
Sir John Moore Barracks

Concept Masterplan Vision Document

Contents

Executive Summary	4
1 Introduction	7
Our Vision	8
Why is the Sir John Moore Barracks Site Significant for Winchester?	9
Key Development Principles	10
Reconciling Objectives	11
2 Site Context & Opportunities	13
Contextual Location	14
Contextual Opportunities	15
Planning Policy Context	16
The Sir John Moore Barracks Site	20
Site Constraints	22
Site Opportunities	24
Defining the Development Opportunity	26
Consultation Timeline	28
Community Engagement Feedback Summary	29
3 The Concept Masterplan	31
Design Evolution through Consultation	32
Developing a Framework Plan	38
Exploring the Ingredients of an Exemplar Sustainable Neighbourhood	40
Sustainable Design Approach	42
The Concept Masterplan	44
Masterplan Strategies	46
Ecological Improvements	50
4 Appendix	53
Responding to WCC's Objectives	54
Local Planning Policy Framework	58

Executive Summary

A Concept Masterplan for Sir John Moore Barracks

During the formation of this Concept Masterplan (CMP) it has changed considerably in response to consultation.

Through engagement with the local community, Winchester City Council (WCC) officers and the design review panel, we have tested a range of development options to maximise the areas of the site that will be open / undeveloped and delivering the emerging Local Plan's policy requirements and a biodiversity net gain in perpetuity.

In response to consultations the CMP has evolved considerably. Notably, moving away from an employment focus in the north, and moving development areas away from sensitive edges and appropriately responding to the local context in terms of housing quantum across the whole site. The CMP process has been undertaken diligently, balancing respective priorities of key stakeholders and delivering emerging development plan policy.

The resulting CMP, which is presented through this document, will provide the homes Winchester needs, the connections that sustainably knit the new neighbourhood into Winchester and the wider community, and preserves and enhances a biodiverse landscape and environment that respects both the heritage of the site, as well as Littleton and Harestock.

The process to date has highlighted some key topics which we will build on and refine during Defence Infrastructure Organisation's (DIO) proposed stage 4 public consultation process. We look forward to working with the community and key stakeholders on the outline planning application that follows.

The Concept Masterplan delivers on the vision and development principles in the following ways:

Enhancing biodiversity and landscape

- **60% of the development will be open space, which future and existing residents will have access to.**
- A new 6.7 hectare Nature Park between Littleton and the new development, which will be properly managed and maintained.
- The vast majority of mature woodland will be retained and maintained.
- The planning application will deliver a 10% net gain in biodiversity. Comprehensive management plans will be put in place for all habitats across the site, with a stewardship vehicle secured in perpetuity.

Establishing a sustainable place to live

- **Delivering c.900 highly quality energy efficient homes.**
- Providing a range of facilities within walking distance.
- Creating a range of new walking and cycling links.
- Fast public transport access via a new Park and Ride facility / bus interchange, to be delivered with WCC and Hampshire County Council.

Creating a distinctive place

- **Delivering hundreds of new homes of character, to include a policy compliant proportion of affordable homes.**
- Celebrating the sites rich history and heritage.
- A strategy for retention of existing buildings for community use.
- Significant sports provision and the potential re-use of the sports complex and swimming pool.

Connecting a walkable neighbourhood

- **Opening the site to the public, with new walking and cycling paths throughout the development.**
- A new primary controlled crossing in the south, allowing pedestrian and cycle access from the development through to Priors Dean Road.
- Significant facilities within walking distance of the new homes.

Key Information

The Concept Masterplan, which is presented through this document, will provide the homes Winchester needs, the connections that sustainably knit the new neighbourhood into Winchester.



Sir John Moore Barracks Concept Masterplan



1 Introduction

Our Vision

Our vision is to create a distinctive neighbourhood for Winchester that responds to the site's topography, benefiting from views in and out of the site, and offering a unique setting and place to live.

The development of the Sir John Moore Barracks will preserve the character and setting of adjacent villages, promote biodiversity, and encourage healthy living and active travel. Alongside providing a range of much needed new homes for all, designed and built to the highest standards of energy efficiency, as well as significant new public green spaces and hub for new community facilities.

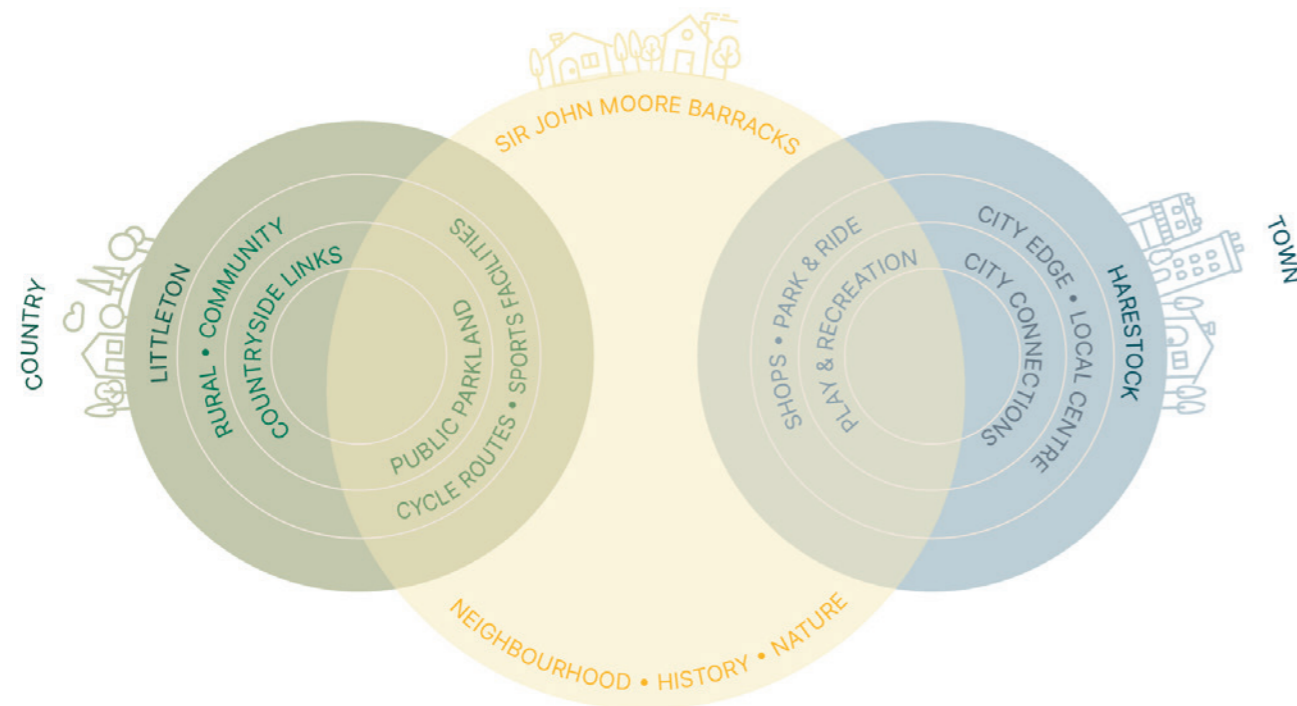
Located at the interface of the city of Winchester and the rural Hampshire countryside, the Sir John Moore Barracks (SJMB) site presents a rare opportunity to combine the best elements of both to meet placemaking objectives / creating improved connections to develop a community with nature at its heart.

The new community will be a distinctive neighbourhood sensitively responding to the site's remarkable landscape. A landscape-led approach will promote biodiversity and encourage healthy living and active travel.

Building on the site's heritage as the location of the former HMS Flowerdown 'Y' Station, the new neighbourhood will respond to the site's topography, offering a unique setting and place to live.

Key Information

Sir John Moore Barracks will provide a range of much needed new homes for all, designed and built to the highest standards of energy efficiency, alongside significant new public open spaces and a local hub for new community facilities.



Positioning SJMB at the interface of Town and Country

Why is the Sir John Moore Barracks Site Significant for Winchester?

Sir John Moore Barracks represents a significant opportunity for Winchester. Supporting the city's future growth aspirations, the site offers the potential to provide new homes, including affordable housing alongside a range of community facilities.

Winchester City Council's vision for the City, "One Great Win - Winchester Vision 2020 - 2030" focuses on five key areas - ecology, culture, homes, movement, lifestyles - that determine the character of the city and its future aspirations.

The site offers a unique opportunity to deliver on each of these ambitions, delivering an ecologically rich, culturally and socially dynamic new neighbourhood with sustainable movement at its heart.

Key Information

Sir John Moore Barracks represents a highly significant opportunity to support the city's future growth, deliver a significant number of the Council's projected housing delivery targets, utilising brownfield land and fulfil the Local Plan policy requirements.



The site offers the opportunity to deliver a significant number of the Council's projected housing delivery over the Winchester District Local Plan period.



Helps to satisfy local need, delivering a spectrum of housing types and tenures, from affordable to private family homes.



A locally led development of this scale has the potential to deliver 750-1000 new, high quality homes.



Opportunity to deliver the housing delivery requirement of Policy W2 of the emerging Local Plan 2020 - 2040 (Regulation 19 submission version).



Contributes to the city's strategic movement network through a Park & Ride facility of up to 850 car parking spaces.



Optimising developed land while reclaiming previously publicly inaccessible open space and community facilities for public use.

Key Development Principles

An extensive design process has been undertaken to develop a clear vision and development proposals for the SJMB site. This document presents the conceptual proposals to realise the vision and set the scene for the emergence of an exemplar new community for Winchester.

Enhancing biodiversity and landscape

- Utilise site topography to create a climate adaptive neighbourhood.
- Integrate mature woodland and landscape to provide an attractive setting.
- Enhance existing and create new habitat and improve biodiversity connectivity.



Biodiverse landscape - Lovedon Fields, Winchester

Creating a distinctive place

- Celebrating, enhancing and protecting the site's green spaces.
- A variety of homes and tenure to create an inclusive neighbourhood.
- Embracing local materials whilst also being innovative in design.



A distinct character - Abode, Cambridge

In the context of the "One Great Win Winchester Vision 2020 - 2030", and policies in the Regulation 19 submission Local Plan 2020 - 2040 the development of the Concept Masterplan (CMP) has been guided by a series of key development principles.

First presented as part of Stage 1 consultation, each of these four key development principles have received overwhelming support from local stakeholders, and have now been taken forward with no changes, forming the bedrock on which to build the vision for the place:

Establishing a sustainable place to live

- Safe and attractive connections between new homes and amenities.
- High quality, energy efficient homes.
- Provision of a Park & Ride facility to promote city wide sustainable travel options.



Sustainable-led design - Hanham Hall, Bristol

Connecting a walkable neighbourhood

- Mixed local facilities within walking distance.
- Pedestrian-first streetscape.
- Site permeability and connectivity for pedestrians and cyclists inside and outside the site.
- New paths creating safe and attractive routes.
- Streets designed to be pedestrian and cycle friendly.

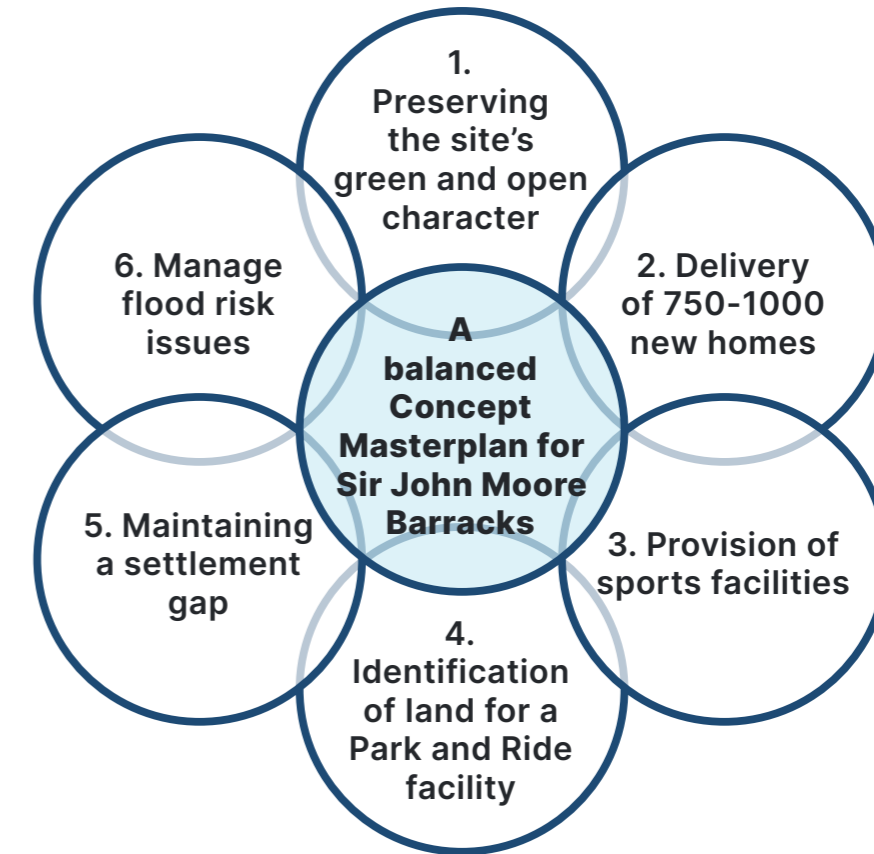


Pedestrian first approach - Accordia, Cambridge

Reconciling Objectives

The Concept Masterplan set out across this document has been brought forward through a close collaboration with Winchester City Council, Hampshire County Council, a range of statutory consultees, and local stakeholders.

In order to deliver against the needs and requirements of these various voices, whilst fulfilling the vision's ambitious ecological, sustainability, and placemaking objectives, the Concept Masterplan adopts a highly considered and balanced approach to the scheme's key drivers.



1. Preserving the site's green and open character

- Retaining and enhancing the most important elements of the site's biodiversity and landscape character.
- Maintaining the integrity of views both into and out of the site.
- Offering new public access to the site.

2. Delivery of 750-1000 new homes

- Delivery of the number, type and tenure of homes needed to meet Winchester's housing needs.
- Delivering appropriate densities whilst maintaining the vision's placemaking objectives.

3. Provision of sports facilities

- Recognising the existing sports facilities on the site and balancing the potential impact on the long term viability of existing sports facilities in the city.

4. Identification of land for the Park and Ride facility

- A spatially connected sustainable Park and Ride facility for the Winchester Movement Strategy with reference to highways considerations, flood risk, landscape and visual impact.
- The site's layout will ensure that residents can walk, cycle or scoot to catch the bus. Plus new links to the wider community add to these sustainability benefits.

5. Maintaining a settlement gap

- Maintaining an appropriate settlement gap while delivering homes on the site.

6. Manage flood risk issues

- Responding positively to the site's hydrological conditions and requirements for water management and create new winterbourne habitats.



2 Site Context & Opportunities

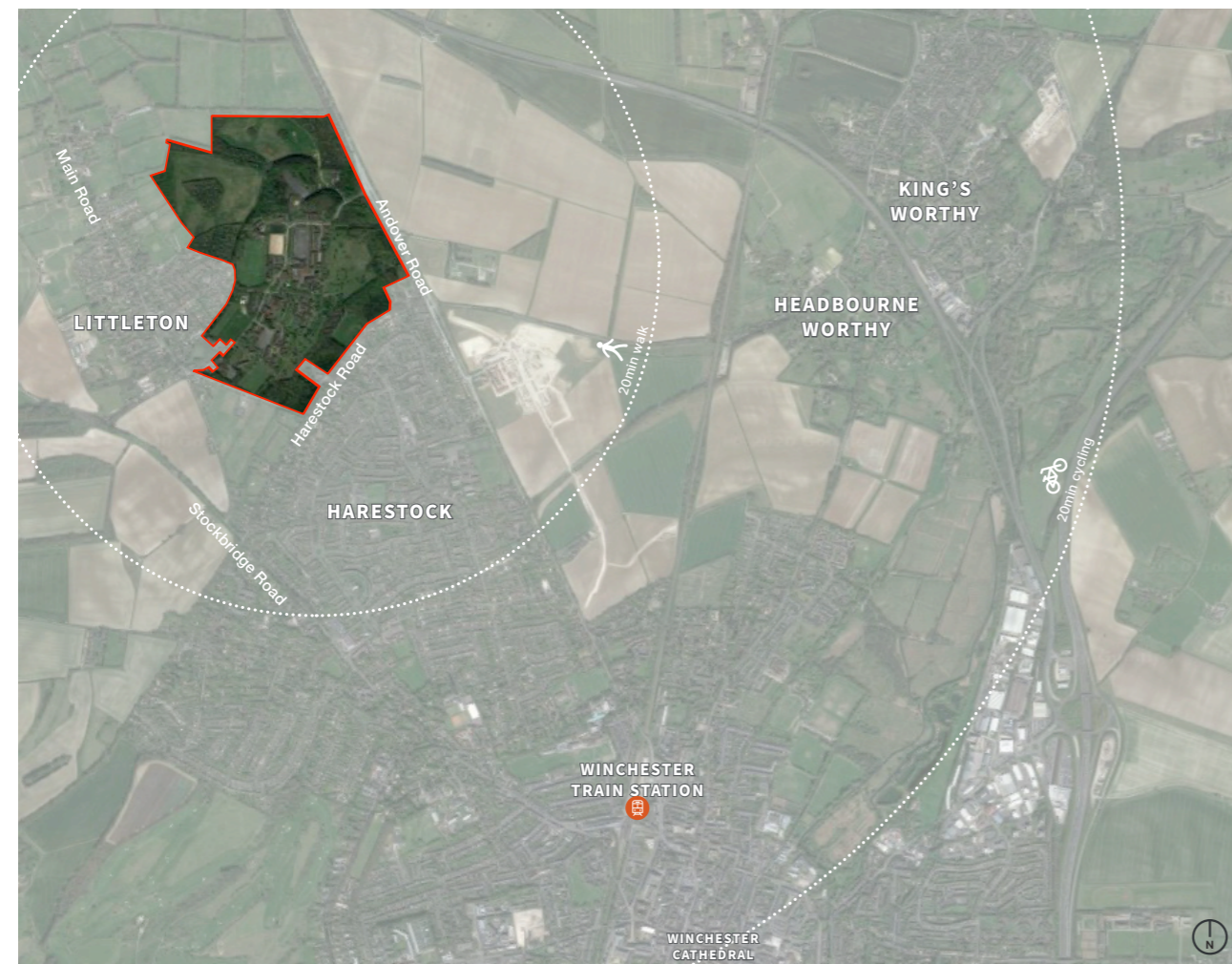
Contextual Location

The Site is located to the north west of Winchester city centre, between Littleton Village and the Harestock neighbourhood.

Key Information

Winchester City Council has been preparing its Local Plan. The draft plan allocates Sir John Moore Barracks as a site which is capable of delivering a significant residential-led development. The emerging policy states:

“Land at Sir John Moore Barracks, Winchester as defined on the Policies Map, is allocated as a mixed use site which is mainly residential led comprising of 750 to 1,000 homes, ancillary and supporting uses to make this a sustainable neighbourhood with approximately an 850 space Park & Ride facility”



Sir John Moore Barracks location plan

Contextual Opportunities

Sir John Moore Barracks can play a significant role in the city's future connectivity aspirations.

Connections to the City

- Opportunity to promote sustainable active travel by incorporating the Winchester Movement Strategy Park and Ride facility to the north of the city.
- Opportunity to create three 'safe routes' connecting the site to the city centre. Improving footpaths and introducing cycle lanes.
- Opportunity to create new links through the site, improving connection between Littleton and Harestock, thereby increasing access to facilities.

Stepping Stone to the Countryside

- Opportunity to extend existing Public Rights of Way (PRoW) and cycle routes through the site, broadening opportunities for recreational uses and public access.

Local Amenities and Communities

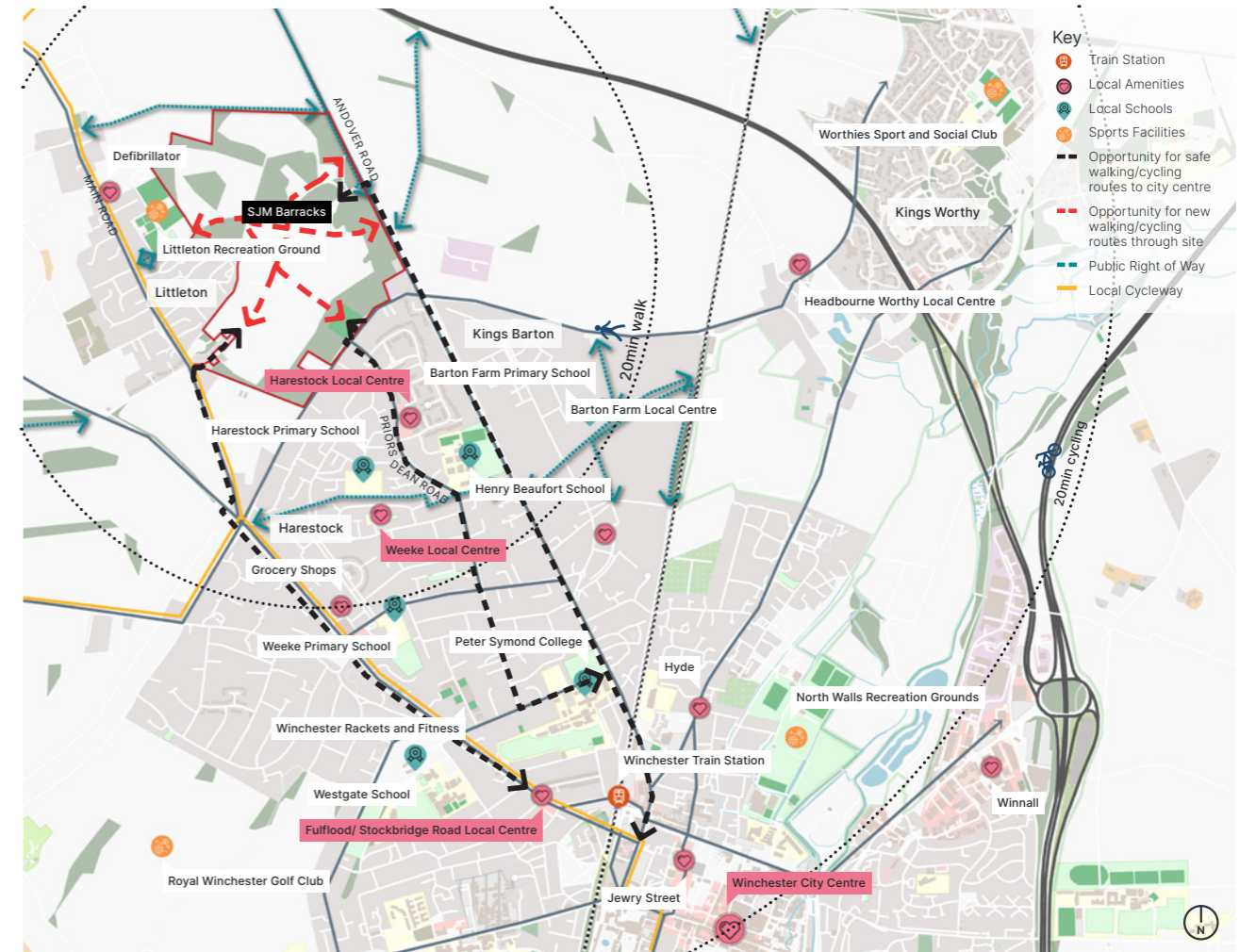
- Opportunity to connect the site with a number of local centre(s) and services within a short walk or cycle from the site.
- Opportunity for enhanced regular bus service to/from City Centre.

Local Schools

- Support good quality, well-lit routes to local schools, to meet Active Travel England's design guidance.

Sports and Recreation Areas

- Opportunity to promote routes to a range of sports and recreation facilities. On site sports and swimming facilities to provide for needs arising.



Contextual opportunities plan connecting the site to Winchester city centre

Planning Policy Context

The relevant adopted Development Plan for Winchester comprises:

- Winchester District Local Plan Part 1 (LPP1) – Joint Core Strategy (adopted March 2013)
- Winchester District Local Plan Part 2 (LPP2) – Development Management and Site Allocations (adopted April 2017)
- Hampshire Minerals and Waste Plan (2013)

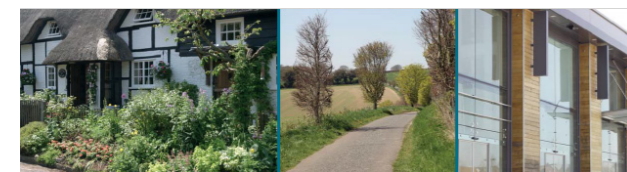
A summary of the relevant adopted development plan policies is provided with the Appendix to this document.

WCC Replacement Local Plan

Winchester City Council (WCC) has commenced the preparation of a replacement Local Plan entitled the 'Winchester District Local Plan 2020 – 2040'. When adopted, the new Local Plan will supersede the LPP1 and LPP2, both of which will no longer be part of the development plan.

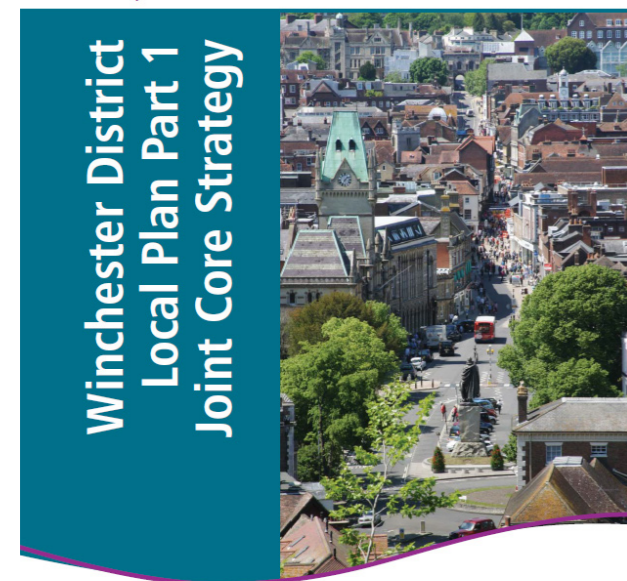
The replacement Local Plan has reached the Regulation 22 stage with WCC submitting its Proposed Submission Local Plan 2040 to the Secretary of State for Housing, Communities and Local Government on 15th November 2024 for independent examination, which is likely to take place in early 2025. A summary of all the relevant emerging development plan policies is provided within the Appendix including Policy W2.

This emerging Policy W2 states that Sir John Moore Barracks is allocated as a mixed used site for between 750 to 1000 homes, and states that the site is to include ancillary and supporting uses to make a sustainable neighbourhood, in addition to including a Park and Ride with 850 car parking spaces, subject to the detailed proposals according with the development plan.



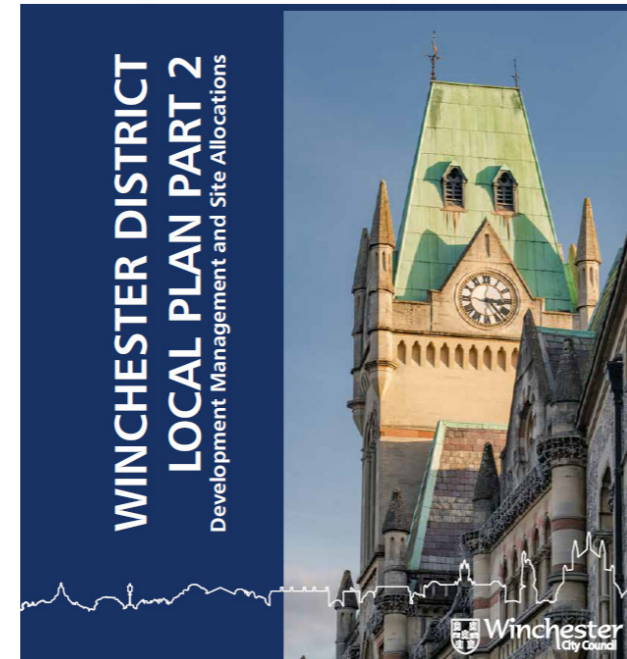
Part of the Winchester District Development Framework

Adopted March 2013



Part of the Winchester District Development Framework

Adopted April 2017



Area:

Winchester Town

Name of Site:

Sir John Moore Barracks

Location:

Andover Road, Winchester

Size:

86 hectares (total site area)

SHELAA site Reference:

LH05

Allocated Use:

Mixed use and park and ride facility

Indicative number of homes:

750 – 1,000 dwellings

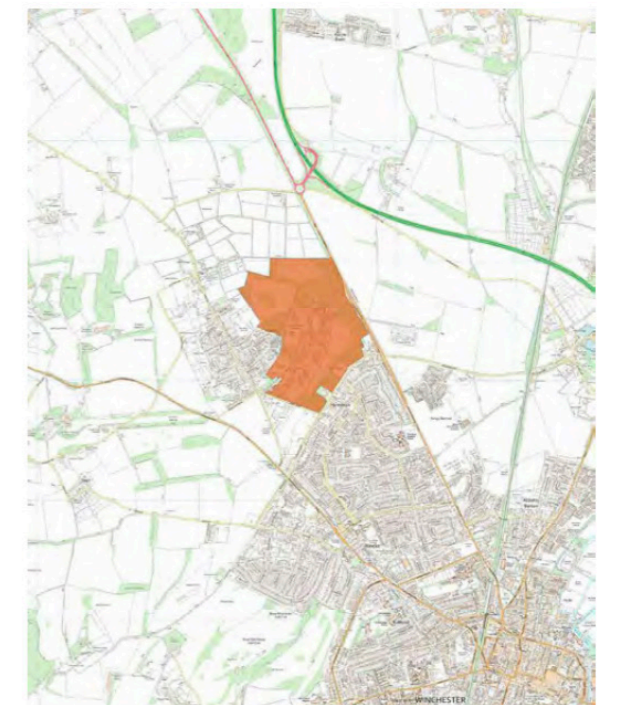
Existing use:

Military Barracks (Defence Infrastructure Organisation)

Site Plan



Wider context



Site Allocation as presented in the Winchester District Local Plan 2020-2040

Policy W2 sets out a description of the site allocation along with twenty criteria that a planning application to redevelop the SJMB site must accord with.

Land at Sir John Moore Barracks, Winchester as defined on the Policies Map, is allocated as a mixed use site which is mainly residential led comprising of 750 to 1,000 homes, ancillary and supporting uses to make this a sustainable neighbourhood with approximately an 850 space Park & Ride facility provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

1. Any application for development is preceded by, and is consistent with, a comprehensive and evidence based site wide masterplan which demonstrates how high quality design, green spaces, settlement gaps will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority;
2. The proposals relate to the whole of the allocated site or, if less, do not in any way prejudice the implementation of the masterplan for the whole site;
3. The proposals include a phasing and delivery strategy that is related to the provision of infrastructure and the creation of neighbourhood centres with ancillary and supporting uses;
4. The proposals investigate the opportunity to reuse/re-purpose any of the existing buildings and gives priority to the use of the previously developed land and the intensification of the existing built up area before the use of undeveloped land;
5. The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development and if not provided on the site, provide suitable sustainable links that can be used all year round;
6. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;
7. Access should be off Andover Road;
8. Include direct, safe and lit, active travel links as part of a strategy that minimises car journeys from the development. High quality facilities for walking, cycling and wheeling and public transport that is connected to the surrounding area/ PROW/cycle network in accordance with the Hampshire Movement and Place

- Framework and Healthy Streets approach;
9. The proposals ensure that the existing access to the site via Chestnut Avenue (which is a private road)/Kennel Lane is retained and is only used for pedestrian, cyclists and potential emergency access purposes;
 10. The proposals consider the importance, retention and management of the Flowerdown Site of Importance for Nature Conservation (SINC) in perpetuity by including a management plan for the maintenance and monitoring of these habitats;
 11. A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe for its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development;
 12. As part of the design process, further investigation (through topographic surveys and flood modelling) determines the exact route of the winterbourne which crosses the site which should be managed and protected as it carries floodwater away from Littleton when groundwater levels are high;
 13. The proposals are accompanied by a green/blue infrastructure/ SuDS hierarchy strategy to both enhance the development and mitigate potential impacts on the surface water from flooding and ground water from Littleton in a way that increases the biodiversity on the site. This should include the provision of multi-functional green/blue links throughout the site and ensure that any additional surface water resulting from the development does not have a detrimental impact on the SINC or other protected sites;
 14. The proposals record features of heritage significance and incorporates them where feasible into any re-development of the site as part of a wider heritage trail that celebrates the sites military history and helps the general public to understand and appreciate how the site has evolved. The proposals will also need to minimise harm to the setting of the adjacent Round Barrows;
 15. The proposals incorporate and include public realm to enhance the intrinsic quality of the site and creates a 'sense of place' putting people and places at the forefront of the development;
 16. The proposals retain the existing Chapel and opens this up to the community as part of any new development, as this will reinforce links to Peninsula Barracks and historical military associations with Winchester;
 17. The proposals include an assessment of the condition, age and the need to retain/ incorporate the existing gym, leisure facilities and the swimming pool as part of the wider residential led scheme. Depending on the outcome of this assessment if they are viable, they should be opened up for use by the local community and management plan should accompany any planning application for this part of the site;
 18. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible (Policy NE6);
 19. The proposals include a Park & Ride facility of approximately 850 spaces that would be in addition to and would need to be connected operationally to the 200 space Kings Barton Park & Ride light. The scale and location of the Park & Ride facility should be determined through the master planning process and transport assessment include the provision of electrical charging points and cycle parking facilities; and
 20. Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider.
- All except the first of the above Policy W2 criteria relate to the content and scope of a future planning application to propose the redevelopment of the SJMB site – the preparation of an outline redevelopment application is well advanced and due for submission in 2025. The current CMP preparation process has been carried out with reference to the emerging policy and an analysis of the concepts in the SJMB CMP against the above criteria is provided in section 3 of this document.

The Sir John Moore Barracks Site

The site lies in an undulating landscape to the south east of the village of Littleton, covering an area of approximately 86.5ha.

Existing Uses and Built Form

The site holds a long association with the military, with the central area comprising military barrack facilities. Situated on the site of the former HMS Flowerdown, a Second World War naval listening station, the site contains several original radio mast fixings in the northern training area.

Existing buildings are set within a characterful landscape setting, with extensive areas of mature woodland and green space surrounding the campus.

Landscapes and Topography

The site is undulating, with several small valley features running across it creating a varied and interesting internal landscape. Grass training fields and parade grounds form flatter open spaces adjacent to the buildings, with larger sloping training fields in the north.

The site consists of large areas of plantation woodland wrapping around the site, which, together with the Flowerdown Site of Importance for Nature Conservation (SINC) located to the east, present a verdant landscape setting.

Several areas along the north and south-eastern boundaries, are identified as Habitats of Principle Importance (HPI). Further areas of plantation woodland and grassland are home to several protected species, including badgers, breeding birds, bats, dormice, and reptiles.

Infrastructure and Connectivity

There is currently no public access through the site due to its military use, however due to its close proximity to surrounding communities, it presents an easily accessible site by car, public transport, bike or on foot.

The site's main vehicle entrance is on Andover Road North. The internal roads are in good condition, most of which could be reused as part of the proposed redevelopment of the site.

The site offers the potential to integrate with existing infrastructure, connecting to existing pedestrian and cycle networks with new entrances surrounding the perimeter.



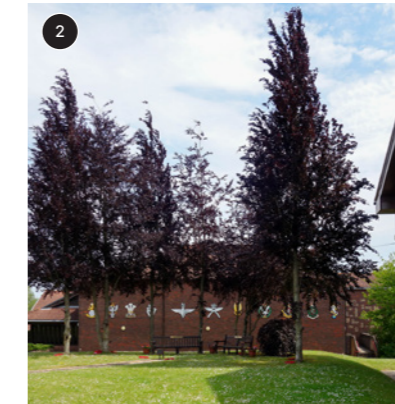
Aerial view of the Sir John Moore Barracks site

Key Information

The site includes some areas of ecologically rich and diverse landscape (and other areas that would benefit from enhancement), a range of buildings with potential for reuse, a good quality internal road network, and opportunities to connect into surrounding footpath and cycle infrastructure.



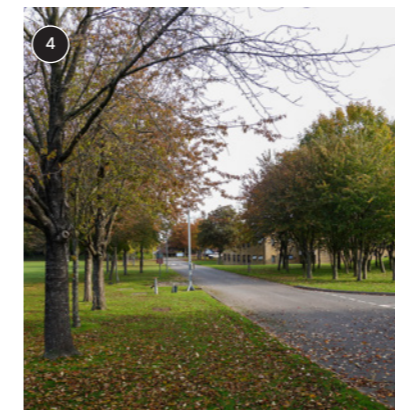
Large training areas



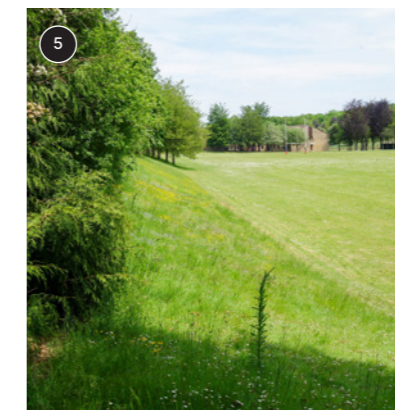
Looking towards the Sports Complex



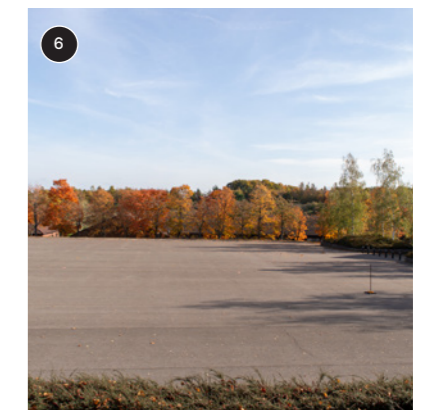
Valley Road



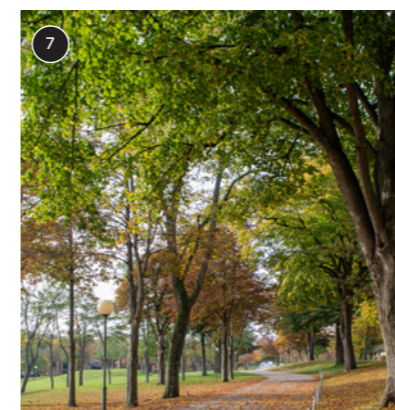
View from the SINC



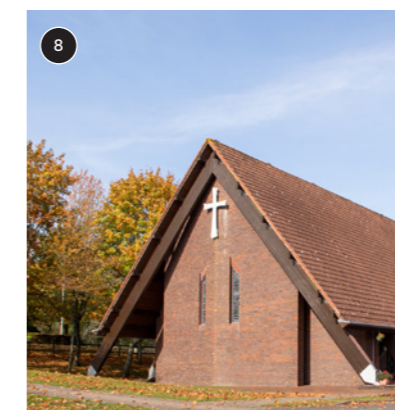
Training area also laid out to provide for rugby



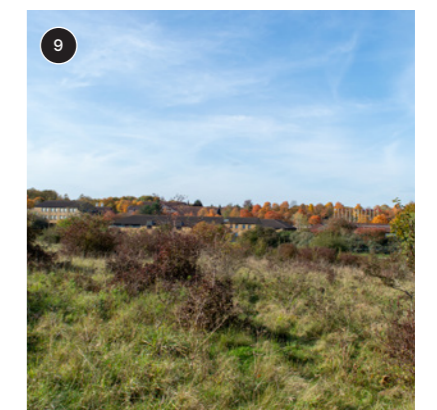
Parade Square



Typical street character within the site



The Chapel



Flowerdown SINC

Site Constraints

The site comprises a range of potential development constraints. These features have been considered iteratively throughout the design process, with the design team, wherever possible, seeking solutions to use these advantageously in the scheme and respond sensitively to the site context.

The key constraints that have informed the design development process include the following:

Existing Uses and Built Form

- **Approximately 28ha (33%) of the site is currently developed.** The built form comprises a range of buildings for different uses, ranging from 1-4 storeys in height. While some offer the potential for retention and re-use, many do not, with current layouts that significantly under-optimise the site's development potential.
- **Existing buildings may be able to be refurbished into apartment buildings.** However, further consideration should be given to the District's housing need and the demand of the local market, with an appreciation to a wider housing mix and urban form to support a future neighbourhood.
- Clusters of residential buildings are inward looking with little engagement with surrounding streets and small internal courtyards which do not comply with privacy regulations.
- **Partial retention of some buildings could be considered subject to further surveys and testing.**

Flood Risk

- **Majority of site is Flood Zone 1, however, areas of the Site in the north are located within Flood Zones 2 and 3,** as well as winterbourne streams that are dry during the summer months. These present significant limitations on development in these areas.
- **Residential and commercial units to be excluded from areas at greatest risk of flooding.**
- **The site will be designed to ensure all infrastructure remains operational during a flood event.**

Landscapes and Topography

- **58ha (67%) of the site consists of large woodland belts, grassland slopes, and the Flowerdown SINC.** Each of these presents a significant contribution to the local wildlife network.
- **Wildlife surveys have informed our understanding of the variety of habitats and protected species present.** The aim is to retain features of landscape and ecological importance and provide suitable mitigation for any loss, while improving connectivity, incorporating biodiversity within the built environment, and delivering a 10% Biodiversity Net Gain.
- Nutrient neutrality solutions required to protect the Solent Nutrient Impact Zone and River Itchen.
- The land generally falls from the north west to south east. Valley features that run approximately west to east, create an interesting yet challenging landscape to build on. Development areas will be required to respond to the stepping topography.

Infrastructure and Connectivity

- **Desire to avoid coalescence between Harestock and Littleton,** by maintaining a green settlement gap.
- Limit impact on existing residents of Littleton, retaining views, avoiding potential for overlooking, and limiting access and potential for rat-runs.

Key Information

The site presents a range of development constraints which have been carefully assessed and considered in the design and development of the Concept Masterplan, with an approach to reusing existing buildings where possible, sensitively responding to existing landscape features, flood risks, and connectivity issues.



Sir John Moore Barracks Constraints Plan

Site Opportunities

The site comprises a landscape of undulating woodland, boasting characterful views along tree lined avenues, across grasslands, and along sloping valleys. A previously developed site, readily available for regeneration in a sustainable location.

The site is 2.5km from Winchester city centre and adjoins two key sustainable travel corridors and offers a gateway to the surrounding countryside, representing an exceptional opportunity to deliver an exemplar new neighbourhood immersed in nature.

The Concept Masterplan has sought to capitalise on, and explore, a range of opportunities including the following:

Existing Uses and Built Form

- Opportunity to retain existing buildings where possible, particularly the Chapel, Officers Mess and Corporals Mess for potential reuse as community facilities given stretched demand on existing indoor community space in the area.
- Opportunity to re-purpose existing military sports complex - requires viability assessment from a market and sustainability perspective.
- Opportunity to deliver new leisure and community facilities - including local shops, sport facilities etc., all open to the wider public.
- Deliver much needed high quality new homes for all - including affordable homes, new commercial/business space and retail uses to be delivered.
- Opportunities to create a distinctive neighbourhood settled sensitively in the site's topography, benefiting from views in and out of the site offering a unique setting to live.
- The site is very well screened from its surroundings by mature woodland, presenting an opportunity for higher densities in lower, shielded areas.

Key Information

The unique landscape presents a variety of exciting opportunities across the site. From reusing existing buildings, celebrating and enhancing the natural landscape and building on the good quality road network and site heritage.

Landscapes and Topography

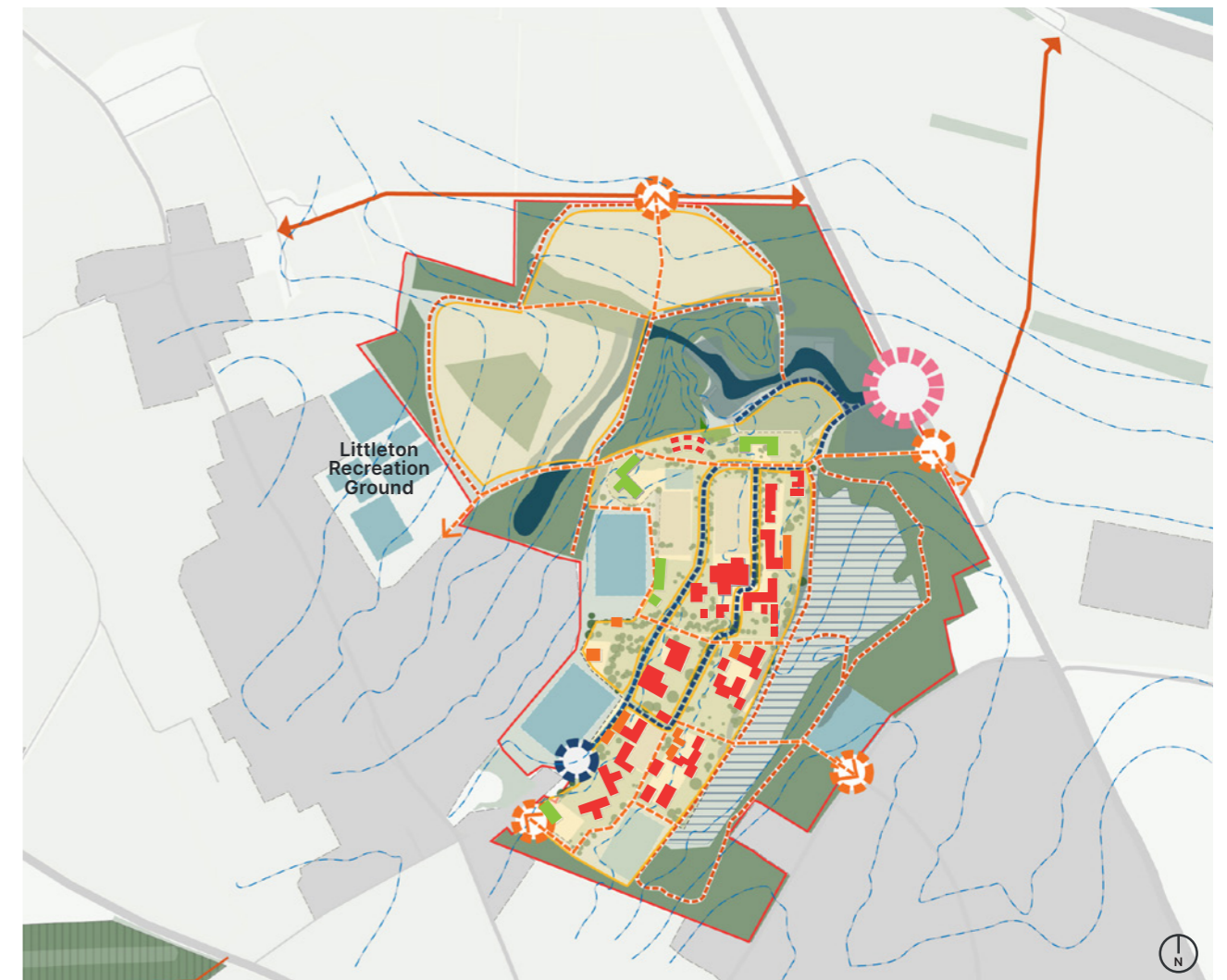
- **Opportunity to maximise the retention and management of key green space and provide a robust landscape strategy.**
- Opportunity for a landscape-led masterplan with a significant amount of green space provided for the benefit of new and existing residents, opening up a site that has not previously been publicly accessible.
- Opportunity to enhance and connect woodland habitats.
- Opportunity for enhancement of existing SINC and long term future management.
- Opportunities for Sustainable Drainage Systems (SuDS) through multiuse infiltration and storage options will be optimised in areas such as play spaces and areas for biodiversity.
- The site's topography allows for a series of 'terraces' to be formed, benefiting from long views.
- Mature trees define edges and create structure in the central part of the site.

Infrastructure and Connectivity

- **Unlocking public access and opening up existing green areas - with new pedestrian, cycling and vehicular permeability, providing key linkages and amenities to neighbouring settlements.**
- Design to support sustainable lifestyles through the promotion of sustainable transport and active travel - **with focus on walking, cycling and public transport (including the Park and Ride facility on the site)**, alongside energy efficient homes and on-site renewable energy infrastructure.
- Opportunity for the site's heritage to be celebrated through the proposals e.g. a heritage trail.

Biodiversity enhancement

- **Significant opportunity to enhance biodiversity throughout the site, particularly in conjunction with development elements of the northern fields. The proposals are informed by robust ecological and habitat surveys updated during 2024. Ecological strategies are being developed through our work to prepare for DIO's next stage 4 public consultation.**
- Active management of existing habitats.
- Creation of new habitats with ongoing management and stewardship.
- Opportunity for local engagement, consultation and a community based stewardship vehicle.



Sir John Moore Barracks Opportunities Plan

Defining the Development Opportunity

Having identified the range of opportunities and constraints across the site, the design team established a comprehensive approach to defining the potential development area.

The design team adopted the following sequence of area based considerations to establish the Development Area:

Key Information

The site's physical constraints and desire to retain a sensitive edge to Littleton, inform an iterative approach to defining the potential development area. Leading to three parcels being identified as the potential for accommodating development of varied scales and density.

1. Topography

- Varied site levels across the site and a steep artificial mound feature to northern area.

Key

- Site Boundary
- Areas of sloping ground presenting significant barriers to development and movement
- Steep slopes
- 1. Mound feature
- 2. Training area embankment



Areas of sloping ground

2. Flood Risk and Drainage

- Areas of Flood Zone 2 and 3 located within the lower valley.
- Parts of the site are at risk of flooding from pluvial surface water and groundwater flooding.
- Winterbourne streams that are dry during summer months.

Key

- Site Boundary
- Areas of flood zone 3 presenting a barrier to developments



Areas of flooding

3. Landscape

- Existing woodland, trees and hedgerows form key structural and ecological components of the site.
- Mature and semi mature trees are present scattered across the centre of the Barracks site and forming avenues along internal roads.

Key

- Site Boundary
- Landscape features presenting significant barriers to development and movement



Landscape features

4. Ecology

- Flowerdown Site of Importance for Nature Conservation (SINC).
- A wide range of wildlife and ecological surveys have been carried out to record habitats and protected species present across areas of good habitat quality.

Key

- Site Boundary
- Ecology and good habitats quality presenting significant barriers to development and movement
- 1. Priority Woodland
- 2. Chalk Embankment
- 3. SINC



Ecology and good quality habitats

5. Potential Capacity

Total gross area of site remaining:

- 35 ha split over 3 main parcels of land (A,B,C), around 40% of the whole site (86 ha)

Excluding areas for:

- Sports / Play requirement
- Primary road Infrastructure
- Secondary Green Infrastructure

Total likely net development area 25 ha.

Key

- Site Boundary
- Areas without significant barriers to development
- A. Approximately 24 ha
- B. Approximately 6 ha
- C. Approximately 5 ha
- Potential P&R Location



Areas without barriers to development

6. LVIA Testing and Height Opportunities

- Exploring opportunities for delivering height in areas that are less visually sensitive, lower in valley, and well screened.
- Ensuring smaller buildings are delivered in areas of greatest sensitivity.

Key

- Site Boundary
- Buildings up to 10m
- Buildings up to 15m
- Buildings up to 20m
- Sensitive edge



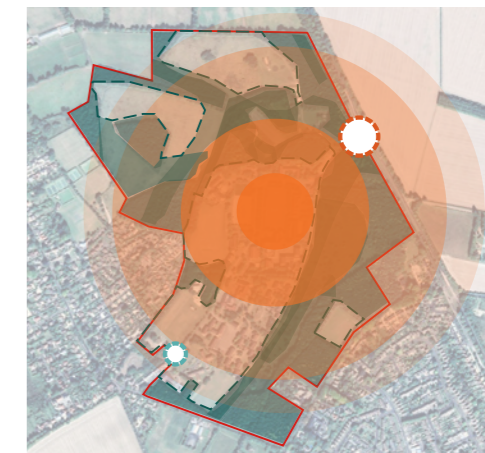
Areas with opportunity for height

7. Approach to Capacity

- Higher density focused close to site access, areas of least visual sensitivity potential P&R location, and likely location for local facilities / amenities - promoting active travel.
- Density reduced in areas of visual/ landscape sensitivity.
- Graduations in density used to support place-making, character and street scene.

Key

- Site Boundary
- Approach to Density
- Potential P&R Location
- Existing Vehicular Site Access
- Existing Emergency Site Access



Approach to density

Consultation Timeline

Responding to the requirements of the allocation in the draft Local Plan, the concept masterplan is the result of extensive collaboration between the project team, Winchester City Council, statutory consultees and the local community.

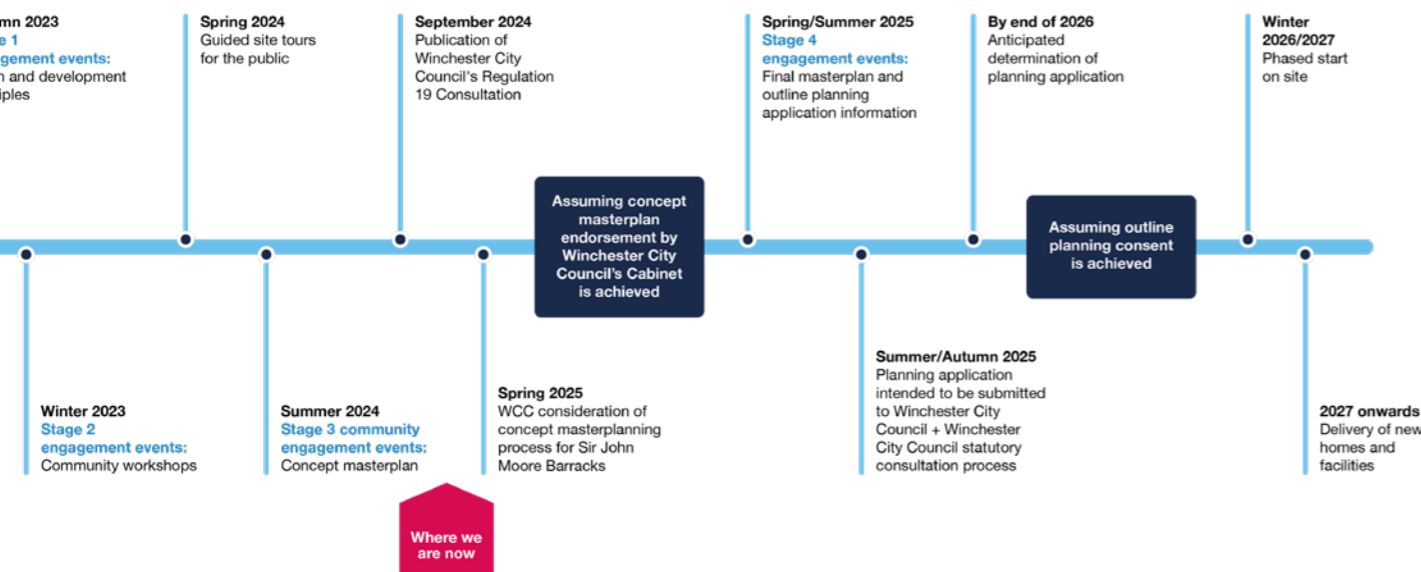
The below timeline is subject to change, but sets out the next steps in the path of the developing scheme and key milestones in bringing the site forward through the planning process:



Stage 2 consultation community workshops



Stage 2 consultation community workshops



Community Engagement Feedback Summary

In accordance with Winchester City Council's Concept Masterplanning process to guide the planning of significant development sites, the team have gathered a wide range of feedback during the programme's three stages of consultation. Feedback has been shared during regular meetings with Winchester City Council and Littleton & Harestock Parish Council, as well as a range of public engagement sessions:

Feedback from Stage 1 and Stage 2 consultations

Stage 1 of consultation sought feedback, through drop in engagement events and a digital engagement platform, on the vision and development principles which are set out in chapter 1 of this document. Stage 2 involved workshops with key stakeholder representatives and local residents, taking a deep dive look at how best to work with the constraints of the site and maximise the opportunities of a new neighbourhood in this location.

Sport and Leisure

- Significant support for a range of sports provision on site.
- An acknowledgement that it won't be possible to include extensive provision while meeting requirements of the allocation.
- Continuing to explore options to provide indoor leisure provision, subject to further viability and sustainability assessments.

Retention of Existing Buildings

- Support for seeing existing buildings such as the Officers Mess retained and re-purposed for community use.
- Some buildings acknowledged as not being appropriate for re-use e.g. existing barracks blocks.
- Continuing to explore options to retain and re-purpose key buildings of considerable architectural/historical value for potential community use.

Celebration of the site's Heritage and History

- Strong desire to see the site's rich history and heritage celebrated.
- As suggested and supported in feedback, the CMP includes a heritage trail around the site.

Development Parcels

- Location of development responding to existing constraints, reflects desire to retain and protect settlement gaps with Littleton and Harestock.
- Some feedback suggested development should be limited to the central area of the site to preserve existing green space and nature to the north.
- Placement of development parcels in the north ensures protection of views from Littleton Recreation Ground, while retention and enhancement of green space across the site will help enhance biodiversity and provide ample green open space.

Transport and Infrastructure

- Some concerns remained around potential pressure on infrastructure, particularly in relation to anticipated additional traffic and highway capacity.
- Primary vehicular access off Andover Road.
- Nevertheless, based on consultation with Hampshire County Council Highways, highway capacity is not seen as a constraint to development.
- CMP reflects significant support for the promotion of active and sustainable travel options.

Feedback from Stage 3 consultation – Concept Masterplan

The third stage asked the local community to respond to the concept masterplan. This stage was a similar format to the first stage, with public consultation events seeking direct feedback on proposals.

The feedback showed continued support for the principle of the development at Sir John Moore Barracks, with broad support for all of the features included in the concept masterplan:

- Popular elements of the CMP were the extent of the site remaining undeveloped, the retention of sports playing fields and the plans to develop on the existing building footprint.
- There was some criticism of specific elements of the concept masterplan included limited opposition to development in the northern training areas, a desire for more sports amenity provision on site, and wider concerns about the impact on existing local infrastructure from the development. These are all areas we will continue to work on with statutory consultees and the local community during the outline planning application process.
- Feedback also showed opposition to the planned diversion of Andover Road, a constraint of the sites context that we must work with. There was however strong support expressed for the speed limit reduction on Harestock Road.



View looking north along tree lined avenue alongside the parade ground

3 The Concept Masterplan

Design Evolution through Consultation

The CMP has been developed through an iterative process in close collaboration with WCC.

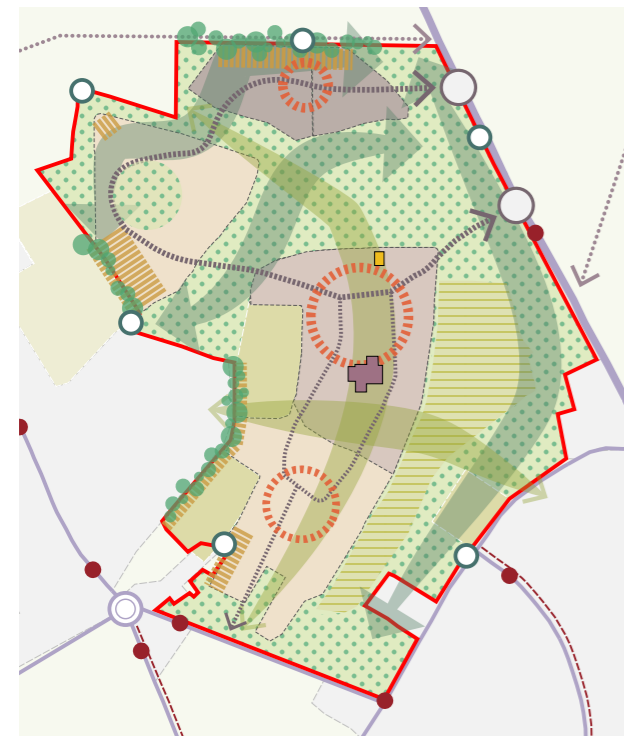
The below sequence identifies key milestones throughout the project programme, illustrating the iterative process of responding to feedback.

Winter 2020

Public Consultation & Early Masterplanning Development

Key feedback from Consultation

- **Access Strategy** - Kennel Lane access point not favoured, potential for rat-running.
- **Park & Ride facility** - Confirm with WCC/HCC on requirement, scale and location.
- **Non-Residential Uses** - Confirm quantum and type of floorspace.
- **Northern Training Fields** - Change approach to development uses.
- **Connectivity** - Focus on active travel connection opportunities.
- **Flood Risk Alleviation** - Any opportunities to alleviate risk to Littleton.



Winter 2020 - Opportunities Plan

Conclusion to early Masterplanning work

- **Access Strategy** - Confirmed all vehicle movements to be from Andover Road.
- **Park & Ride Facilities** - Movement Strategy requirement confirmed as approximate 850 spaces, to prioritise swift bus turnaround times from Andover Road.
- **Non-Residential Uses** - Market Demand and Policy Assessment completed, agreed with stakeholders that non- residential content should be locally scaled only. Not a major employment site.
- **Northern Training Fields** - Density of development to be focussed in existing built-up areas of barracks to be considered first; and extent of development in the north should be pulled back to Littleton edge to maintain gap to the semi-rural settlement.
- **Connectivity** - Focus on active travel connection opportunities between existing neighbourhood centres and schools.
- **Flood Risk Alleviation** - Receives overland flows from Littleton (Pitter Close), this would continue. Request to define the role of the site currently during a high groundwater event and ensure this is maintained.

Key Information

Consultation feedback technical evidence base & early masterplanning work informed the Policy Response in Local Plan Policy W2.

Winter 2022

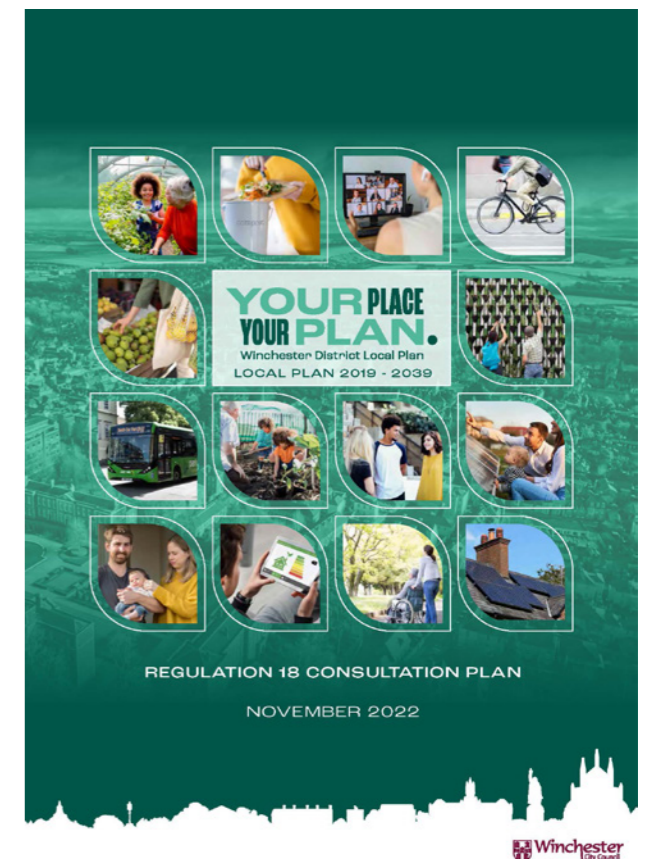
Reg 18 Local Plan - Policy W2

Key policy requirements and responsive actions to inform design development

- **Access Strategy** - All vehicle movements to be from Andover Road - requiring further transport modelling to ensure CMP successfully integrates with surrounding network.
- **Park & Ride facility** - Provision of an 850 space facility - requiring consultation with bus operators to agree the scale and location within the scheme.
- **Non-Residential Uses** - Provision of a neighbourhood centre with ancillary and supporting uses - requiring workshops on suitable scale and location of non-residential uses across the site.
- **New Homes** - Delivery of 750-1000 new homes - requiring further technical site testing, including a Townscape Visual Impact Assessment to refine developable area and approach to density across the site.

Workstreams in response to Policy W2:

- **Park & Ride facility** - Options Study to identify siting options for the Park and Ride facility.
- **Leisure Complex and Swimming Pool** - Sports consultant engaged to assess sports complex opportunities.
- **Re-Use of Buildings** - Framework required to assess buildings for re-use.



Winchester City Council's Local Plan (Regulation 18) Document

Winter to Spring 2023/24

Public Consultation Phase 2 Workshops

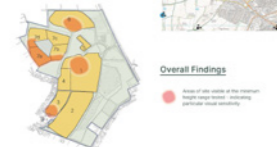
Key feedback from Consultation

- Desire to respect the site's rich military history.
- Concerns about the current levels of traffic on Andover Road and concerns that using it for access would exacerbate this, with similar issues raised about traffic on Harestock Road.
- Concerned about the visual impact of Park and Ride facility and the extent that demand existed.
- Clear support for the highest standards in energy efficiency and biodiversity.
- A range of facilities and amenities could be delivered on site to benefit both future residents and the wider surrounding area.

Context and Site Constraints

Testing Visual Sensitivity

The VSA process can be used to establish the visual impacts of new road from the site. A selection of viewpoints have been chosen to test the masterplan and the visibility of development on different areas of the site. This will help us to collectively agree the appropriate maximum built form within the site, in order to avoid adverse visual effects.



Context and Site Constraints

Up to 1,000 homes allocated into the emerging local plan. What does this mean for the site?



What does this look like?

Total Site Area: 89 Ha
 Developed Land: Approximately 18 Ha
 Green Spaces: Approximately 50 Ha
 Training Pitches: Approximately 5 Ha

Density: 25 dph
 Area Reserved for 1,000 Homes
 Approximately 10 Ha
 Mixed Uses

Density: 40 dph
 Area Reserved for 2,000 Homes
 Approximately 18 Ha
 Mixed Uses

Density: 80 dph
 Area Reserved for 4,000 Homes
 Approximately 36 Ha
 Mixed Uses

Public Consultation Phase 2 Workshops - Example boards

Feedback informed refinements of Design Principals

- **History and heritage** - Commitment to celebrate the site's military history, preserving historical setting of Littleton, and ambitious approach to retention of buildings.
- **Transport** - Review of a short list of Park & Ride facility locations, possible access strategies and internal network. Exploring opportunities for local improvements and connections to existing neighbourhoods and facilities.
- **Flooding** - Exploring opportunities to formalise winterbourne route and how site operates during a flood event.
- **Landscape** - Definition of settlement gap extent and distribution of development areas through the site.
- **Density** - Exploring the look and feel of different housing densities. Interaction between height and typologies, including approach to mixed use neighbourhood centres.
- **Climate resilience and sustainability** - Developing proposals for managed green spaces that would remain to be properly managed with a mix of informal open spaces, formal areas like the SINC, allotments and community gardens.
- **People and community** - Areas of dog walking kept separate from children's play areas and other community facilities.
- **Sports Workshop** - Retention and integration of sports hall, fitness complex and swimming pool together with external sports field for a variety of clubs/sports, balanced with meeting the primary aims of Policy W2 as a residential scheme.

Spring 2024

WCC Pre Application Workshops

Outputs in response to technical evidence base and 'Fixing' Masterplan Fundamental elements:

- **Park & Ride facility** - Siting Options Study finalised; Siting option agreed with WCC and HCC from short list.
- **Leisure Complex and Swimming Pool** - Continuing assessment of sports complex. Associated Land Parcel confirmed.
- **Vehicle Access Strategy** - Functional requirement for 2nd site access, north of existing entrance accepted. Supports development of internal movement network.
- **Re-Use of Buildings** - A four stage framework is agreed, for assessment of buildings for re-use and whole life carbon assessment to be progressed alongside development of the masterplan.
- **Masterplanning Strategies** - Agreement as to the masterplanning strategies to be followed and tested in order to prepare concept masterplan:
 - Confirmation of max potential unconstrained developable areas of the site - including northern training areas.
 - Establishing a physical separation or 'gap' between Littleton and the development - aligning with the Littleton Neighbourhood Plan.
 - Confirmed approach to density and likely site capacity - based on sustainability and place-making principles.
 - Implications of sports focused site layout.
- **Extent of sports provision** - There was strong consultation feedback from sports groups that Winchester was lacking a sub-regional sports hub. Efforts to accommodate formal sports pitch provision in excess of that required in policy terms would displace residential development the local plan requires elsewhere within the site. Given the topography of the site, this would have meant a higher density and a greater extent of development in the northern training areas, to accommodate additional sports fields in central and southern areas, and a greater traffic impact.



WCC Pre Application Workshops - Framework Masterplan

Summer 2024

WCC Design Review Panel Workshops

Key feedback from Workshops

- As an isolated, 'fringe' development it is essential that the scheme has its own character.
- Feels large enough to have its own neighbourhood centre.
- Opportunity to be an exemplar scheme for Winchester.
- The non-residential space in the neighbourhood centre should have low/no rent attributed to it for viability purposes (at least initially), to ensure early occupancy to create active frontages from the outset, rather than empty hoarded up ground floor space for years.
- In terms of the proposed development, it is understood why the northern fields are being used and the design of this is good for the site overall.
- The northern area would need to have a good sense of place when arriving at the site.
- The Panel would like to see a clear identification of cycling, pedestrian and vehicular movements and routes into and across the site.
- Important to factor in;
 - Starter homes
 - Custom build units / self-build plots
 - Downsizer homes



WCC Design Review Panel Workshops - Framework Masterplan with character areas identified

Summer 2024

Public Consultation Phase 3

Feedback informed refinements of Concept Masterplan

- **Development area** - Agreed with WCC, including northern training fields
- **Quantum of development** - Agreed with WCC with defined density strategy and approach to masterplan layout and building retention.
- **Neighbourhood centre** - Defined the potential area for a neighbourhood centre and outlined the potential mix of uses and facilities that may form the centre.
- **Sustainability** - Committed to delivering high sustainability standards across the site.
- **Connectivity** - introduction of new pedestrian, cycle connections between the northern area and neighbourhood centre, improving connectivity across the site. Alongside further definition of an integrated, car-lite movement network.
- **Placemaking** - Introduction of an arrival square to define the gateway experience when arriving at the neighbourhood centre. Alongside further narrative around the placemaking character of the site, highlighting its distinctive features and mix of facilities.



Public Consultation Phase 3 - Concept Masterplan

Developing a Framework Plan

Having established the vision and desired aspirations for the site through consultation, and agreed the Development Area, the team considered how best to deliver these across the site to form a comprehensive masterplan for an exemplary new neighbourhood.

Building on a landscape-led design approach, the team developed the following sequence of strategic spatial design moves, creating a coherent network and framework for development:

Key Information

Building on a landscape and sustainability-led design approach, the team developed a sequence of strategic spatial design moves, creating a coherent framework for the development. Particular focus was placed on defining the maximum height parameters, driven by an approach to sensitively responding to the site and placing greatest height in the areas of least impact.



1. Retention of valuable green spaces and woodland.

- Maintain an 80-90m settlement gap buffer to Littleton and Harestock.
- Formal Sports provision to meet policy requirements, protection of existing SINC, and potential for a new managed parkland in the north-west.



2. Refining parcels of potential development.

- Work with the site levels and minimise earthworks, creating deliverable development parcels.
- Plots work around natural features to maximise buffer planting and contain development within the centre of the Site.



3. Accommodating potential wider uses - details not yet established.

1. Energy Centre 0.25 ha
2. Leisure Complex 1.3 ha



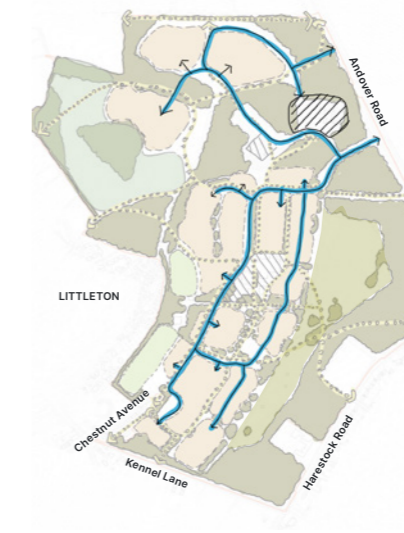
4. Defining a network of new walking and cycle paths.

- Extending existing footpaths across the site to connect with surrounding PRoW and pedestrian and cycle routes.
- Creating a permeable and pedestrian first network across the site.



5. Working with the existing site infrastructure to minimise construction of new roads.

- Create a simple road network linking all development areas.
- A strategic loop that accesses each plot while keeping vehicle movement to a minimum.
- Opportunity for a new vehicle entrance to access the northern training areas from Andover Road.
- Park and Ride location



6. Identifying an appropriate location for a neighbourhood centre.

1. Close to main entrance surrounding existing buildings with potential for retention and refurbishment for commercial uses.
2. Surrounding the existing sports complex with potential for retention and refurbishment.
3. At point of pedestrian arrival from Harestock, supporting connections to neighbouring communities.



7. Defining a building heights strategy that responds to sensitive views and enhanced place-making opportunities.

- Locating areas of highest density and tallest buildings in the centre of the site with greatest opportunity conceal buildings within the landscape and offer least impact to neighbouring communities.
- Proposed building heights have been heavily informed through a Townscape and Visual Impact Assessment process to limit the impact of development and retain a landscape-led development ethos.
- Scale of the development used to enhance place-making and define an active street scene.

- High Density - 80dph
- Med / High Density - 60pdh
- Medium Density - 40pdh
- Low Density - 30dph
- Very Low Density - 20dph
- 20m 5-6 storey residential building
- 15m 4-5 storey residential building
- 10m 2-3 storey residential building
- <10m 1-2 storey (sensitive edge)



Exploring the Ingredients of an Exemplar Sustainable Neighbourhood

Representing a significant city fringe “sustainable” site, Sir John Moore Barracks offers the opportunity to create a new community that is organically integrated into the existing natural character, embracing the qualities of both rural and urban development.

Learning from best in class case studies, offers the opportunity to develop an informed, exemplar community which builds upon the sites unique characteristics.

Key Information



Learning from best in class examples establishes a set of guiding characteristics to inform the emerging vision for the site:

- Amplifying nature in the public realm;
- Embracing low to mid-rise, high density building typologies which maximise connections to open space;
- Prioritising sustainable modes of transport;
- Creating homes which open onto natural landscapes;
- Maximising sustainable technologies;
- Creating a community focussed local centre;
- Responding to the requirements of the 20 minute neighbourhood.

Eddington - Cambridge - 80dph+

Significance for SJMB:

- Car-lite, pedestrian led streetscapes
- Homes opening onto natural landscapes
- High-density, low-rise typologies
- Well connected by Park and Ride facility and cycleways to the city and surrounding communities



Barton Park - Oxford - 70dph+

Significance for SJMB:

- Soft organic landscape edge
- Tight block arrangements with selection of bespoke housing typologies to increase density
- Homes opening onto natural landscape



Image credit: tor&co



Trumpington Meadows - Cambridge - 60dph+

Significance for SJMB:

- Terrace housing with amenity roofs
- Marker apartment buildings at key junctions
- Tight back to back distances (<14m) with innovative building design and rear parking courts and mews streets to sensitively increase site density
- Provision of large public open space - a new asset to the city fringe



Accordia - Cambridge - 40dph+

Significance for SJMB:

- Compact terrace blocks with integrated garage and roof amenity space
- Landscape streets between blocks provide public/private amenity
- Homes set within a landscape setting, maximising views over nature



Hanham Hall - Bristol - 50dph+

Significance for SJMB:

- Linear blocks allowing landscape views and amenity space into the development
- Tight back to back distances, <14m with innovative building design on rear courts to sensitively increase site density
- Zero carbon design principles and an embrace of sustainable design solutions



Lovedon Fields - Winchester - 20-30dph

Significance for SJMB:

- Mix of short terraces with stepping building lines and larger detached and semi-detached houses
- Streetscapes that promote wildlife and views over nature



Sustainable Design Approach

How can we create a socially-sustainable, environmentally responsible, and climate responsive community that provides a higher quality of life than is currently delivered by volume housebuilding?

We believe the solution lies in integrating a highly considered and comprehensive approach to sustainability to the design process from the outset.

The vision for Sir John Moore Barracks goes beyond the empty replication of typical rural design features. It is driven by an ethos that climate conscious design must encourage healthy and proactive communities to operate within natural systems, seeking to symbiotically enhance, and work alongside, the landscapes in which it sits.

The design process has incorporated extensive engagement to establish the sustainability approach. The following has been undertaken to date:

- Consultation with the Sustainable Development Consultant for WCC regarding applicable sustainability/energy policies, targets for CO2 reduction/net zero, district heating policy/nearby networks and the structure of sustainability statement and energy statement.
- Sustainability workshop held with WCC to discuss the approach to sustainability and the emerging energy strategy.
- Development of Energy Strategy options
- To inform the Sustainable Design Approach

The team have developed the following series of objectives to define the sustainability approach behind the concept masterplan proposals:



Supporting Winchester's Carbon Targets

Developing a masterplan that delivers high quality, low carbon energy efficient homes, along with on-site renewable and low-carbon energy generation, while promoting carbon neutral movement networks:

- Follow the Energy Hierarchy
- Masterplan principles to passively reduce energy demands
- Aspire to align with the emerging Building Regulations
- Explore potential for a smart energy hub



Prioritising Sustainable Mobility

A super cycleway and network of foot paths connect the site with surrounding communities, alongside a Park and Ride facility, represent key components of the site's sustainable movement strategy:

- Pedestrian-first streetscapes
- Extensive site permeability for pedestrians and cyclists, along with connections to surrounding areas
- High-quality cycling infrastructure including cycle hub, cycle facilities and cycle superhighway
- Increased accessibility for public buses
- Promotion of low car zones and car club along with adequate
- EV charging points
- Organising parking at the edges of building clusters



Prioritising Health and Wellbeing

A diverse mix of activities that develops a truly sustainable community which offers a healthy lifestyle:

- Promoting active travel
- Extensive open space and formal/ informal sport provision
- High quality housing of diverse types and tenures to support all sectors of our society, including young and older people
- Inclusive, diverse and holistic approach
- 20 minute neighbourhood
- Shared community facilities
- Accessibility for people with limited mobility and to good quality, safe, accessible outdoor space

Key Information

Following extensive engagement with WCC, the team have developed a series of objectives to define the sustainability approach behind the concept masterplan.



Amplifying Landscape Character and Built Heritage

Retaining and upgrading as much of the existing landscape and building on the integrity of the wider landscape character:

- Habitat retention
- Enhancement of woodlands, species rich grasslands including the SINC, and the built environment
- Promoting new planting, multifunctional SuDS ponds and green roofs
- Biodiversity net gain
- Improving landscape and biodiversity connectivity inside and outside of the site
- Consideration of off-site heritage
- Celebration of military heritage including heritage trails



Sustainable Resource and Pollution Management

Exploring opportunities to retain and refurbish existing buildings, bringing new life and energy efficiencies. Working with existing road network and site topography to limit requirements for remodelling the landscape:

- Minimise impacts on air quality through sustainable movement strategy
- Mitigate new noise impacts from the building services, leisure and community facilities
- Utilising previously developed land
- Apply a four stage process to the review of potential reuse and whole life carbon assessment of existing buildings where viable
- Minimising waste going to landfill during construction
- Managing operational waste to maximise the convenience of recycling and composting
- Promoting material choices that are environmentally and socially sustainable



Working with Topography and Water Management

Upgrading existing infrastructure, routes and trails. Utilising existing developed land to accommodate new buildings:

- SuDS hierarchy to be followed and attenuate surface water runoff to predevelopment rates across site
- Building layout has responded to flood risk
- Consideration of multi-use infiltration and storage options
- Nitrate neutrality
- Water consumption target of 100 litres/ person/day

The Concept Masterplan

Building on the site-based opportunities, consultation feedback, and overarching sustainable objectives, the design team have developed a concept masterplan for the Sir John Moore Barracks.

The concept masterplan proposes a set of broad illustrative principles for the development. These include: the approximate number of new homes, and where these will be located; where there will be woodland and open space including walking and cycling routes; other broad uses of the land including vehicle access and infrastructure, as well as connections to the surrounding area – known collectively as the placemaking principles.

The concept masterplan brings the vision for the new community onto the site. Through bold graphics it aims to simply introduce the key features of the development, including site access points, movement through the site, areas of landscape and those designated for development, and the key land uses, activities and features of the development

The adjacent concept masterplan highlights the potential to deliver a series of key social, environmental and placemaking benefits:

Sustainable Living

Up to 900 high quality energy efficient homes, alongside a range of supporting facilities. Delivering a policy compliant proportion of affordable housing, in an area where affordability issues are amongst the most acute outside London and the South East.

Celebrating Heritage

A heritage trail, naming the development and the repurposing of existing buildings that are retained are some of the features to retain and celebrate the site's military history.

Embracing Nature

Retaining the majority of mature woodland with significant opportunities to enhance biodiversity and create new habitat, particularly in northern training areas.

Active Travel

Extensive new walking and cycling links to connect the development with the surrounding area, particularly school routes.

Access to Green Space

60% of the site will be open space and woodland, including a 6.7 hectare nature park between Littleton and the new development.

Sport and Leisure Provision

Up to 1.9 hectares of sports playing fields/pitch space and the potential retention of the existing sports complex and swimming pool.



The Sir John Moore Barracks Concept Masterplan

Key Information

The masterplan seeks to present a conceptual approach to developing the site without being too prescriptive on the detailed nature, and exact location of these important pieces of the proposed development. Our interest in developing this conceptual approach is to share our proposals for the key features of the new community, while encourage open conversations with the local community on the requirements for and possible location of these features.

Masterplan Strategies

In designing and developing the concept masterplan, the design team sought to address a series of key topics to have emerged from ongoing consultation feedback and the draft policy requirements of the site allocation and status within the emerging Local Plan:

Density and Extent of Development



In developing the concept masterplan the team adopted a pragmatic approach to density, exploring the effects of different densities on the ability to meet the policy requirement for 750-1000 homes, whilst also fulfilling the desired development principles.

The team first looked at the unconstrained land seeking opportunities to direct the majority of development in these locations. This led to three principal developable areas being identified – land parcels A, B and C.

Particular consideration was given to the extent to which the housing need expressed by the policy requirement could be met through maximising the central development parcels (land parcel A) – which represent around 40% of the whole site, before consideration to also develop the northern training areas (land parcels B and C).

Though close collaboration with Winchester City Council Planning Officers, and an independent design review panel, an approach was agreed to incorporate parcels B and C. **This will improve the diversity of the housing offer, alleviate the pressure on parcel A and enhance the scheme's overall design, whilst promoting high quality place-making within the development and ensuring compliance with the draft Local Plan policy.**

The team identified a number of challenges to delivering quality development solely on parcel A. These challenges helped support the agreed approach to expand development into parcels B and C:

- Difficulty in introducing higher density typologies while maintaining a landscape-led, rural character.
- Maximising the development opportunity and housing delivery, pushes apartment mix requirement and necessity for tighter terraced typologies - limiting the opportunity for a greater mix of house types.
- Higher densities are less flexible - relying on bespoke typologies to achieve required density.
- Difficult to achieve parking policy whilst promoting active travel and creating car-lite streetscapes.

Key Information

The emerging density strategy represents a balanced approach, which will deliver:

- Circa 900 new homes across the site, of which 20% will be apartments.
- An average density of 45 dwellings per hectare across the whole site.

- A balanced mix of house types, tenure and sizes.
- Flexibility within the density plan to deliver on the masterplan's development principles.
- Significant opportunities to maximise nature and natural systems across the site.

Sport and Play



The consultation feedback indicated support for both indoor and outdoor sporting facilities on site, including multi-use all-weather pitches to accommodate a range of sports including football and hockey in particular. This included the retention of formal training areas / sports pitches along the western boundary of the site with Littleton being included in the masterplan, opening this up to local sports clubs and the wider public.

There was also a desire for indoor sports facilities, including a swimming pool and an indoor multi-use sports hall through retention and reuse of the existing military sports complex.

Key Information

The emerging sports provision and open space shown represents a balanced approach, which:

- Seeks to align with the Council's strategic approach to the provision of sports in Winchester.
- Retains the potential re-purposing of the sports complex as a sports and leisure facility as an option for further consideration.
- Provides part of a green buffer to Littleton.

- Meets the vision for Sir John Moore Barracks as a balanced neighbourhood with a comprehensive and varied community offer.
- Ensures that over development of the site, the northern training areas in particular, is avoided.
- The Concept Masterplan has located the spatial requirement for formal sports pitch use within the Masterplan.
- The sports use of such pitch space is still to be determined.

Green Infrastructure and Estate Stewardship



There was a strong desire from residents to ensure that there would be public access to the future green infrastructure – such as the proposed woodland, the nature park and other green space – and to ensure that appropriate future funding and management arrangements were in place in order to maintain this effectively. A long-term stewardship vehicle will be established and secured through future Section 106 legal agreements at the time that planning applications are progressed with the City Council.

Key Information

- It was recognised that there was a significant opportunity to enhance the existing woodland and SINC.
- Of the 28 hectares of woodland present on site, around 26ha (over 90%) will be retained, incorporated into the masterplan and improved, where applicable. Existing trees will be retained as much as possible.

- Nature park – the concept masterplan includes the provision of a 6.7ha (17 acres) nature park to the northwest of the site, providing a buffer with Littleton and protecting existing sensitive sight lines and habitats.
- Open space – the nature park sits within a broader context of green open space totalling 51 hectares (126 acres). This equates to over 60% of the entire site.

Walking and Cycle Connections



Due to the site's military use, there is currently no public access through the site. The proposals present a real opportunity to open up the site through an internal network of footpaths, cycle infrastructure and streets.

The concept masterplan outlines a commitment to deliver safe and attractive connections between new homes and amenities through a pedestrian-first approach to designing streetscapes, with an extensive network of foot and cycle paths both within the site and connecting to the wider area.

This approach was driven through positive school engagement and general consultation for the Harestock and Priors Dean Road traffic calming proposals - delivering for the needs and aspirations of the next generation of active travellers.

This includes key linkages through to Littleton conservation area and playing fields, Chesnut Avenue and Kennel Lane to the west, as well as Harestock and Kings Barton to the east.

Key Information

Several crossings along Harestock Road are needed to make the site accessible:

- A primary controlled crossing allowing pedestrian and cycle access from the site through to Priors Dean Road.

- Three secondary crossing points, likely to be informal and uncontrolled.
- A network of informal foot and cycle paths through woodland areas and green spaces will offer routes for leisure and dog walking.

Vehicle Movement



The concept masterplan includes a simple road network linking each of the proposed development parcels. The current vehicular access strategy centres on using the existing access off Andover Road and introducing a second new access to the north, also off Andover Road. Primarily, a development of this scale requires the resilience of two access points. This strategy also offers greater flexibility in the operation of the Park and Ride facility, with options to create a one-way system for the Park and Ride facility and/or separate bus and car traffic.

Discussions with Winchester City Council and Hampshire County Council (HCC) officers remain ongoing as part of our pre-application consultations, in order to 'fix' the access options. HCC are supportive of the functional rationale for a second access point.

Reflecting feedback received from the local community, there will be no primary vehicular access from nor onto Kennel Lane. All vehicular access (both primary and secondary) will be from Andover Road.

Key Information

The concept masterplan includes a simple road network with two all modes access points off Andover Road, helping provide:

- Greater resilience of the road network, in case part or complete closures of the main access to And over Road are required.

- Two distinct accesses to the northern and southern parts of the development.

Facilities and Amenities



In addition to the potential for a community hub for social events and community groups, there are clear commercial opportunities that should be tested further with occupiers to understand the scale and nature of the potential commercial space, driven largely by the ability to serve local residents and create an attractive place to live.

The masterplan identifies a central location to cluster these uses into an accessible local centre, creating a community heart for the new neighbourhood.

Key Information

Feedback has outlined a desire to see small-scale, potential multi-use options come forward at Sir John Moore Barracks, including:

- Co-working/shared workspace.
- Convenience retail.

- A small / mid-sized grocery store.
- Café.
- Gym – subject to future of existing leisure centre retention.

Retention of Existing Buildings and Celebrating Heritage



Feedback received highlighted a desire to retain existing buildings on site where possible, particularly in the case of the Chapel, the Officers Mess and Corporals Mess for potential reuse as community facilities, catering to demand on existing indoor community space in the area.

In the context of energy efficiency, there are a number of factors which need to be considered to assess the suitability of buildings for retention, partial retention or demolition, including from a housing need, market and sustainability perspective. These assessments are currently being carried out across a range of existing buildings on site.

Situated on the site of the former HMS Flowerdown, a Second World War naval listening station, the site contains several original radio mast fixings in the northern training area.

Key Information

Some ideas for incorporating heritage features have included:

- Using of the name "Flowerdown" for the site and new community.
- Retaining some key buildings to retain heritage.

- An interpretative trail introducing historical features.
- Naming roads after key people associated with the site's history.

Ecological Improvements

Retention of Biodiversity and Habitat Value

The northern area currently consists of the series of sloping fields with areas of woodland. Woodlands are to be retained, with development focused on areas of the lowest habitat value and distinctiveness, with additional woodland and hedgerow planting proposed between buildings to connect currently fragmented parcels of woodland.

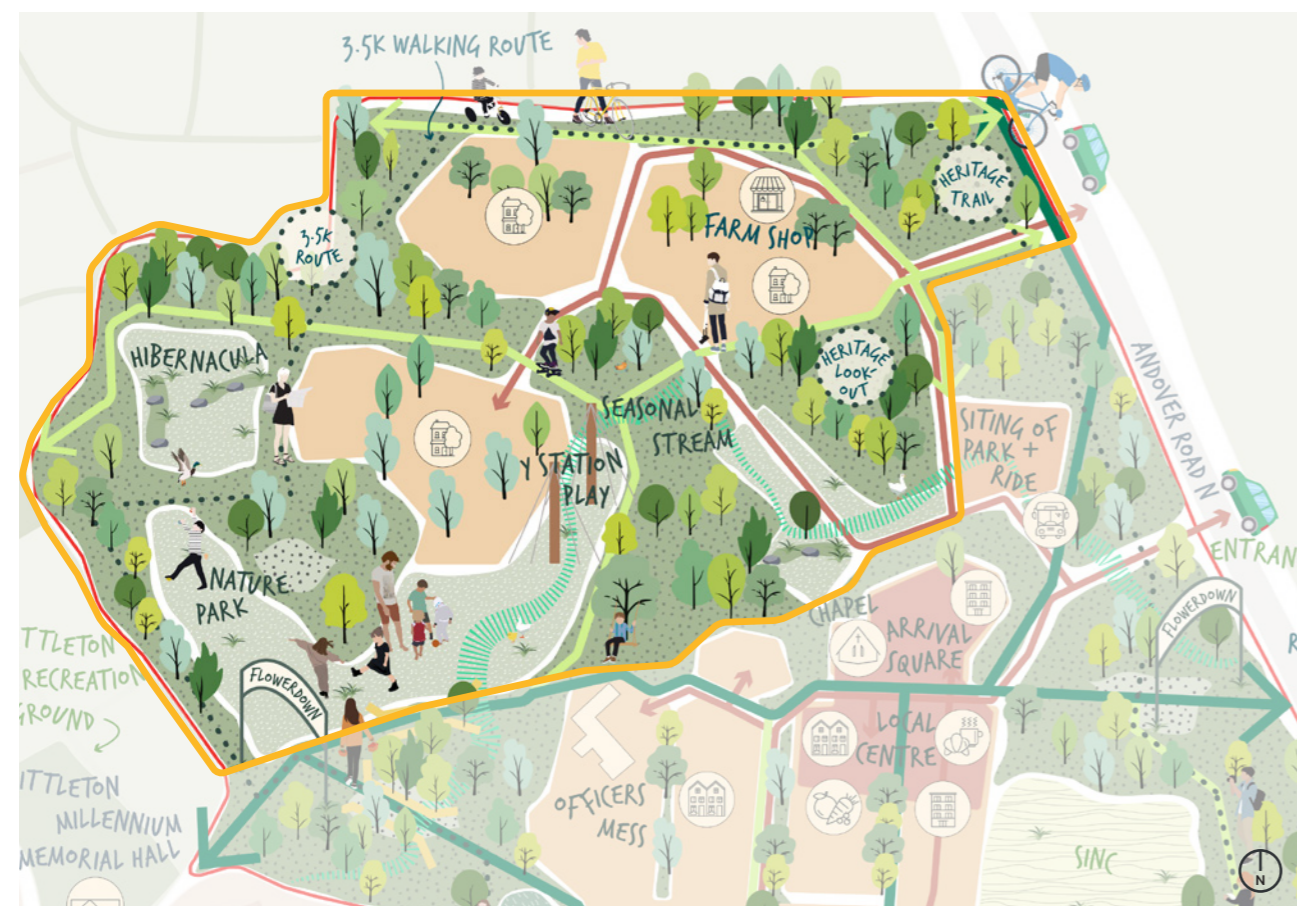
Selective thinning of trees and the creation of rides within the woodland will be undertaken to increase the understorey and ground flora. Public access to these woodlands will be managed through the creation of designated waymarked footpaths. These retained habitats will be appropriately managed to enhance their biodiversity value.

While the species-poor grassland areas (i.e. a habitat of low value and distinctiveness) will be partly lost to accommodate development, the retained grassland areas are proposed to be developed into a nature park. The nature park will also be managed, with the aim of allowing the area to develop into a species rich grassland.

Appropriate wildlife tunnels will be installed under access and spine roads to maintain and increase connectivity for reptiles and other wildlife. All areas of retained and created habitat will be managed appropriately for a minimum of 30 years, in line with the statutory requirements in relation to overall delivery of Biodiversity Net Gain through development.

Whilst we are aware of the sensitivities of developing in the north of the site due to general biodiversity, we have established that the quality of the biodiversity is sporadic and needs careful stewardship. By applying a management approach to the northern area we can enhance the potential of BNG, whilst complying with the Local Plan policies to deliver 750 -1000 homes at SJMB.

DIO is familiar with undertaking such stewardship work in the form of trusts and we will work with the local community to provide enhanced BNG across the whole site and in particular the northern area.



The Northern Area Concept Masterplan

During the stages 1 and 2 consultations, there was a strong desire from residents to ensure that there would be public access to the future green infrastructure – such as the proposed woodland, the nature park and other green space – and to ensure that appropriate future funding and management arrangements were in place in order to maintain this effectively.

It was recognised through the consultation that there was a significant opportunity to enhance the existing woodland and SINC.

Existing woodland areas – these have helped to shape the concept masterplan, with development being situated outside of these areas. Of the 28 hectares of woodland present on site, around 26ha (over 90%) will be retained, incorporated into the masterplan and improved, where applicable. Existing trees will be retained as much as possible.

Nature park – the concept masterplan also includes the provision of a 6.7ha (17 acres) nature park to the northwest of the site, providing a buffer with Littleton and protecting existing sensitive sight lines.

Open space – the nature park sits within a broader context of green open space totalling 51 hectares (126 acres). This equates to over 60% of the entire site.

A balance was required to ensure that the burden of maintenance that would fall on the development was sufficiently supported – a small development would be burdened by disproportionate provision and service charge costs.

There was a strong desire expressed for community involvement in the future stewardship.

To ensure both the nature park and wider green spaces across the site can be enjoyed by local residents for decades to come while capitalising on the opportunity to further enhance ecological value, a long-term stewardship vehicle will be established and secured through a future legal agreement as part of the determination process of a future outline planning application submission.

The balance struck in the masterplan will ensure that the burden of maintenance obligations of future occupiers at the site is well compensated for by the significant benefits of new green infrastructure, biodiversity and natural opportunities and activities.

Stewardship

Local examples being DIO's partnerships with the Land's Trust at Bordon & Whitehill (the Hogmoor Enclosure) and Aldershot Urban Extension (Wellesley Woodlands and Blandford Woodlands), both Green Flag Award® winning schemes.

The DIO has significant experience of putting in place long term stewardship arrangements that create opportunities for community involvement and greater social value as well as biodiversity benefits in the long term.

Next Steps

The survey work completed in 2020 (as supplemented with further targeted updated survey work undertaken in 2024), has identified that the Site supports populations of dormice, reptiles as well as areas of calcareous grassland, with the northern part of the Site meeting the selection criteria for designation as SINC. However, surveys have also recorded that the habitats within the Site are not currently being managed appropriately and are in poor condition.

DIO is seeking to conclude the reporting and analysis of the recently completed 2024 survey work and be able to follow that up through further engagement with Winchester City Council's ecologist to develop a full suite of mitigation and enhancement strategies, including the nature park and associated proposals, that work with the concept masterplan in greater detail. The outline planning application will propose secure positive conservation aims with a secure stewardship vehicle in perpetuity as an enhancement / alternative to the candidate SINC designation.

Through DIO's engagement during preparation of the draft outline application scheme, these ecological mitigation and enhancement strategies will be developed and consulted on during Stage 4 of DIO's consultation programme, before an application is made.

All final strategies will be required to be robust and compliant to satisfy Environmental Impact Assessment requirements.



View looking along a parameter tree belt

4 Appendix

Responding to WCC's Objectives

The DIO's vision for the site, which underpins the CMP, is to deliver a sustainable and distinctive neighbourhood, closely integrated with the City of Winchester, which conserves the character of the neighbouring village of Littleton and the character of the surrounding countryside. The vision also seeks to ensure that the redevelopment proposals do not undermine the purpose or function of the Littleton-Winchester settlement-gap.

The CMP promotes biodiversity and encourages healthy living and active travel. It identifies a range of much-needed new homes for all, designed to the highest standards of energy efficiency, alongside significant new public green spaces and a hub for new community facilities.

The CMP is a comprehensive document which relates to the SJMB site as a whole. It will be noted that the CMP area accommodates the swimming pool and gyms / sports halls areas albeit DIO is continuing to explore the possibility of creating a facility which would best be described, in non-military terms, as a "sports complex". DIO has commissioned viability assessments in respect of this and is investigating whether a financially sustainable model for the operation of a sports complex facility, in civilian use, is achievable. If the pool and sports complex can be retained/repurposed this will be included in the main redevelopment OPA, but if not, an alternative use(s) of this part of the site will need to be considered.

The CMP demonstrates how a residential-led, mixed use, development, of approximately 900 homes could be delivered on the site. The scheme contemplated would comprise of 80% houses and 20% flatted accommodation: at an average density of 45 dwellings per hectare, along with a small number of local centre/commercial and community uses. The 900 homes shown within the CMP would make a substantial contribution to meeting Winchester City Council's existing and emerging housing needs.

The scheme contemplated in the CMP also identifies a suitable site for a Park and Ride facility that could accommodate approximately 850 car parking spaces.

The policy requirement for a Park and Ride facility will support the Council's strategic objectives of promoting sustainable travel in the city, as set out in the "Winchester Movement Strategy Feasibility Studies – Phase 2 Summary Report" (2021), which prioritises securing funding from Central Government under this strategy by Winchester City Council and Hampshire County Council for new Park and Ride provision in the Andover Road corridor.

DIO will work in partnership with Winchester City Council and Hampshire County Council to assist the respective councils in sourcing Central Government funding for the Park and Ride facility.

The delivery of the local centre and other non-residential uses would help residents to sustainably meet their day-to-day shopping and other needs within the site.

Winchester City Council's Master Planning Approach to Concept Masterplans (WCCMACM)

In relation to the key CMP preparation processes set out in the WCCMACM, the CMP demonstrates:

- Establishing a vision and aspirations – the CMP sets out the clear vision and aspirations for the redevelopment of the SJM site.
- Identifying a baseline of information and issues that need to be addressed – significant engagement with WCC / HCC and stakeholders / public consultation has established a range of issues which the CMP outlines and addresses.
- Identifying and testing scenarios – the CMP sets out various options for development across the SJMB site, particularly in relation to considering options for the redevelopment of the existing central built up part of the SJMB site.
- Carrying out consultation exercises – the supporting CMP Meeting Place report comprehensively sets out the three main stages of consultation undertaken, the feedback received, and how the CM proposals have evolved as a result of that feedback.
- Refining proposals – the supporting CMP Meeting Place report comprehensively sets out the three main stages of consultation undertaken, the feedback received, and how the CMP proposals have evolved and have been refined as a result of that feedback.
- Considering the implementation of proposals and future management issues – the CMP acknowledges that the future redevelopment OPA will need to address various implementation matters and in terms of future management issues, the CMP acknowledges there are significant opportunities for the future management of the existing SINC and retained/proposed green infrastructure – the future redevelopment OPA will set out appropriate management/maintenance proposals based on DIO's successful green infrastructure management/maintenance models/arrangements that operate on other (former) MoD sites which are undergoing major redevelopment principally involving residential led schemes.

Emerging WCC LP Policy W2

This document addresses the twenty criteria set out in emerging Local Plan Policy W2 as follows:

1. Any application for development is preceded by, and is consistent with, a comprehensive and evidence based site wide masterplan which demonstrates how high quality design, green spaces, settlement gaps will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority.

This document charts the preparation/ evolution of the SJMB CMP and the significant engagement that has taken place to date.

2. The proposals relate to the whole of the allocated site or, if less, do not in any way prejudice the implementation of the masterplan for the whole site.

Whilst this will be for a future OPA to address, it is DIO's current intention to submit a single planning application covering the whole SJMB site.

3. The proposals include a phasing and delivery strategy that is related to the provision of infrastructure and the creation of neighbourhood centres with ancillary and supporting uses

The future redevelopment OPA will address all these matters.

4. The proposals investigate the opportunity to reuse/re-purpose any of the existing buildings and gives priority to the use of the previously developed land and the intensification of the existing built up area before the use of undeveloped land.

This document sets out how the initial stages of reusing and repurposing existing buildings has been explored in the CMP and how options to explore an appropriate quantum of development to be delivered in the 'existing built-up area' can meet placemaking objectives at a suitable density/height to deliver quality homes in a suitable environment.

5. The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development and if not provided on the site, provide suitable sustainable links that can be used all year round.

Discussions with Hampshire County Council education officers has focussed on meeting education needs arising from the SJMB development - as the Local Education Authority HCC has stated that this need will be best met by appropriately financially contributing to enhancing the capacity of local off-site education facilities - as such the CMP does not allocate land for educational use.

The CMP demonstrates opportunities of the creation of suitable links through the SJMB site (and off-site improvements) to connect to routes to local schools.

6. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm.

The CMP sets out opportunities for the provision for a series of high quality public spaces around the site and whilst early consideration has been given to architectural design/materials/detailing, these will be matters for the future redevelopment OPA to address.

7. Access should be off Andover Road.

The CMP is based on the re-use/improvement of the existing main SJMB access as well as the creation of a secondary vehicular access to the north-east of the SJMB site.

8. Include direct, safe and lit, active travel links as part of a strategy that minimises car journeys from the development. High quality facilities for walking, cycling and wheeling and public transport that is connected to the surrounding area/ PROW/cycle network in accordance with the Hampshire Movement and Place Framework and Healthy Streets approach.

As above, the CMP demonstrates opportunities of the creation of suitable links through the SJMB site (and off-site improvements) for pedestrian/cycle movements to connect to Littleton and Harestock as well as connecting into wider movement corridors.

9. The proposals ensure that the existing access to the site via Chestnut Avenue (which is a private road)/Kennel Lane is retained and is only used for pedestrian, cyclists and potential emergency access purposes.

The CMP retains this link.

10. The proposals consider the importance, retention and management of the Flowerdown Site of Importance for Nature Conservation (SINC) in perpetuity by including a management plan for the maintenance and monitoring of these habitats.

The CMP sets out opportunities for the future management of the existing SINC and the future redevelopment OPA will set out appropriate management/maintenance proposals based on DIO's successful green infrastructure management/maintenance models/arrangements that operate on other (former) MoD sites which are undergoing major redevelopment principally involving residential led schemes.

11. A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe for its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development.

A Flood Risk Assessment will be prepared as part of the future redevelopment OPA submission. The CMP recognises the existing flooding conditions/ constraints and has set out redevelopment concepts that address/will allow such constraints to be respected.

12. As part of the design process, further investigation (through topographic surveys and flood modelling) determines the exact route of the winterbourne which crosses the site which should be managed and protected as it carries floodwater away from Littleton when groundwater levels are high.

A Flood Risk Assessment will be prepared as part of the future redevelopment OPA submission. The CMP recognises the existing flooding conditions/ constraints and has set out redevelopment concepts that address/will allow such constraints to be respected, such as the winterbourne.

13. The proposals are accompanied by a green/blue infrastructure/ SuDS hierarchy strategy to both enhance the development and mitigate potential impacts on the surface water from flooding and ground water from Littleton in a way that increases the biodiversity on the site. This should include the provision of multi-functional green/blue links throughout the site and ensure that any additional surface water resulting from the development does not have a detrimental impact on the SINC or other protected sites.

The future redevelopment OPA will address these matters and as above, the constraints/opportunities in relation to green/blue infrastructure have been taken account of in the preparation of this CMP.

14. The proposals record features of heritage significance and incorporates them where feasible into any re-development of the site as part of a wider heritage trail that celebrates the sites military history and helps the general public to understand and appreciate how the site has evolved. The proposals will also need to minimise harm to the setting of the adjacent Round Barrows.

The future redevelopment OPA will address these matters - the constraints/opportunities in relation to heritage matters have been taken positively account of in the preparation of this CMP.

15. The proposals incorporate and include public realm to enhance the intrinsic quality of the site and creates a 'sense of place' putting people and places at the forefront of the development.

The future redevelopment OPA will address public realm matters and as above, the CMP demonstrates opportunities to create high quality public spaces

16. The proposals retain the existing Chapel and opens this up to the community as part of any new development, as this will reinforce links to Peninsula Barracks and historical military associations with Winchester.

The CMP shows the retention of the existing chapel building the OPA will include details of potential future community/public use(s).

17. The proposals include an assessment of the condition, age and the need to retain/incorporate the existing gym, leisure facilities and the swimming pool as part of the wider residential led scheme. Depending on the outcome of this assessment if they are viable, they should be opened up for use by the local community and management plan should accompany any planning application for this part of the site.

This assessment is currently being undertaken to inform the preparation of the redevelopment OPA.

18. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible (Policy NE6).

An assessment is currently being undertaken to inform the preparation of the redevelopment OPA.

19. The proposals include a Park & Ride facility of approximately 850 spaces that would be in addition to and would need to be connected operationally to the 200 space Kings Barton Park & Ride light. The scale and location of the Park & Ride facility should be determined through the master planning process and transport assessment include the provision of electrical charging points and cycle parking facilities.

The CMP identifies land suitable to accommodate a Park and Ride facility, and appropriate access arrangements to serve this facility.

20. Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider.

Engagement with the service provider continues to be undertaken to ensure such alignment is achieved.

Following due process, the determination of the Planning Application will consider and conclude on the compliance of the scheme with either the emerging or adopted development policy having regard to all relevant policies in the Local Plan.

Local Planning Policy Framework

Adopted Development Plans

The relevant adopted Development Plan for Winchester comprises:

- Winchester District Local Plan Part 1 (LPP1) – Joint Core Strategy (adopted March 2013)
- Winchester District Local Plan Part 2 (LPP2) – Development Management and Site Allocations (adopted April 2017)
- Hampshire Minerals and Waste Plan (2013)

The main policies from each of the Winchester plans are summarised below. The objective when considering development plan policy in the context of the CMP is to demonstrate that the CMP complies broadly with the prevailing and emerging planning policy climate in which a future planning application will be assessed. Detailed analysis of each policy and how a redevelopment scheme might comply with it will be considered as part of the planning application process.

LPP1 – Joint Core Strategy (adopted March 2013)

The Council's Policies Map confirms that the SJMB site is subject to two designations in the adopted Development Plan. One designation covers approximately the northern half of the SJMB site and is designated 'Countryside' (Policy MTRA 4), whilst the other designation covers approximately the southern half of the site and is designated 'Settlement Gaps' (Policy CP18). The boundary between the two designations follows an arbitrary line, as opposed to following any built form of development or natural features and runs from east to west through the approximate centre of the site. The entirety of the site is outside of the 'Settlement Boundaries' (Policy DM1).

Policy MTRA4 – Development in the Countryside

As identified above, the northern portion of the of the site is designated as "Countryside".

The policy states that in the countryside, the LPA will only permit the following types of development:

- Development which has an operational need for a countryside location
- Proposals for reuse of existing rural buildings for employment, tourist accommodation, community use or affordable housing.
- Expansion or redevelopment of existing buildings to facilitate the expansion of on-site established businesses.
- Small scale sites for low key tourist accommodation appropriate to the site, location and setting.

The policy adds that development proposed in accordance with this policy should not cause harm to the character and landscape of the area or neighbouring uses or create inappropriate noise/light and traffic generation.

With regard to existing buildings within the countryside, the supporting text of the policy in paragraph 6.31 sets out an openness to redevelopment opportunities. The paragraph states –

"These existing Structures [buildings within the countryside] are often an accepted part of the landscape and it is considered appropriate to provide for them to be used productively, through re-use, or for them to be redeveloped."

Policy CP18 – Settlement Gaps

As identified above, the southern portion of the site is located within a designated settlement gap, entitled the Winchester – Littleton settlement gap. The settlement gap also covers the land immediately adjacent to the southern edge of the site, between Kennel Lane and Stockbridge Road.

The policy states the LPA will retain the generally open and undeveloped nature of the designated settlement gaps. It adds, that within these areas only development that does not physically or visually diminish the gap will be allowed.

With regards to defining the extent of a gap, the supporting text of the policy in paragraph 6.31 confirms an emphasis on physical and visual separation. The paragraph states –

... no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.

Policy DS1 – Development Strategy Principles

The policy identifies the circumstances in which the LPA will seek to take a positive approach consistent with the presumption in favour of sustainable development set out in the National Planning Policy Framework.

The policy states that the LPA will support the delivery of new housing, economic growth and diversification through following a development strategy which directs the majority of development to locations within Winchester Town and South Hampshire Urban Areas, whilst directing a smaller amount of development to Market Towns and Rural Areas.

To deliver the District's housing, employment and community requirements the policy sets out various principles that it expects development proposals to demonstrate conformity with. These principles include:

- Maintaining and enhancing environmental, heritage and landscape assets
- Promoting sustainable transport
- Achieving high standards of design
- Testing existing infrastructure and service capacity
- Assessing the impact on climate change and other associated impacts.

Notwithstanding the above, it should be noted that the supporting text for the policy in paragraph 3.2 sets out a clear preference for development on

previously developed land. The paragraph states –
"The emphasis will be to follow a sequential approach to development by establishing the capacity of previously developed land first before allocating sites outside existing settlement boundaries through future development plan documents or Neighbourhood Plans."

LPP2 – Development Management and Site Allocations (adopted April 2017)

Policy DM1 – Location of New Development

The policy states that development which accords with the Development Plan will be permitted within the defined boundary of settlements that are confirmed in the Policies Map.

Outside of defined settlement boundaries, policies MTRA4 (Development in the Countryside), DM10 (Essential Facilities & Services in the Countryside), DM11 (Housing for Essential Rural Workers), DM12 (Equestrian Development) and DM13 (Leisure and Recreation in the Countryside) apply.

Policy DM14 – Masterplans

The policy states that in the interests of sustainable development and securing long term benefits, that proposals for sites occupied by major landowners or uses should form part of long-term masterplans.

Proposals for significant development on sites occupied by major landowners and users will be permitted where they accord with the Development Plan and long-term masterplans have been prepared. The policy adds that these should be agreed with the local planning authority and show how the wider implications or cumulative benefits can be addressed.

The supporting text of the policy in paragraph 4.7 confirms that masterplans should be prepared before, or in conjunction with the submission of development proposals, and prepared with the input from the local planning authority.

In summary, it is apparent that the adopted Local Plan was prepared before the opportunity to redevelop the site had been identified. The emerging Local Plan embraces the opportunity and includes proposed policies that support and guide the redevelopment.

Emerging Local Plan

Winchester City Council has commenced the preparation of a replacement Local Plan entitled the 'Winchester District Local Plan 2020 – 2040'. When adopted, the new Local Plan will supersede the LPP1 and LPP2, both of which will no longer be part of the development plan.

The Regulation 19 draft of the emerging Local Plan was published in July 2024, and was subject to public consultation between 30th August to 13th October 2024. The timetable for the adoption of the emerging Local Plan was updated on 18th July 2024 and identifies the following dates:

2024	
Publication of Regulation 19 Consultation	July, 2024
Submission to Planning Inspectorate (Regulation 22)	October to December, 2024
2025	
Local Plan Examination	January to March, 2025
Consultation on Main Modifications	April to June, 2025
Inspector's Report	October to December, 2025
Adoption of the Local Plan	October to December, 2025

The replacement Local Plan has recently reached the Regulation 22 stage with WCC submitting its Proposed Submission Local Plan 2040 to the Secretary of State for Housing, Communities and Local Government on 15th November 2024 for independent examination, likely to take place in early 2025 as set out above.

Policy D5 – Masterplans

The emerging policy states that, in the interests of sustainable development, good quality place-making and securing long term benefits, when larger sites are brought forward the LPA will seek to ensure a masterplan is developed and agreed for the site.

The emerging policy goes on to set out fifteen criteria that a masterplan is expected to achieve and deliver. The policy also states that a management plan must be produced as part of the wider masterplanning process to demonstrate how infrastructure and community assets will be maintained and managed, once the development has been completed.

Policy NE7 – Settlement Gaps

The emerging policy states that the generally open and undeveloped nature of the settlement gaps will be retained. Within these areas only development which does not undermine the function of the gap and its intended role will be permitted. The emerging policy adds that development should not threaten the generally open and undeveloped nature of the gap and avoid coalescence of settlements.

Policy W2 – Sir John Moore Barracks

The emerging policy states that Sir John Moore Barracks is allocated as a mixed used site of between 750 to 1000 homes. It states that the site includes ancillary and supporting uses to make a sustainable neighbourhood, including a Park and Ride with 850 car parking spaces, subject to the detailed proposals according with the development plan.

The policy sets out twenty criteria that a planning application to redevelop the site must accord with. These are set out previously in this document.

All except the first of the criteria relate to the content and scope of a future planning application. To accord with the policy, the CMP preparation process has been carried out with reference to the emerging Local Plan policy.

Winchester City Council's Master Planning Approach to Concept Masterplans

Winchester City Council has sought to establish a bespoke approach to the preparation of masterplans for the redevelopment of 'significant development sites' through the publication of its "Winchester City Council Master Planning Approach to Concept Masterplans" (WCCMACM) on 21st June 2023. The document encourages the preparation of Concept Masterplans (CMPs) for significant development sites and identifies a process for doing so.

The overarching objective of the WCCMACM is to ensure the preparation process for CMPs is:

- As consistent as possible.
- Inclusive.
- Engaging; and
- Transparent.

The focus of the process is on how the CMP has been prepared, rather than its conclusions. The output of the process, i.e. the CMP itself, will be subject to robust scrutiny at the planning application stage, hence the focus of the WCCMACM on process.

The CMP preparation process set out in the WCCMACM and includes:

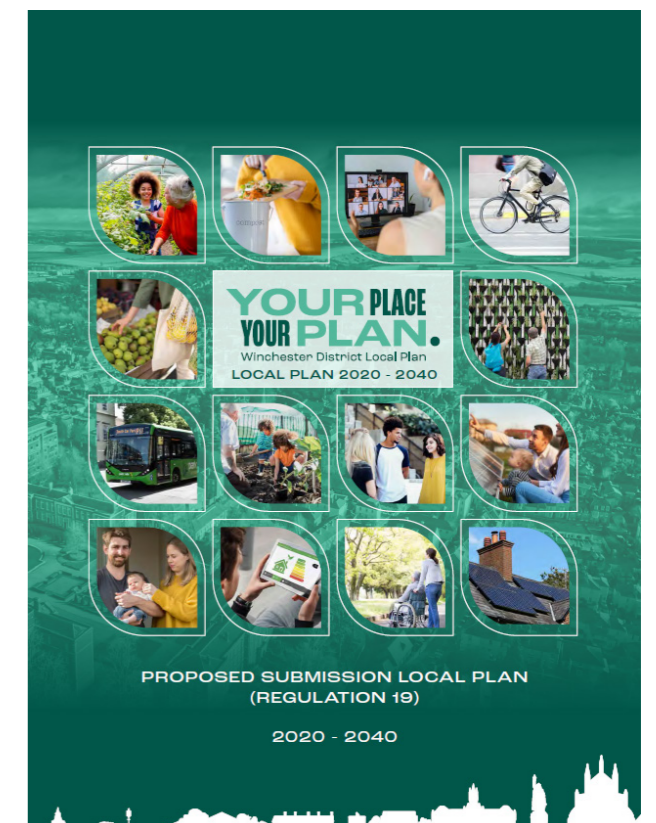
- establishing a vision and aspirations.
- identifying a baseline of information and issues that need to be addressed.
- identifying and testing scenarios.
- carrying out consultation exercises.
- refining proposals; and
- considering the implementation of proposals and future management issues.

The resulting CMP is then presented to the Council's Cabinet. The Cabinet has the opportunity to 'endorse' the CMP preparation process as robust.

The CMP preparation process for the site has been carried out with reference to the process identified in the WCCMACM.



Winchester City Council's Master Planning Approach to Concept Masterplans Documents



Winchester City Council's Proposed Submission Local Plan (Regulation 19) Document



Defence
Infrastructure
Organisation