

Introduction

13.1 This Chapter presents proposals that apply to individual settlements, in alphabetical order. Only settlements that are subject to specific proposals are listed. Chapters 3-10, identify the topic based proposals relating to the whole Local Plan area and to individual sites, which must be read in conjunction with the proposals in this Chapter. The proposals applying to Winchester and the new communities (Knowle, West of Waterlooville and potentially Winchester City North) are set out in Chapters 11 and 12.

Bishop's Waltham

Environment

- 13.2 The Local Plan's proposals aim to protect and enhance the character of Bishop's Waltham generally and ensure that new development is appropriate. There are some areas within Bishop's Waltham that require specific proposals to secure their retention and/or improvement.
- 13.3 Bishop's Waltham Ponds are particularly important as an open space amenity within the town (see Proposal RT.1), as well as for historic and wildlife reasons. South Pond is part of a Scheduled Ancient Monument and North Pond is a Site of Importance for Nature Conservation (see Proposals HE.1 and C.9). The Local Planning Authority will encourage the restoration and management of the North Pond/Middlebrook Grounds area as an informal open area.

Proposal S.1

In order to retain and enhance Bishop's Waltham Ponds as an informal open space amenity area, development proposals that threaten the historic, landscape, nature conservation and amenity importance of the area will not be permitted. Proposals for the restoration, maintenance and enhancement of North Pond/Middlebrook Grounds (including the creation of some permanent open water and limited public access) will be permitted provided:

- (i) *the physical features of the site, particularly the Pond areas, are maintained or enhanced in accordance with their historic, landscape and nature conservation value;*

- (ii) *adequate drainage and flood control measures are provided;*
- (iii) *the proposal accords with Proposals DP.3, C.9, HE.1, RT.1 and other relevant proposals of this Plan.*

13.4 The Malt Lane area provides an opportunity, through redevelopment, to improve the local townscape and provide additional local facilities such as shopping and housing.

Proposal S.2

In order to achieve a general improvement in the appearance and environment of land to the north of Winchester Road and east of Malt Lane, Bishop's Waltham, proposals for the redevelopment of the area will be permitted provided that they:

- (i) *achieve a mix of complementary uses, which may include housing, shopping, service uses and car parking, and provide for the relocation of existing uses on the site, where necessary;*
- (ii) *are accessed principally from Malt Lane and achieve an attractive pedestrian link between St. George's Square and Malt Lane;*
- (iii) *accord with Proposals DP.3, H.5, H.7 and other relevant proposals of this Plan, and the general aims of the draft Malt Lane, Bishop's Waltham, Development Brief.*

13.5 Proposal S.2 allows for a variety of uses such as housing (particularly for small households), shopping, and service uses. The site is in various ownerships and uses, some of which may need to be relocated or accommodated within any development scheme.

13.6 The development of the site offers great potential to improve the townscape qualities of St. George's Square and the north side of Winchester Road, but needs to be handled very carefully. A draft Development Brief sets out suggestions and principles for development and identifies constraints and a revised planning brief will be produced and adopted. The general aims of the draft Brief should be reflected in development proposals, although the importance of promoting a viable comprehensive development scheme may require some changes.



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- 13.7 Claylands Industrial Estate has been developed incrementally and the resulting development has sometimes lacked adequate landscaping and an overall design style. The Local Planning Authority will seek to achieve an upgrading of the environment of the industrial estate. Opportunities should also be taken to introduce measures to alleviate the effects of traffic disturbance and parking on residential properties. Improvements will be promoted by the use of a variety of measures and implemented through co-operation between private and public bodies.

Proposal S.3

In order to achieve an environmental improvement of the Claylands Industrial Estate (see Inset Map 1), development proposals for this area will be permitted, provided that they:

- (i) incorporate a high standard of design, and appropriate hard and soft landscaping;*
- (ii) make adequate provision for car and lorry parking facilities, avoiding the need for on-street parking;*
- (iii) accord with Proposal DP.3 and other relevant proposals of this Plan.*

- 13.8 In considering development proposals for the area subject to Proposal S.3, the Planning Authority will take the opportunity to require a high quality of design and landscaping. It will also encourage the owners and users of premises to improve the appearance of their sites and to carry out landscaping schemes. Development proposals should avoid exacerbating traffic and parking problems in the area by making adequate provision within the development sites for car and lorry parking, and by avoiding uses that generate high levels of traffic.

Housing

- 13.9 The centre of Bishop's Waltham retains a substantial amount of residential property above, and sometimes between, shops and offices. Proposal H.2 provides for the development of suitable sites within the built-up area of Bishop's Waltham for residential purposes and Proposal SF.3 encourages residential development in town centres. Additionally scope exists for residential development at the Malt Lane site

(see Proposal S.2), in association with the redevelopment of the area.

Employment

- 13.10 Land at Abbey Mill is currently under used and offers an opportunity for the development of new business uses.

Proposal S.4

Approximately 1.9 hectares of land at Abbey Mill, Bishop's Waltham is suitable for business and general industrial development. Development proposals will be permitted provided that they:

- (i) fall within Use Classes B1 (Business), B2 (General Industry), or B8 (Storage and Distribution);*
- (ii) provide an adequate means of access to, and within, the site from the B2177 roundabout, including any off-site improvements to Station Road and its junction, and/or traffic management and parking control measures, that may be required;*
- (iii) establish a substantial landscape framework around and within the site by the retention of existing planting and the provision of substantial new planting, particularly along the southern boundary of the site, in accordance with Proposal DP.5;*
- (iv) by means of careful design and landscaping, ensure that development does not intrude into both short and long views of the area;*
- (v) avoid harm to the Bishop's Waltham Conservation Area and the Bishop's Waltham Palace and Ponds Scheduled Ancient Monument;*
- (vi) carry out site investigations, risk assessment and implement appropriate remedial measures to deal with any contamination affecting the site or causing a threat to its surroundings (in accordance with Proposal DP.16);*
- (vii) accord with Proposals HE.1 - HE.2, DP.3, E.1 other relevant proposals of this Plan, and have regard to the provisions of the Abbey Mill, Bishop's Waltham, Development Brief.*

13.11 Proposal S.4 allows for a range of employment uses, but the site is in a very sensitive location, partly within Bishop's Waltham Conservation Area and the Bishop's Waltham Palace and Ponds Scheduled Ancient Monument. Any development must be very carefully designed and developers will need to investigate the extent of any contamination and put forward appropriate remediation measures. Accordingly, the Local Planning Authority will be flexible about the exact proportions of different types of business development that will be accepted, although it will encourage provision to be made for the inclusion of businesses already on the site. If it is demonstrated that requirements such as those relating to contamination necessitate other uses to achieve a viable development, these may exceptionally be permitted, in accordance with Proposal DP.16.

13.12 The Abbey Mill, Bishop's Waltham Development Brief provides detailed guidance for the development of land in the Abbey Mill area. Proposals for the site will be expected to comply with the Development Brief, which will require updating, and the provisions of Proposal S.4. A new access from Station Road will be required to serve the development, as well as the carrying out of improvements to Station Road and its junctions and the introduction of traffic management measures. Some car parking provision could be made within Abbey Field (see also Proposal S.5) subject to approximately half the spaces provided being for public use. Before granting planning permission for such proposals, the Local Planning Authority will wish to secure satisfactory planning obligations to ensure that the provision of public car parking and open space is achieved.

13.13 Landscaping will need to be reinforced and new planting provided, as required by Proposal DP.5 and the Development Brief. The development should incorporate an interesting roofscape and attractive ancillary and parking areas.

Facilities and services

13.14 Bishop's Waltham's shopping centre forms the core of its Conservation Area. In conserving this area, it is important to retain a balance between residential, commercial, and shopping uses. Proposal SF.1 defines the boundary of the town centre and additional

commercial and leisure development to serve the town and its rural hinterland should take place within this area. Proposal SF.1 also restricts the loss of existing commercial and leisure uses at ground floor level within the town centre. Proposal SF.4 seeks to avoid the loss of ground floor retail uses (Use Class A1) within the defined primary shopping area.

Recreation and open space

13.15 Bishop's Waltham has a particular shortage of recreational land for children's equipped and casual play space. Such facilities are especially needed in the Ponds area, if all housing areas are to have convenient access to them. Proposal RT.4 allocates land at Ponds Lane for recreation use, to address this need on a site well located for the purpose and where facilities would not seriously intrude into the countryside or the setting of Bishop's Waltham. Planting within and around the site will need to be reinforced and a new footpath provided, to link the site to the footpath around the Claylands area to Battery Hill.

13.16 The open area between Abbey Mill and the Palace House is part of an important open area running through the centre of Bishop's Waltham. It provides an attractive setting for the Bishop's Palace and its environs, is part of the Bishop's Waltham Palace and Ponds ancient monument, and acts as a buffer between the Palace and the existing and proposed business uses at Abbey Mill.

Proposal S.5

The area between Abbey Mill and Palace House is suitable for development as informal public open space and for the provision of a carefully designed and landscaped car park (confined to the lower part of the site), provided such development has regard to the provisions of the Abbey Mill, Bishop's Waltham, Development Brief (which sets out detailed guidance for the development of this site) and accords with Proposals HE.1 - HE.2, DP.3 and other relevant proposals of this Plan. Development which threatens the retention of this area, both as an important open space and as a buffer between the existing and proposed business uses at Abbey Mill and the Palace and its setting, will not be permitted.

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13.17 Proposal S.5 provides for part of the area to be laid out and managed as an amenity public open space, which may also be of benefit to visitors to the Palace and employees at the proposed business site at Abbey Mill. The development of some of the site for car parking may also be permitted, in association with the development of the Abbey Mill site, subject to the need to avoid harm to the Bishop's Waltham Conservation Area and the Palace and Ponds ancient monument. Legal safeguards will be needed to secure the provision of public car parking and open space (see also Proposal S.4 and accompanying text). The Abbey Mill, Bishop's Waltham, Development Brief provides more detailed guidance on the development of this sensitive site and will be updated.

Transport

13.18 The medieval layout of Bishop's Waltham's central streets makes them unsuitable for modern traffic demands. A review of the traffic system in central Bishop's Waltham is promoted, with the aim of achieving major environmental improvements whilst maintaining accessibility and the commercial viability of the town. Environmental improvements have been carried out in the High Street and surrounding roads, but some reorganisation of traffic and pedestrian movement is also justified, to reduce the environmental intrusion of traffic.

13.19 Pedestrian facilities on parts of Bank Street are inadequate and the proposed traffic rearrangements will give priority to addressing this problem.

Proposal S.6

The traffic system in the centre of Bishop's Waltham will be reviewed and environmental improvements undertaken, in order to achieve environmental and safety improvements whilst maintaining accessibility. The aims of these measures are:

- (i) *to remove as much extraneous through traffic as possible from the historic town centre, whilst taking account of the need to maintain the viability of commercial properties;*
- (ii) *to encourage the use of the distributor road network around the town centre to carry both through traffic and access traffic serving the town centre;*

(iii) *to reduce potential conflict between vehicles and pedestrians in the central area, particularly where pedestrian numbers are high;*

(iv) *to maintain adequate servicing to commercial premises.*

Initial proposals relate particularly to High Street, Bank Street, Houchin Street, Brook Street, Free Street and Little Shore Lane. Priority will be given to improving pedestrian facilities and safety in Bank Street, subject to the availability of funds.

13.20 Proposal S.6 establishes the principal objectives that any review of the traffic system will be seeking to achieve. The proposed traffic review will be undertaken through the Central Hampshire Area Rural Transport Strategy (CHARTS) and implementation of any proposals will be subject to the availability of funding. Most of the changes will require the approval of Traffic Regulation Orders, which are the subject of consultation processes independent of the Local Plan.

Cheriton

Mixed use

13.21 Freeman's Yard in Cheriton was once a fully operational timber yard employing up to 100 people. The yard has now closed and is available for redevelopment. In accordance with the Local Plan's strategy of seeking to provide facilities and employment locally, it is important that local employment opportunities form a part of any future development proposals.

13.22 The site falls within the defined policy boundary of Cheriton, but access is poor, limiting the scale and type of development that can be accommodated. Also, the site adjoins the Conservation Area and any traffic generated would have to pass through it. Accordingly, employment development on the whole site may not be appropriate and a mixed employment and residential scheme may be more suitable. The scale of development will be limited by the site's location on the edge of the village and, more particularly, the access and environmental constraints. Hampshire County Council is also seeking to extend the playground of the adjacent village school. The redevelopment



of this site provides an opportunity to achieve this.

Proposal S.7

Mixed business and residential development will be permitted on approximately 1.1 hectares of land at Freeman's Yard, Cheriton, provided that:

- (i) business uses (Use Class B1) constitute the majority of floorspace on the site, and are integrated well with adjoining housing;*
- (ii) the mix of uses ensures that the amenities of existing and proposed residential properties are protected, if necessary by limiting working hours or other appropriate measures, in accordance with Proposals DP.13 - DP.15;*
- (iii) provision is made for the improvement of local recreational space and facilities in accordance with the requirements of Proposal RT.3;*
- (iv) provision is made for the development of a playground to serve the adjoining school;*
- (v) it is of an appropriate scale, character and density both within itself and in relation to the surrounding area, taking account particularly of the location of the site on the edge of the village and adjacent to the Conservation Area, and the limitations of its means of access;*
- (vi) it can be adequately accessed and serviced without requiring inappropriate off-site improvements. The access to the site should be improved in association with development, by widening it on its southern side;*
- (vii) it provides substantial new landscaping within and around the site, in accordance with Proposal DP.5, particularly on the eastern boundary of the site, to create a new edge to the village and to screen the development in longer views. Developers will be expected to ensure that land to the east of the site is put to agricultural or other appropriate rural use;*

(viii) developers carry out site investigations, risk assessment and implement appropriate remedial measures to deal with any contamination affecting the site or causing a threat to its surroundings (in accordance with Proposal DP.16);

(ix) its accords with Proposals DP.3, H.5, H.7, E.1 and other relevant proposals of this Plan.

- 13.23 Development proposals will be expected to include business uses aimed primarily at providing local employment. Great care will be needed to ensure a satisfactory relationship between residential and commercial uses. Any contamination on the site resulting from its previous use will need to be remedied prior to development and particular account will need to be taken of Proposals DP.13 - DP.15 in considering development proposals for the site.
- 13.24 The eastern part of the site is poorly contained at present, and some dumping has been carried out beyond the site. This boundary should be firmly established by the provision of structural landscaping. Developers will be expected to restore the land to the east of the site to agricultural or similar use in association with development. This area may be suitable for provision of some recreational land to help satisfy requirements for open space to be provided by residential development (Proposal RT.3).
- 13.25 The means of access to the site is a particular constraint. Whilst the site operated with a substandard access for many years, its redevelopment provides the opportunity to tailor development to the capacity of the site and its access. Large-scale access improvements would harm the character of the Conservation Area, so development needs to be limited generally to that which can be served by limited access improvements, achieved by realigning the wall of the school to the south. The site also offers an opportunity to provide for the expansion of the school playground, which would otherwise not be possible given the constrained school site. Development should provide for this.



13. SETTLEMENTS

Colden Common

Employment

13.26 The current Winchester District Local Plan allocates land for business (Use Class B1) development, to the west of the B3354 and north of Church Lane. There is approximately 1 hectare remaining to be developed and following a review of employment sites (see the Employment Chapter), the remaining employment allocation is carried forward, but with more flexibility for business development given the nature of existing development in the vicinity.

Proposal S.8

Approximately 1 hectare of land to the west of the B3354 and north of Church Lane, Colden Common is suitable for business development (Use Class B1). Such development will be permitted, provided that it:

- (i) is accessed from the B3354 roundabout;*
- (ii) provides a substantial landscape framework around and within the site by the retention of existing planting and the provision of new planting, in accordance with Proposal DP.5;*
- (iii) accords with Proposals DP.3, E.1 and other relevant proposals of this Plan.*

13.27 The site is located close to existing residential development, and has a means of access through a partly residential area. Businesses falling within Use Classes B2 (General Industry) and B8 (Storage and Distribution) will not be permitted, as the nature of the businesses, and the type and amount of traffic generated, would have an unacceptable impact on the occupiers of adjacent housing. B1 uses are generally considered appropriate and proposals will also be assessed against the criteria in Proposal E.1.

13.28 The layout of the site should provide for the retention and reinforcement of existing landscape features within and around the site, and for substantial new planting to enhance the appearance of the development and create enclosures around new buildings and associated areas of parking/hard surfacing. Development proposals should not

encroach on existing planting around the perimeter of the business area. In considering the retention of existing trees and features, the provisions of Proposal DP.5 will be relevant.

Curdrige

Employment

13.29 Proposal T.12 safeguards land for the construction of the Botley bypass. The Winchester Southern Parishes Local Plan and the current District Local Plan allocate land between the line of the bypass and Hillsons Road (Bottings) Industrial Estate for business, industrial and/or warehousing (Use Classes B1, B2 and B8) use, subject to the bypass being programmed for construction. The need for a bypass for Botley has been reviewed, but the safeguarding of land is retained. The business, industrial and/or warehousing (Use Classes B1, B2 and B8) allocation is, therefore, also retained.

Proposal S.9

Within the Hillsons Road Industrial Estate, improvements to industrial, warehouse, and business premises will generally be encouraged. Development and redevelopment will be permitted, provided that it accords with Proposals DP.3, E.1 and other relevant proposals of this Plan.

Approximately 4.1 hectares of land to the west and south of the existing estate, and adjoining the proposed Botley bypass, is suitable for business, general industrial and/or storage and distribution development, which will be permitted, provided that it would:

- (i) fall within Use Classes B1 (Business), B2 (General Industry) or B8 (Storage and Distribution);*
- (ii) be accessed from the proposed Botley bypass and provide a link with Hillsons Road. Such a link should include measures to prevent Hillsons Road being used as a through route and to encourage access to the existing industrial estate from Botley bypass wherever possible;*
- (iii) provide substantial landscaping on the southern, western and eastern boundaries of the site;*

(iv) *protect the visual and ecological quality of the River Hamble valley.*

The development of land outside the existing industrial estate will only be permitted in advance of the construction of the Botley bypass if the above criteria are met and the whole bypass is programmed for construction by the Highway Authority.

- 13.30 In order to ensure that the amenities of nearby land uses and properties are protected, development on the existing industrial estate or the proposed extension will be limited to business, general industry and distribution/warehousing. Units that are designed to meet a variety of space needs, including units with flexibility for various uses and sizes, will be encouraged. Development proposals will need to satisfy the provisions of Proposals DP.13 - DP.15.
- 13.31 Intrusion into the countryside between Botley and Curdrige needs to be minimised, and a defensible edge to development created. Therefore, substantial landscaping of any extension to the industrial estate will be required, and care will be needed to protect the ecological and visual quality of the Hamble valley.
- 13.32 Proposal S.9 requires Hillsons Road to be linked to the industrial estate extension. The aim is to discourage the use of existing accesses onto Station Road, in association with traffic management measures, to achieve traffic and environmental benefits. However, account will need to be taken of the access requirements of occupants of the Hillsons Road industrial estate.
- 13.33 Although the extension of the industrial estate could take place in advance of the construction of the bypass, there must be a firm commitment to construct the bypass within a reasonable time period. If, in the future, the construction of the whole of the bypass is firmly programmed by the Highway Authority the development of the industrial estate extension may be permitted in advance of its construction. The line of the bypass would need to be taken into account, and provision made for the development to link with it, and contribute to its funding.

Denmead

Environment

- 13.34 The current Plan promotes the environmental improvement and enhancement of Denmead village centre and the Local Planning Authority aims to implement a scheme in the near future.

Proposal S.10

In order to promote the improvement and enhancement of the shopping area in Denmead, development that accords with other relevant proposals of this Plan will be permitted where it contributes to:

- (i) a rationalisation of existing accesses and parking arrangements for vehicles;*
- (ii) improved pedestrian facilities and safety;*
- (iii) an enhancement of the appearance of the area.*

- 13.35 The environmental improvement scheme will address current problems caused by vehicles entering and leaving the forecourt area at numerous points on Hambledon Road. The scheme will include measures to improve pedestrian safety by restricting random parking of vehicles on the forecourt area and to improve the visual appearance of the forecourt area.



"The environmental improvement scheme (for Denmead Village Centre) will address current problems"

13. SETTLEMENTS

Housing

13.36 Previous Local Plans provided for residential expansion, primarily to the north of Forest Road. These developments are now largely completed, but some uncompleted allocations are carried forward.

Proposal S.11

Approximately 0.6 hectares of land to the south-east of Mill Close, Denmead is suitable for residential development, which will be permitted, provided that:

- (i) it retains and reinforces existing landscaping on the eastern boundary of the site to provide a new edge to the settlement, in accordance with Proposal DP.5, and provides new landscaping within the development;*
- (ii) it retains the existing open space area to the north of Maple Drive, and provides public, private and amenity open space in accordance with Proposals DP.6, DP.7 and RT.3. This provision should include a children's play and kickabout area, forming an extension to the open space at Maple Drive, and providing a total of about 0.2 hectares of public recreational space;*
- (iii) it provides a footpath linking Mill Close to Maple Drive;*
- (iv) it accords with Proposals DP.3, H.5, H.7 and other relevant proposals of this Plan.*

13.37 The site is on the edge of the village, adjoining the Denmead - Waterlooville Local Gap. The layout of the site should be appropriate to the nature of nearby development and the site's location. The existing hedge along the eastern boundary of the site should be reinforced by new structural planting, to provide a new edge to the village and to reduce the impact of the development on the countryside.

13.38 In conjunction with development to the north of Maple Drive an area of land was laid out and provided as open space. This land should be retained and provision made for its extension within the layout of the allocated site. Amenity and recreational space provision should be made predominantly on-site, and should total about 0.2 hectares. This provision should include children's play

equipment and a kickabout area, which will help to address the lack of these facilities in this part of the village.

Proposal S.12

Approximately 2.5 hectares of land north of Forest Road and west of Southwick Road, Denmead, is suitable for residential development, which will be permitted, provided that:

- (i) it provides appropriate access from Forest Road and contributes to any off-site highway or other infrastructure provision/improvements required as a result of development;*
- (ii) it includes measures to avoid harm to the nature conservation interest of the adjoining land to the north-west, which is a Site of Importance for Nature Conservation, including the maintenance of an appropriate supply of water, in accordance with Proposal C.9;*
- (iii) it provides appropriate landscaping on the boundaries of the site and within it, to create a new landscape edge to the settlement and a landscape framework for the development;*
- (iv) it provides adequate public, private and amenity recreation/open space, in accordance with Proposals RT.3, DP.6 and DP.7;*
- (v) it accords with Proposals DP.3, H.5, H.7, other relevant proposals of this Plan, and the Harvest Home, Forest Road, Denmead, Development Brief (2001).*

13.39 The site is suitable for a variety of house types and sizes, which should be provided to ensure a balanced mix of housing, including affordable housing, in accordance with Proposals H.5 and H.7. Its layout should reflect the location of the site on the edge of the settlement and protect the amenities of surrounding development, whilst satisfying the density requirements of Proposal H.7. A planning brief ("Land to the Rear of Harvest Home, Forest Road, Denmead Development Brief") has been adopted, giving more detailed guidance on these matters.

- 13.40 Vehicular access should be from Forest Road. Parking provision for the existing public house should be retained or replaced.
- 13.41 A substantial amount of planting along Forest Road will be needed to provide a new edge to the village and soften the appearance of the development. The north-western boundary, adjoining the Site of Importance for Nature Conservation (SINC), will also require appropriate treatment, taking account of the need to avoid harm to the nature conservation interest of the site. The development should incorporate appropriate measures to prevent damage to this area, particularly by avoiding harmful changes to the hydrology of the area. Scope exists for the existing stream passing through the site to be retained and enhanced as a feature within the development (see the Development Brief).
- 13.42 The provision of children's play space, which is well related to the residential properties and forms an integral part of the development, will be expected in accordance with Proposals RT.3 and RT.5.

Employment

- 13.43 The current Winchester District Local Plan allocates land to the south of Forest Road for business development. Most of the site is now developed, but the allocation is carried forward into this Plan so as to ensure that remaining development accords with the principles applied to the early units.

Proposal S.13

Approximately 2.8 hectares of land south of Forest Road, Denmead is suitable for business development (Use Class B1), which will be permitted, provided that:

- (i) it achieves a high standard of design appropriate to the site and is restricted in height to 7 metres to minimise intrusion in views into the site;*
- (ii) it retains and reinforces existing landscaping around and within the site and provides substantial new planting to create a landscape framework for the development, in accordance with Proposal DP.5. This should include the provision of a perimeter tree belt of at least 20 metres in width;*

(iii) it accords with Proposals DP.3, E.1 and other relevant proposals of this Plan, and the provisions of the Pottery Site, Denmead, Industrial Development Brief.

- 13.44 The Pottery Site Industrial Development Brief sets out the Local Planning Authority's detailed requirements for this site. The area is within a woodland setting and the existing development is designed to a high standard. This should be reflected in any new development. To prevent new development being prominent and intrusive in views from the surrounding countryside, the maximum height of buildings above the existing ground level should not exceed 7 metres.
- 13.45 The layout of the site should provide for the retention and reinforcement of existing landscape features within the site and for substantial new landscaping to enhance the appearance of the development and create enclosures around the clusters of buildings. Development proposals should not encroach on structural landscaping around the perimeter of the industrial area, which is to be provided at a minimum width of 20 metres, nor result in the loss of open amenity or parking areas.

Recreation

- 13.46 There is a substantial shortfall in all categories of formal recreation space in Denmead. Most of the northern parts of the village, and the Anthill Common area, are more than 400 metres from children's play facilities. Substantial additional provision is needed, which is best located in two areas to serve both the north-west of the village and more central area, which are the areas least well served by current provision. Proposal RT.4 allocates suitable areas of land at Anthill Common and east of Forest Road.

Durley

Mixed use

- 13.47 Part of the former sawmill site at Durley has been redeveloped for business use and housing, adjoining a new village green. This first phase was developed in accordance with the requirements of the current Local Plan and the principles of the Development and Design Brief for the Sawmill Site, Durley, adopted in 1998. These seek to integrate the new homes and businesses with the rest of

13. SETTLEMENTS

the village, by restricting the amount of development that could take place during that Plan period (up to 2001).

- 13.48 The current Local Plan provides for 0.8 hectares of business or industrial use, of which 0.4 hectares at the rear of the site is to remain as low intensity business/storage uses (Use Classes B1 and/or B8). The future use of the low intensity business/storage area is reconsidered in this Local Plan Review.
- 13.49 This part of the site has been vacant since the low intensity business user relocated. A review of existing employment sites in the District has concluded that it would be suitable for mixed residential/business use (see paragraph 7.9). This could take the form of separate housing and business areas, or possibly live/work units, provided that the amount of employment space is a substantial part of the development. Business uses will be restricted to small-scale B1 uses, to discourage unsuitable traffic from using the narrow rural roads serving the site, and to ensure that the amenities of the surrounding residents are protected.
- 13.50 The development should be designed as an integral part of the surrounding residential and business development. It should also reflect the character and features of the village, in accordance with the principles of the Development and Design Brief approved for the whole sawmill site. Substantial planting should be provided along the southern boundary of the site, to protect the amenities of existing adjacent properties on the south side of Gregory Lane.

Proposal S.14

Mixed business and residential development will be permitted on 0.4 hectares of land at the former sawmill site, Heaten Street, Durley provided that:

- (i) business uses (Use Class B1) constitute the majority of floorspace on the site, are integrated well with the existing business development and adjoining housing, and are of a size and type not likely to generate levels of traffic inappropriate to the rural roads in and around Durley;*
- (ii) it is accessed from the new link road serving the rest of the former sawmill site, no vehicular access is provided to Gregory Lane, and provision is made*

for safe pedestrian access to the new village green;

- (iii) provision is made for the improvement of local recreational space and facilities in accordance with the requirements of Proposal RT.3;*
- (iv) it includes measures to protect any wildlife and ecological interest identified within the site and in the adjacent woodland to the east;*
- (v) substantial planting is provided along the southern boundary of the site, to protect the amenities of existing uses adjacent to the site;*
- (vi) it achieves a design appropriate to the rural setting of the site, and avoids buildings which would be intrusive from outside the site;*
- (vii) it forms an integral part of the overall development of the former Sawmill site, and accords with Proposals DP.3, H.5, H.7, E.1, other relevant proposals of this Plan, and the Development and Design Brief for the Sawmill Site, Durley.*

- 13.51 A new village green area has been provided in association with the first phase of the housing development between Gregory Lane and the new link road. This will benefit both new and existing residents of the village, and accommodate an equipped children's play area, and casual play space. The development should provide safe footpath access to the village green area, and the residential part should provide or fund improvements to appropriate play and sports facilities in the village.

- 13.52 The woodland area to the east of the site provides a buffer between the development of the former sawmill site and the adjacent countryside. It is a Site of Importance for Nature Conservation, and is also ancient woodland. Badger setts have also been identified within and adjacent to the area, which must be protected. The remaining part of the site is adjacent to the woodland, and developers will need to ensure proposals do not harm the woodland area or its wildlife. Any badger activity within or adjacent to the site may require the implementation of protective measures. Careful management of

the woodland area will be necessary to ensure that its important features are protected in the longer term.

Kings Worthy

Environment

- 13.53 Kings Worthy is contained on three sides by an operational railway line and trunk roads. Planning Policy Guidance Note 24: "Planning and Noise" advises that development which could be affected by unacceptable noise levels is carefully controlled. Accordingly, proposals for development in Kings Worthy will be assessed against the provisions of Proposal DP.15. Pollution sensitive development, including housing, in close proximity to trunk roads or operational railway lines, will only be permitted where its location or design achieve an acceptable environmental quality and minimise levels of pollution, within buildings and in the spaces around them.

Recreation

- 13.54 Despite the extension to the Eversley Park Recreation Ground, off Lovedon Lane, Kings Worthy remains deficient in all categories of recreational space, particularly children's play. All existing open spaces and recreational 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 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

Mixed business and residential development will be permitted on approximately 1 hectare of land at the former Station Yard, 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;*
- (ii) it has satisfactory access, including off-site highway and footpath improvements necessitated by development;*
- (iii) it retains existing landscaping around the site and reinforces it with new planting, in accordance with Proposal DP.5;*
- (iv) provision is made for the improvement of local recreational space and facilities in accordance with the requirements of Proposal RT.3;*
- (v) it accords with Proposals DP.3, H.5, H.7, E.1 and other relevant proposals of this Plan.*

- 13.57 The site is adjacent to existing residential development, and is accessed 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.

- 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

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residential floorspace. 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.

- (vi) *provision is made for the improvement of local recreational space and facilities in accordance with the requirements of Proposal RT.3;*
- (vii) *it accords with Proposals DP.3, H.5, H.7, E.1 and other relevant proposals of this Plan.*

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, Waltham Chase”

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 from Winchester Road to the Primary School;*
- (v) *it retains and reinforces existing planting on the northern boundary of the site and makes other provision, as necessary, to protect the valuable ecology of the Waltham Chase Meadows Site of Special Scientific Interest to the north, in accordance with Proposals DP.5, and C.8;*

- 13.61 Part of this site is allocated for employment use in the current Winchester District Local Plan and most of the remainder of the site is in employment type use. Accordingly, employment should be the dominant use of the site. The site is more suitable for uses falling within Use Class B1 (Business), than those in Classes B2 (General Industry) and B8 (Storage and Distribution) as these would be more likely to affect nearby housing adversely and/or generate higher levels of traffic.

- 13.62 Although the site is in several ownerships, which could be developed separately, it should be comprehensively planned. Developers will be required to produce a planning brief, which should address the relationships between the uses proposed, the site constraints and opportunities (including the proximity of the adjoining SSSI and the scope to provide a footpath link and open space well related to the school), and the phasing of development. This should include measures to ensure that employment development takes place in the early phases.

- 13.63 The site is in a prominent position on Winchester Road. The design of buildings

and landscaping should take this into account. Particular care should be exercised to ensure that the valuable ecology of the Waltham Chase Meadows Site of Special Scientific Interest, to the north, is not harmed. Existing trees and hedges on the northern boundary should be retained and additional planting undertaken, to provide a "buffer zone" between the SSSI and the development site.

- 13.64 Access to the site should be from Winchester Road (B2177) by a new junction, possibly a roundabout, also serving Brooklynn Close. The existing breaker's yard access to Solomons Lane should be closed, enabling traffic and visual improvements to be achieved. In order to improve pedestrian safety, a footpath should be provided through the site, from Winchester Road to the Primary School. In meeting the requirements for any housing development to provide adequate recreational open space, there may be an opportunity to provide a children's play area, well related to the school and in a part of the village with limited current provision.

Whiteley

- 13.65 Whiteley falls within the administrative areas of two Local Authorities, but it is important to consider it as a single entity in terms of its planning. To date, some infrastructure, much of the Solent 1 Business Park (in Winchester District), and a large amount of housing has been built. Outline proposals have been accepted for the Solent 2 Business Park and the development of Whiteley Farm and Whiteley Green is well underway.
- 13.66 Development briefs have been prepared for all of the development areas within the Winchester District part of Whiteley. All development proposals should take account of the guidance contained in these, and any future, documents. Generally, they do not override the policies of this Plan. Rather they are intended to amplify its policies, for example to illustrate possible layouts of development areas, or include matters of administrative detail inappropriate in a local plan.

Housing

- 13.67 The Whiteley Local Plan allocated a total of 99 hectares of land for residential development. Within the Winchester part of Whiteley, some of the housing proposed has yet to be built

This Local Plan broadly confirms existing commitment, modified where necessary to reflect the current position.

Proposal S.18

Approximately 12.5 hectares of land (including the neighbourhood green) at Whiteley Farm, Whiteley, is suitable for residential development. Such development will be permitted, provided that it:

- (i) provides a wide variety of densities and house types, including affordable housing, in accordance with Proposals H.5 and H.7;*
- (ii) provides an extensive landscape framework by maintaining or enhancing existing woodland, major hedgerows and principal streams, and by carrying out additional planting, in accordance with Proposal DP.5;*
- (iii) minimises traffic and potential conflicts between pedestrians and vehicles in residential areas. Provision should be made for a safe and attractive footpath and cycleway network, and for the development to be fully served by public transport (see also Proposal T.3);*
- (iv) provides neighbourhood greens within new housing areas (see also Proposal RT.3);*
- (v) accords with Proposals DP.3, H.5, H.7 and other relevant proposals of this Plan, and the provisions of the Whiteley Farm Development Brief, as they relate to the allocated area (and so far as they are compatible with other provisions of this Plan).*

Developers will be expected to contribute to the costs of services required for the development of Whiteley as a whole, including transport infrastructure, parkland, sports grounds, neighbourhood greens, community and social facilities, local nature reserves, and drainage.

- 13.68 Whiteley Farm is the largest of the residential development areas at Whiteley within Winchester District. It is also the focus of the new community, as it contains the District Centre. In this central location within the

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new community, it is appropriate to provide a wide range of housing types, including affordable housing and housing for the elderly or less mobile.

13.69 The Whiteley Farm Development Brief has been prepared and adopted for the whole of the allocated area. Development proposals will be expected to reflect the more detailed guidance and requirements set out in the Brief. A number of other proposals of the Local Plan will also be relevant to development at Whiteley Farm. Whiteley Technical paper No.1 sets out arrangements for securing contributions towards physical and social infrastructure and its provisions will be followed.

Proposal S.19

Approximately 2.9 hectares of land (including the neighbourhood green) at Whiteley Green, Whiteley, is suitable for residential development. Such development will be permitted, provided that it:

- (i) includes provision for landscaping and tree planting belts of at least 20 metres width adjoining the M27 to minimise road traffic noise so as to protect the amenities of the occupiers of the proposed housing;*
- (ii) provides a wide variety of densities and house types, including affordable housing, in accordance with Proposals H.5 and H.7;*
- (iii) provides an extensive landscape framework by maintaining or enhancing existing woodland and major hedgerows, and by carrying out additional planting, in accordance with Proposal DP.5;*
- (iv) minimises traffic and potential conflicts between pedestrians and vehicles in residential areas. Provision should be made for safe and attractive footpath and cycleway network, and for the development to be fully served by public transport (see also Proposal T.3);*
- (v) provides neighbourhood greens within new housing areas (see also Proposal RT.3);*

(vi) is necessary for the site to be released for development, having regard to the availability of other land within existing built-up areas for development;

(vii) accords with Proposals DP.3, H.5, H.7 and, other relevant proposals of this Plan, and the requirements of the Whiteley Area 2 Development Brief.

Developers will be expected to contribute to the costs of services required for the development of Whiteley as a whole, including transport infrastructure, parkland, sports grounds, neighbourhood greens, community and social facilities, local nature reserves, and drainage.

13.70 The Whiteley Green area is an exposed and elevated site. Accordingly, careful design will be needed to ensure that major skylines are dominated by trees and that development is contained within a landscaped setting. Steeply sloping sites, even if not particularly exposed to extensive views beyond the development site, will require contour planting belts to contain and screen development. Some house types are better suited to sloping sites than others, for example, split-level and patio housing. Such development can contribute to the variety of housing available at Whiteley.

13.71 The Whiteley Green site is a greenfield area that does not yet have the benefit of planning permission. In accordance with the "sequential approach" being promoted for housing development, it is appropriate to hold back its development in favour of alternatives within built-up areas. Accordingly, development of this site will only be permitted if monitoring of housing land availability in this housing market area indicates a shortfall of supply that the site could help to meet. It is expected, however, that the site would be released in advance of the "reserve" housing sites at West of Waterlooville and Winchester City (North).

Employment

13.72 In pursuit of the strategic objectives for South Hampshire, and in order to achieve a balanced mix of land uses, the Whiteley Local Plan allocated two areas of land north of the M27 motorway for business parks.

13.73 Although certain outline and detailed planning permissions exist, development has to date occurred only on parts of the above areas. It is, therefore, appropriate to carry forward these allocations.

Proposal S.20

Approximately 47.0 hectares of land at Solent 1, east of Whiteley Way, Whiteley is suitable for business park development. Such development will be permitted, provided that it:

- (i) includes parkland, which as a minimum should constitute 30 per cent of the area of development sites, in addition to the structural landscaping already provided;*
- (ii) provides for a range of high technology uses, falling within Use Class B1 (Office, Research and Development, and Light Industry);*
- (iii) incorporates a high standard of design so that buildings make an individual and positive contribution to the overall appearance of the business parks;*
- (iv) avoids buildings of more than three storeys or 14 metres in height to eaves level;*
- (v) incorporates appropriate measures for the on-going maintenance and management of landscaped parkland;*
- (vi) accords with Proposals DP3, E.1 and other relevant proposals of this Plan, and the provisions of the Solent 1 Development Brief.*

13.74 A Development Brief has been adopted for the above area. Proposal S.20 represents a continuation of existing policies, providing the framework within which detailed development proposals should be prepared.

13.75 The Business Parks at Whiteley are intended to provide high quality surroundings suitable for high technology firms. Part of Solent 1 has been developed, and is occupied by such firms. A fundamental aspect of the aims for the Business Parks is the development of low density buildings in a parkland setting. At least 40% of the site area is required to form part of the parkland setting. In the case of Solent 1, about 10% of the site area was laid

out as structural landscaping in advance of development. Accordingly, 30% of the area of those sites remaining to be developed should be devoted to the provision of parkland. Clearly, the existing structural landscaping and parkland should be retained within any development.

13.76 The parkland areas are intended to be landscaped private open spaces, with recreational potential for Business Park employees. The landscape design for the parkland should take account of the need to create attractive settings for buildings and retain the more significant existing woodland. The Local Planning Authority will seek to enter into planning obligations with applicants and landowners to secure the above requirements for the Business Park and to ensure the proper management and maintenance of the parkland areas.

Proposal S.21

Approximately 13.5 hectares of land (within Winchester District) at Solent 2, west of Whiteley Way, Whiteley is suitable for business park development. Such development will be permitted, provided that it:

- (i) is not developed until the Solent 1 Business Park is substantially completed;*
- (ii) includes parkland, which at a minimum should constitute 40% of the area of the site;*
- (iii) complies with criteria (ii)-(vi) of Proposal S.20 and the provisions of the Solent 2 Development Brief.*

13.77 The site west of Whiteley Way is split between the administrative areas of Fareham Borough and Winchester City Councils, but should continue to be treated as a single entity for planning purposes. Accordingly, a Development Brief has been adopted for the whole site.

13.78 The site is greenfield and its development should be phased so that it is not developed unless the land available at Solent 1 Business Park for the type of development proposed is fully committed.

13.79 Development has not commenced on this site, and the full requirement for 40% of the site to be laid out as parkland therefore

applies. This should include structural landscaping to provide a landscape framework for the site as a whole (10% of the site area), and parkland within each development area providing a low density landscaped setting (30% of the site area).

- 13.80 The Local Planning Authority is aware of the need to be flexible about the balance of employment uses within the Business Parks. The areas are intended to be attractive to high technology industries, which normally embrace a number of activities within the same building complex. Therefore, the developments at Solent 1 and 2 are likely to contain a mixture of manufacturing, office and research facilities, possibly with some ancillary warehousing.
- 13.81 The Business Park developments proposed at Solent 1 and 2 are likely to result in development predominantly in Use Class B1. It is important that this is balanced by provision of employment opportunities within other Use Classes. This is particularly important given the provisions of the General Permitted Development Order for flexibility in respect of subsequent changes of use. Therefore, initial control of the type of use is desirable in order to secure some influence on the provision of a mix of employment opportunities.
- 13.82 The Fareham Borough Local Plan Review (2000) allocates land at Little Park Farm for employment development. A small area of contiguous land lies within Winchester District and would also be appropriate for such development, as part of a comprehensive scheme.

Proposal S.22

Approximately 1.4 hectares of land (within the Winchester District) at Little Park Farm, Whiteley is suitable for employment development. Such development will be permitted, provided that it:

- (i) falls within Use Classes B1 (Business), B2 (General Industry) or B8 (Storage and Distribution);*
- (ii) is developed comprehensively with, and accessed from, land to the west in Fareham Borough;*
- (iii) accords with Proposals DP3, E.1 and other relevant proposals of this Plan.*

- 13.83 This is also a greenfield site (see paragraph 13.78). However, the site should be

developed comprehensively for employment purposes with land to the west in Fareham Borough and will need to incorporate suitable access from within the adjoining land.

District Centre

- 13.84 The District Centre has now been developed and provides important shopping facilities to the local community. The extent of the town centre and Primary Shopping Area has been defined on Inset Map 43, in accordance with Proposals SF.1 and SF.4, which seek to maintain and improve the vitality and viability of town/village centres. The defined Primary Shopping Area includes only parts of the town centre, equivalent approximately to the proportion which should be retained in retail use to provide facilities to serve the local community.

Transport

- 13.85 Developers will be expected to provide transport infrastructure to the Highway Authority's current standards for all development at Whiteley, consistent with the transport proposals of this Local Plan.
- 13.86 The existing Fareham to Southampton railway line runs parallel to the motorway on the southern edge of Whiteley. There is an existing station at Swanwick within the Fareham part of Whiteley. Proposals T.6 - T.7 of this Plan acknowledge the desirability of an integrated transport network and, in this context, the Highway Authority will support opportunities to improve rail facilities to serve Whiteley.

Pegham Coppice

- 13.87 Pegham Coppice has a complicated planning history arising from its long standing use as a scrap yard, and subsequent attempts to replace this use with more appropriate development. The site is in the countryside and, therefore, any further development beyond that currently permitted will not be permitted.

Proposal S.23

The Local Planning Authority will not permit development which would lead to the expansion of the existing commercial activities at Pegham Coppice, in accordance with Proposals C.1 and C.16.