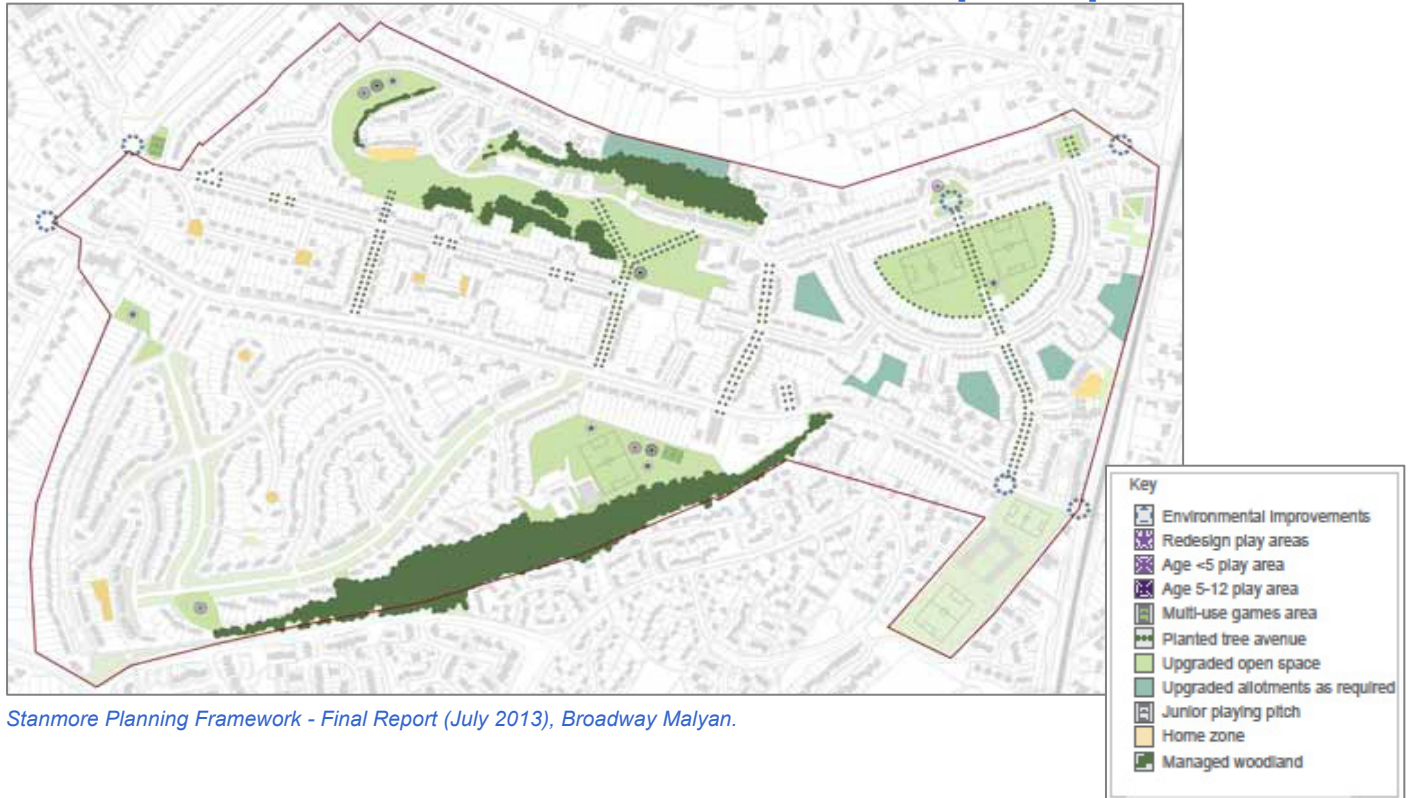
It will have strong connections within the neighbourhood and to nearby areas with training and learning programmes on offer for those who require further support”.



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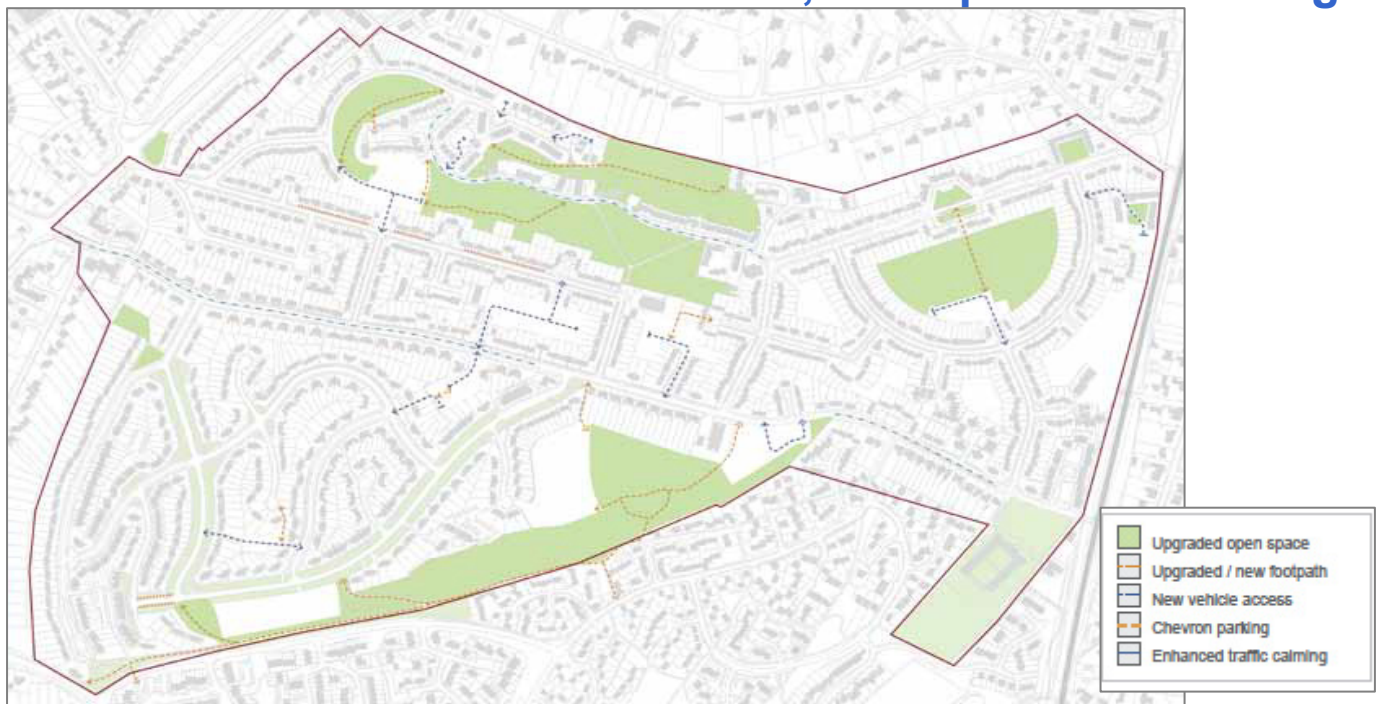
Other Key Developments Planned in Winchester Town

Stanmore Combined – Public Realm and Open Space



Stanmore Planning Framework - Final Report (July 2013), Broadway Malyan.

Stanmore Combined – Connections, Transport and Parking:-



Stanmore Planning Framework - Final Report (July 2013), Broadway Malyan.



Winchester District Local Plan Part 2

Other Key Developments Planned in Winchester Town

Station Approach: development options include:-

- Up to 20,000 sq m offices
- 1000 sq m retail/cafes
- 60-70 residential units
- Student housing
- 650- 800 parking spaces

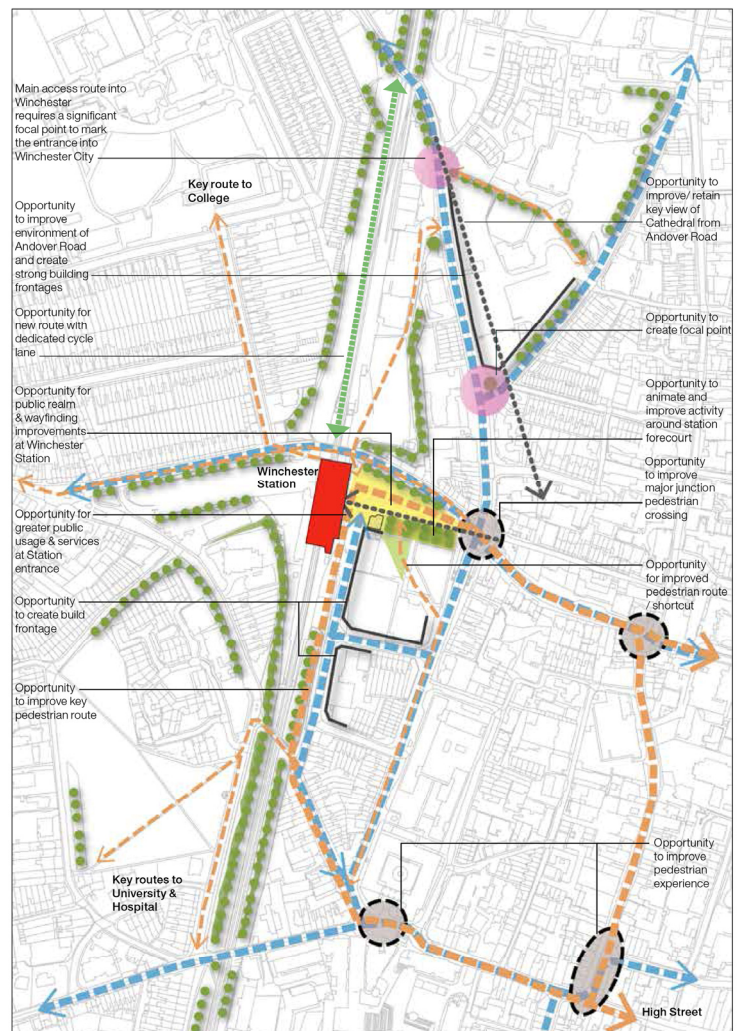
Study area opportunities

Opportunities

The area has the opportunity to become a high quality gateway into Winchester and improve the experience of people arriving at the station.

Opportunities have been identified to:

- **Create a gateway** marking the arrival in Winchester City at the top of Andover Road, making the most of the existing view towards the Cathedral;
- **Create active frontages** on Andover Road, Station Hill, Worthy Lane, Station Road and Gladstone Street;
- **Create focal points** at the junctions of Worthy Lane and Andover Road, and the 5-arm junction with City Road;
- **Improve junctions** so that pedestrian can cross more easily;
- **Create a high quality station forecourt** incorporating trees, landscape and a variety of activities;
- **Retain existing trees** where possible and add to the landscape quality;
- **Integrate and utilise the topography** and existing level changes; and
- **Maximise the environmental benefits** that can be derived from southerly sloping sites (such as the Cattlemarket) and a mixed use scheme.



Study area opportunities

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Development Assessment Winchester Station Approach
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Other Key Developments Planned in Winchester Town

Station Approach: Concept Masterplan- Development principles

The concept masterplan sets out the development principles for the Station Approach area. It is based on the option testing and intended to be a flexible framework allowing a variety of uses to be accommodated.

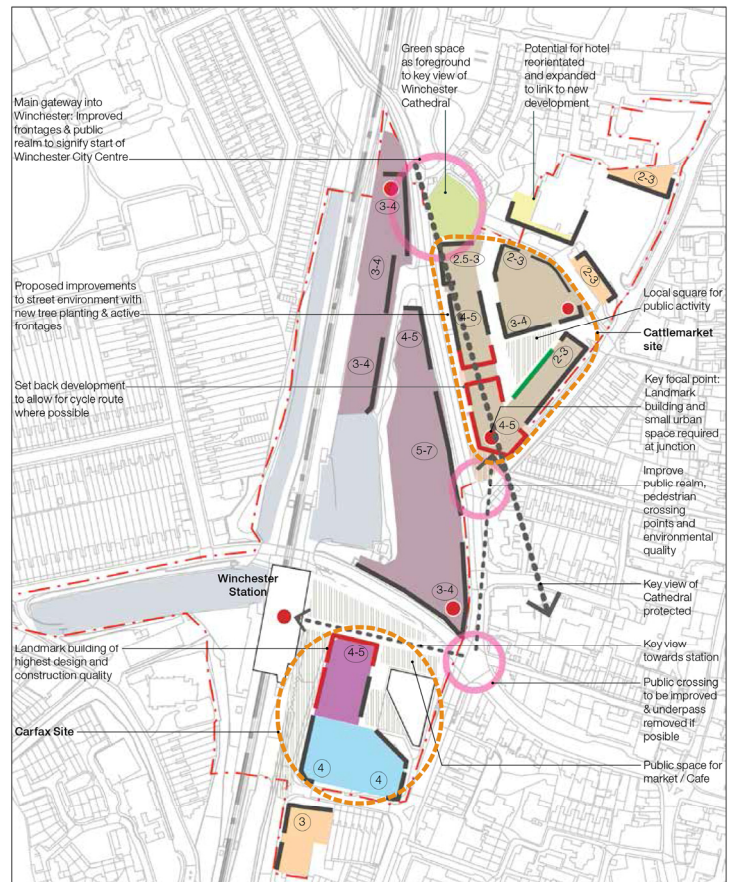
Any development in the Station Approach should:

Urban Design Principles

- contribute to creating a high quality gateway into Winchester City Centre at the top of Andover Road;
- contribute to creating an active, animated station forecourt and arrival point to Winchester;
- be of the highest quality and of scale and massing appropriate to the area. Building heights indicated on the concept masterplan are for guidance only and have not been tested in detail;
- create active street frontages in particular along key pedestrian routes;
- minimise blank frontage of any multi-storey car park on the Carfax site by for example wrapping it with residential or other active uses;
- Place buildings so that they add positively to the public realm, allow for street tree planting where appropriate and give additional space to the public realm (ie cycle road / wider pavements) where possible;
- create a distinct development on the Cattlemarket site set around a public space;
- create landmark buildings outside the station and on the southern edge of Cattlemarket site and improve the townscape around gateways and junctions; and
- retain the view of the Cathedral from Andover Road.

Land use

- focus employment uses (offices) on the Cattlemarket side and immediately adjacent to the station;
- create a mix of uses on the Cattlemarket site, including residential, leisure and cultural uses;
- create a mix of uses along side the railway track, possibly including student housing, managed workspaces;
- locate leisure and retail uses serving the local and commuter market, such as cafes, restaurants and small convenient shop outside the station or on the Cattlemarket site as part of a wider mixed use scheme that will improve and reinforce the local centre around Andover Road;
- car parking on the Carfax site and as part of a wider mixed use scheme on the Cattlemarket site; and
- provide new residential development as part of wider mixed use schemes or where at the fringes of the Station Approach area adjacent to existing residential uses.



Development principles

- New and improved public open space
- Site boundary
- Primary frontage with active ground floor uses and primary location for retail and leisure uses
- Strong building frontage
- Improve gateway and townscape quality
- View to Cathedral to be respected and enhanced
- Potential storey heights (4-5)
- Andover Road sites: Mix use employment led / student housing
- Hotel
- Mixed use development with potential for leisure and retail on the ground floor and offices / hotel / residential on the upper floors
- Car park / residential
- Residential
- Cattlemarket: Mix use employment led / primary location for office development
- Landmark buildings
- Open space

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Development Assessment Winchester Station Approach

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Development Assessment - Winchester Station Approach (Nov 2013) TIBBALDS.



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Winchester District Local Plan Part 2

Other Key Developments Planned in Winchester Town

Station Approach: Concept Masterplan - Public realm and movement principles

Pedestrian and cycle movement

Improving pedestrian and cycle movement is a key opportunity for the Station Approach area. The framework sets out the key routes and future links and opportunities.

Any development in the Station Approach area should contribute to improving existing links and providing new routes, as follows:

- pedestrian route to the city centre along City Road: improve crossing points, public realm quality, wayfinding and signage and widening the pavements where possible;
- pedestrian route along Station Road: provide active and animated frontages, widening the footpath where possible and improving the pavement;
- provide a new pedestrian and cycle route connecting Andover Road to the station on the western side of the rail tracks;
- create local pedestrian links across the Cattlemarket site, linking the development to the surrounding area, the station and the hotel;
- retain and improve the existing pedestrian link behind the record office, making it accessible and overlooked by development;

Wider aspirations include improving pedestrian crossing points at identified junctions, improving the quality of the existing subway underneath the rail tracks and providing additional cycle parking at the station.

Public realm and open space

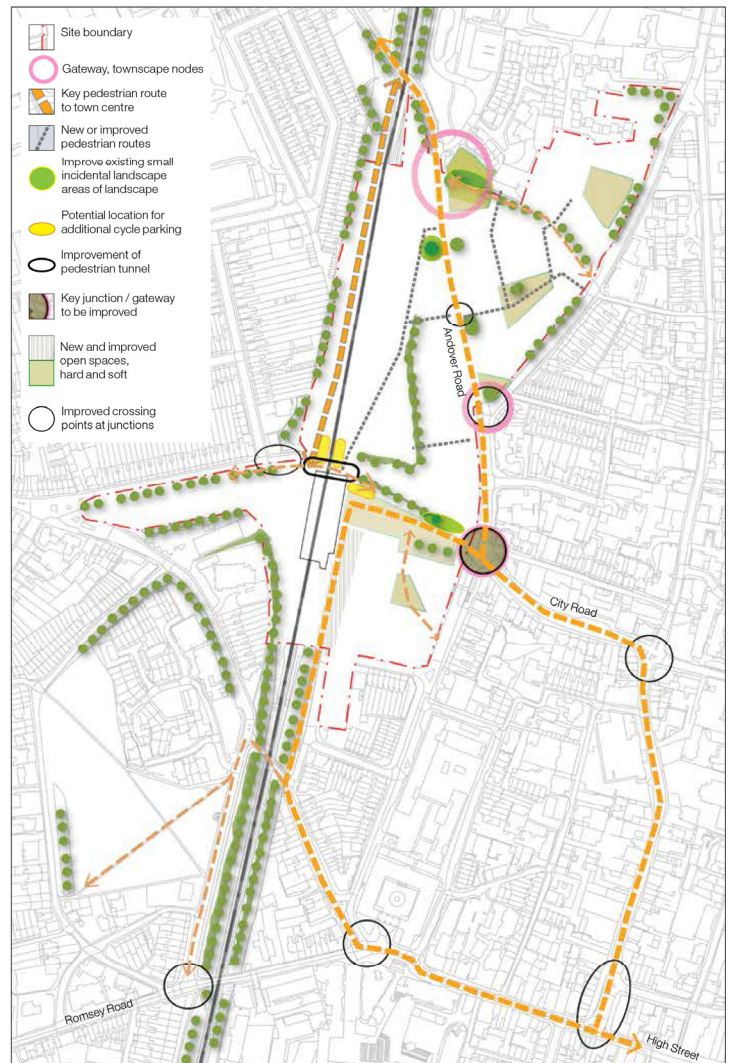
The top of Andover Road is an important arrival point coming into Winchester City. An improved and extended open space lined by high quality development would appropriately mark this gateway and help with the retention of the Cathedral view.

The new Cattlemarket development should provide a new public space that serves new and existing residents and future employees.

The station forecourt is an important arrival space and development must positively add to its quality and animation.

A quiet and pleasant space lies at the rear of the Records Office. This should be retained where possible, animated by cafes etc to allow a greater number of people to enjoy it.

There are a number of small incidental landscape areas that are currently not very well looked after. However, these have the potential to uplift the Station Approach area in the immediate and short term, provided they are well cared for. Ownerships of these areas are not always clear and they tend to appear forgotten. Local interest groups have identified an interest of caring for these areas and this opportunity to quickly improve the areas environment should be investigated.



Public realm and movement principles

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Development Assessment Winchester Station Approach

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Development Assessment - Winchester Station Approach (Nov 2013) TIBBALDS.



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Winchester District Local Plan Part 2

Winnall Economic Framework Study

Winchester City Council and Hampshire County Council will shortly commission a study to look at the key issues facing the business areas of Winnall. The study aims to assist the economic development of Winnall whilst delivering benefits to the local community.

The Economic Framework is complementary to the Winnall Community Plan, which focuses on delivering specific improvements within the residential part of Winnall.

Why is the study being commissioned?

Winnall's business areas (the Trade Park, Industrial Area, Easton Lane etc) have developed in a relatively organic way. However, previous planning policies which sought to protect industrial use have increasingly been challenged, so we need to ensure the Winnall meets the needs of the business area in the 21st century.

Aims of the Study

The Framework will establish a clear direction for Winnall to realise its full potential as an important centre for economic activity. Specific aims include –

- Review of employment floorspace needs, market demand and deliverability
- Consideration of the expressed needs of business; such as the development of supporting services, and improving access and parking.
- Maximise employment opportunities for the residents of Winnall

The results of the study will feed into Local Plan Part 2



Open Space

What are open spaces and why are they important?

Open Spaces are areas of land which are publicly accessible and which have few, if any built structures.

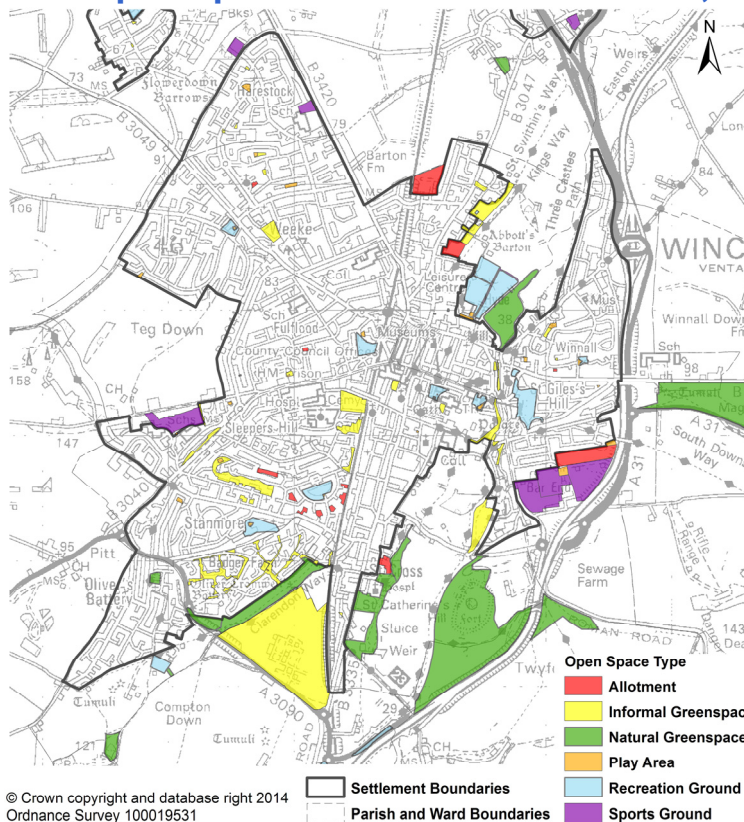
They form an important part of the network of green infrastructure which provides not only important 'quality of life' benefits to local residents, but wider environmental and economic benefits too.

Benefits of open space

- Provides opportunities for informal and formal physical activity and recreation.
- Creates areas for social interaction and helps bring communities together.
- Enhances the character and local distinctiveness of the built up area.
- Contributes to economic prosperity by attracting people to live, work, visit and invest in an area.
- Helps reduce stress levels with a positive effect on mental health
- Provides habitats and pathways for biodiversity.
- Helps mitigation and adaption to climate change by providing shade and cool air, reducing wind speeds, and improving air quality.
- Aids water and flood management by reducing and controlling surface run-off, improving absorption rates and providing storage capacity.



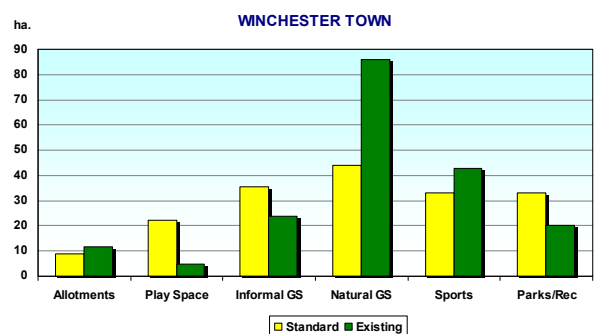
What open space is in Winchester Town, and what is needed in future?



The current distribution of open space in Winchester Town is shown on the map to the left.

Winchester benefits from many open spaces within and around the Town, but there are deficiencies in some types of open space, and lack of easy access to others.

The graph below shows where there is a deficiency in different types of open space in Winchester Town, when measured against the planning policy requirements in the Winchester Local Plan Part 1, policy CP7.



There is currently a lack of play areas, informal green space and parks and recreation grounds. Although the amount of open space in the other categories (allotments, natural green space and sports grounds) is good, they are not all easily accessible to all of Winchester Town's communities.

What is the planning policy in Local Plan Part 1?

The planning policy for open space is set out in Local Plan Part 1 Policy CP7. Policy CP7 aims to protect open space, sport and recreation facilities in areas undergoing growth. The policy says that there will be a 'presumption' against the loss of open space..... "except where it can be demonstrated that the benefit of the development to the community outweighs the harm caused by the loss of the facility".



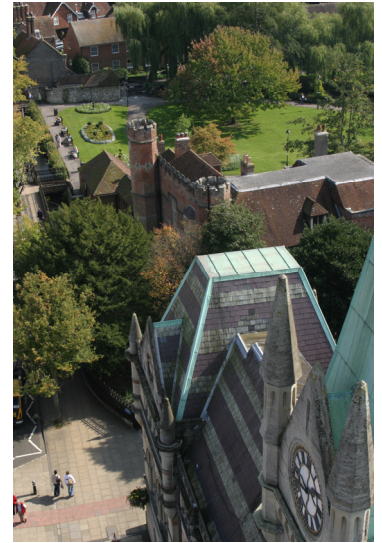
Infrastructure

Infrastructure issues:-

The infrastructure in Winchester Town supports not only its own population, but also provides services and facilities for wider area. The Town has a number of existing infrastructure issues such as:-

- High levels of commuting in/out of the District putting pressure on the Strategic Road Network;
- Congestion during peak periods on Local Road Network;
- Lack of comprehensive network of cycle routes through the Town;
- Existing cultural facilities lacking for role as a sub-regional cultural centre;
- Increasing deficit in arts facilities, museums and library floorspace;
- Lack of play areas, informal green space, recreation grounds and limited access to other open spaces;
- Need for additional school places;
- Requirement to mitigate and adapt to climate change; and
- Demand for specialist housing (extra care & gypsy and traveler sites).

Additional development should therefore be designed so as to not place additional pressure on the infrastructure and may be required to provide new or improved infrastructure .



What infrastructure projects are needed, or planned ?

N.B. funding has not been identified for all of these projects.

Education:-

- New primary school planned at Barton Farm (3 Form Entry).
- Potential to accommodate further growth in other primary schools enabled by Westgate and expansion programme at other primaries.
- Henry Beaufort to expand by 1 Form Entry through Barton Farm development, and reduction in catchment area planned for long-term. No plans for other secondary schools beyond this.

Community and Cultural facilities:-

- Improved cultural facilities – need for a Creation Centre.
- Public art enhancements.
- Need for a new Community Centre in Weeke.
- Refurbishment of Winchester Discovery Centre.

Transport (set out in full in the Hampshire Transport Statement)

- Access /Junction Improvement Works- works currently on widening Easton Lane, planned Park and Ride site to the North of Winchester.
- Improved pedestrian/ cycle access and infrastructure.
- Public Transport Improvements (upgrading bus stops and improving passenger facilities).

Specialist Accommodation:-

- Housing for an aging population (extra care facilities).
- Gypsy and Traveller sites.

Open Space, Sports and Recreation :-

- Additional equipped play areas, informal green space and parks and recreation grounds.
- Improved access to allotments and natural green space.
- New/refurbished leisure centre.
- Improve access to sports grounds.

Water:-

- Southern Water recently upgraded Morestead Waste Water Treatment Works. Additional waste water capacity and infrastructure and water resources would be needed for additional development.
- Environment Agency looking into flood alleviation works to store water on floodplains north of Winchester.

Renewable energy

- District Heating System – County carrying out feasibility assessment.
- Retrofitting existing properties (e.g. upgrading boilers).

Others:-

- Health – In general, provision is adequate. Health practice building to be provided through Barton Farm development.
- Communication – improvements in broadband needed.
- Emergency Services – no known additional requirements.

How will infrastructure be funded?

Funding for infrastructure comes from a variety of sources, both private and public. In the current economic climate the Council together with its partners will need to look for innovative ways to fund and provide the necessary infrastructure. A significant part of the infrastructure required in the District is likely to be provided or supported by developer contributions. Some will be provided on-site , particularly within the strategic sites.

- Developer Contributions raised through the Community Infrastructure Levy (CIL) to be spent on infrastructure needed by communities.
- Development – through on site provision such as the primary school for Barton Farm, or through developer contributions under a S.106 agreement to make development acceptable in planning terms.
- WCC funding (e.g. from New Homes Bonus) and where appropriate using match funding such as Arts Council Grants for Cultural infrastructure.



- HCC capital funding for infrastructure such as schools and local transport improvements.
- Central government funding through planned investment (e.g. Highways Agency and Environment Agency works).
- Private funding by service providers (e.g. water, power, telecoms and bus companies).
- Joint funding through partnerships such as the Partnership for Urban South Hampshire and the Local Enterprise Partnership.



Next Steps

21st February to 4th April 2014
Consultation on Winchester Town.

Ongoing:-

- Sustainability Appraisal.
- Work on emerging strategy.

April – June 2014
Consider responses from consultation.

July 2014
Publish consultation draft of the Draft Local Plan Part 2 (LPP2).

January 2015
After amendments, produce Publication Version of LPP2.

May 2015 to December 2015
Submit LPP2 for examination by Independent Inspector.

November 2015
Publication of Inspector's Report.

December 2015
Adoption of Local Plan Part 2.

