

# **Winchester District Development Framework**

## **Core Strategy – Issues and Options**

**December 2008**

**Strategic Development Area North/North  
East of Hedge End**

**Analysis of Consultation Responses**

## **Strategic Development Area North/North East of Hedge End**

### **Summary of Issue and Proposed Option**

The southern part of the Winchester District lies within the South Hampshire sub-region. The purpose of dealing with the area as a sub region is to address specific cross boundary issues that cannot be dealt with by the individual authorities. The strategy for South Hampshire is to improve its economic performance, which will require land for business development and house building, together with increased investment in transport and other infrastructure. The preferred strategy for the area is to focus growth on the cities of Southampton and Portsmouth and the main towns, but there is recognition that the urban areas cannot meet all the growth needs and adjacent smaller settlements will play complementary roles. The sub region is seen as a growth area in the emerging South East Plan.

The housing targets in the part of the District within the South Hampshire sub region (otherwise known as the PUSH area) result in the need for this part of the District to contribute some 6740 dwellings in the period 2006 -2026.

In addition to the above housing target, the PUSH strategy identifies two Strategic Development Areas (SDAs), one is to be located in the Fareham Borough to the north of the M27 motorway comprising up to 10,000 new homes, and the other to the north and north-east of Hedge End comprising 6,000 new homes, partly in Winchester City Council's area, but mostly in Eastleigh Borough.

The 6,000 dwellings proposed for the Hedge End SDA do not form part of either Winchester's or Eastleigh's housing allocations. Nevertheless, there is a clear expectation by Government that PUSH will deliver its housing targets and the Secretary of State's Proposed Changes to the South East Plan introduce a new Policy (H.2) which places a responsibility on all authorities to work together to deliver housing requirements.

The Hedge End SDA is likely to straddle the administrative boundaries of Winchester District and Eastleigh Borough; it will be focused towards the city of Southampton and help deliver the strategic growth required in the South Hampshire sub-region.

Policy SH2 of the South East Plan requires the SDA's to:-

- Include housing of varying types/sizes, including affordable housing
- Have co-ordinated and integrated employment, transport and housing development, together with supporting health, community, social, shopping, education, recreation and leisure facilities, green space and other identified requirements.

- Be supported by public transport links with neighbouring city and town centres, transport hubs, existing or planned major employment locations.

The draft South East Plan further states that the precise form and location of the SDAs will be established in LDFs, through the preparation of 'Area Action Plans'.

The Area Action Plan for the Hedge End SDA will need to be jointly prepared and agreed by Winchester and Eastleigh Councils and this process has not yet formally commenced.

It was pertinent therefore to explore some of the key considerations in the Winchester Core Strategy Issues and Options document to ensure that the resultant Area Action Plan fully reflects the desires and aspirations of the District. This included:-

- The need to acknowledge the sensitive environment of the Winchester District in this location, given its attractiveness and proximity to the proposed South Downs National Park.
- Promotion of sustainable transport and the need to maximise the use of the rail facilities in this location, and to reduce its impact on rural roads.
- Maximise the generation of on-site renewable energy in addition to sustainable construction techniques and design mechanisms to reduce the carbon emissions from the site so that is low carbon/carbon neutral.
- To ensure the provision of both physical and social infrastructure including green space and access thereto, bearing in mind its location adjacent to open countryside.
- To minimise its impact on towns and villages in this part of the District and the services they offer by ensuring that it provides a range of services and facilities to serve its community.

Given that the principle of the SDA is established through the South East Plan, and the fact that the City Council's Core Strategy must accord with the South East Plan, the strategic options are limited. The Issues and Options document therefore concentrated on identifying the main issues which would need to be addressed through the proposed Area Action Plan. The five issues which were identified are;

**Issue 1:** Acknowledge the sensitive environment of the District;

**Issue 2:** Promotion of sustainable transport to reduce the impact on rural roads;

**Issue 3:** Maximising the generation of on-site renewable energy and sustainable construction techniques to reduce carbon emissions;

**Issue 4:** Ensuring the provision of both physical and social infrastructure, including Green space;

**Issue 5:** Ensuring that the SDA provides a range of services and facilities to serve its community.

A sixth question was asked regarding any further issues that would need to be taken into account in planning for the SDA.

### **Public and Stakeholder Feedback**

Public Workshops (Jan 2008)

Below are some of the relevant extracts from the 2008 Workshop report on the issue of the SDA (the full report can be viewed at:

<http://www.winchester.gov.uk/Documents/LDF/Live%20for%20the%20future/workshop%20report.pdf>).

Hedge End SDA:-

- Is the SDA a given?
- The SDA should not be in Winchester District
- Deliverability – are the landowners in agreement?
- Need to retain open countryside, importance of local wildlife – Durley can be the green space for the SDA
- Hedge End has a number of vacant units
- Need to look at health provision comprehensively
- Motorway is already at capacity – individual developers will not deal with this – need regional infrastructure up front funded by government
- Need comprehensive assessment of road network, local roads and key roads need to be in place first
- SDA must link with rail station – do not leave a gap between this and the development, need better selection of destinations from the station
- Need low cost housing as well as social rented
- Houses must have larger gardens and be more traditional

These were all issues that were also raised in the responses to the Issues and Options questionnaire, which are dealt with below.

### **Stakeholder meetings September 2008**

The stakeholder meetings were organised to consider the issues for the 'Key Hub' settlements identified in the Issues and Options document, rather than for the SDA. However, the Bishops Waltham Stakeholder meeting on 24 September 2008 reiterated concerns regarding the impact of the SDA on Bishops Waltham. The Whiteley Stakeholder meeting held on 22 September 2008 raised the issue of the need to clarify the situation regarding an additional secondary school in the light of the proposed SDA.

### **Issues and Options Questionnaire**

Question 13 of the Issues and Options paper presented the following issues:

The Hedge End SDA will straddle the boundary between Winchester District and Eastleigh and will need to be jointly planned and prepared for. This work has not yet commenced, but will need to express the aspirations of the District.

5 issues are suggested for consideration within the Hedge End Area Action Plan.

**Issue 1:** Acknowledge the sensitive environment of the District;

**Issue 2:** Promotion of sustainable transport to reduce the impact on rural roads;

**Issue 3:** Maximising the generation of on-site renewable energy and sustainable construction techniques to reduce carbon emissions;

**Issue 4:** Ensuring the provision of both physical and social infrastructure, including

Green space;

**Issue 5:** Ensuring that the SDA provides a range of services and facilities to serve its community.

The responses to the above issues can be summarised as follows:

		Very Important	Important	Neither	Unimportant	Very Unimportant
13a.	Issue 1: Environment	45%	26%	26%	3%	0
13b.	Issue 2: Transport	74%	22%	3%	1%	0%
13c.	Issue 3: Renewable Energy	36%	49%	11%	2%	2%
13d.	Issue 4: Infrastructure	69%	27%	3%	1%	0%
13e.	Issue 5: Impact on Settlements	65%	29%	5%	1%	1%

Total responses to issue 1 – environment = 588

Total responses to issue 2 – transport = 583

Total responses to issue 3 – renewable energy = 577

Total responses to issue 4 – infrastructure = 573

Total responses to issue 5 – impact on settlements = 574

It is apparent that the majority of the respondents rated all the issues either 'very important' or 'important'. It is noticeable that some 29% of respondents

rated the sensitive environment of the District as neither ‘important’ nor ‘very important’ although, like all the other issues, the numbers who actually considered the environment to be ‘unimportant’ was very low.

Question 13f also provided the opportunity for respondents to make other suggestions. Approximately 180 responses were received. Summaries of all the responses to question 13f are available separately due to their size and can be viewed at [www.winchester.gov.uk](http://www.winchester.gov.uk).

Annex 1 to this report groups those summaries that make relevant comments to this Issue, together with an officer response and a recommended action. Some responses make suggestions as to alternative approaches to developing the SDA and these warrant further detailed consideration as set out below.

Issues Arising and Consideration of Reasonable Alternatives

The table below examines in more detail the possible advantages and disadvantages of the main alternative options suggested in response to the Issues and Options paper.

<b>Alternative Options</b>	<b>Advantages</b>	<b>Disadvantages</b>
Remove the concept of the SDA from the Core Strategy and redistribute the housing to other locations; including West of Waterlooville, Whiteley, Allington Lane, and Knowle.	This would remove the uncertainty regarding the nature and amount of development in the Winchester District by removing the SDA.	The principle of the SDA to the north/north east of Hedge End is established in the South East Plan, therefore not to plan for it would potentially put the Core Strategy out of conformity with the development plan, and it could be deemed ‘unsound’. The sites identified above in the Winchester District are likely to be required to meet Winchester’s housing requirement and are unlikely to have the capacity to provide an alternative way of meeting the SDA housing requirement.
Redefine the SDA boundaries to ensure no development within the Winchester District	This would protect the countryside around Durley to the south of the District	Initial studies suggest that land in Winchester District will be needed to achieve the requirement for 6000 houses. Not to plan for this in the Core Strategy is likely to fail to

Alternative Options	Advantages	Disadvantages
		deliver the required housing with the result that the Core Strategy would be found unsound. It is also unlikely that all the development required could be accommodated on land within Eastleigh borough
Develop brownfield sites before considering countryside	Avoids unnecessary loss of greenfield land.	The underlying principle of the sub regional strategy is to direct development to the cities first, and the bulk of the housing allocations are on brownfield sites in the urban areas. However there is simply not enough brownfield land to meet all the housing requirements in South Hampshire

**Other Considerations**

Government Advice

Planning Policy Statement 1: Delivering Sustainable Development

This sets out as a fundamental objective for the Planning system that it should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people’s quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

Other Government advice would be relevant in developing policies in the Area Action Plan for bringing forward the SDA, particularly advice contained in the Companion guide to PPS1 on ‘Planning for Renewable Energy’, PPS3 on

Housing provision, and PPS13 in ensuring that the development is served by sustainable transport options. However the broad objective in PPS 1 of creating sustainable communities will underpin the development of policies for the SDA

### South East Plan

The focus and priority for the South Hampshire sub-region will be on urban regeneration. However, brownfield sites alone cannot accommodate all the necessary development. Some greenfield development needs to be planned for to provide sites for the new businesses on which future economic prosperity depends and to provide enough homes for the sub-region's population.

The preferred option is to concentrate development within existing urban areas, in a number of urban extensions and in two 'Strategic Development Areas'. These SDAs would have a variety of types, sizes and tenures of new housing together with a full range of shopping, local facilities and employment opportunities. This form of development maximises the sustainability of new greenfield development, as well as maximising the funds from national/regional agencies and from developer contributions towards affordable housing, improved transport infrastructure, etc.

Two SDAs are proposed – one related to Portsmouth (to the north of Fareham) and one related to Southampton (to the north/north-east of Hedge End) – reflecting the bi-polar nature of the sub-region.

The rate of development in each Strategic Development Area would depend on the rate of investment in associated infrastructure and the availability of alternative brownfield sites within urban areas. If more urban brownfield sites become available than currently expected, the development of the Strategic Development Areas may be phased over a longer period with some phases not being built until after 2026. However the policy was amended following the Examination in Public.

The most relevant policy in the draft South East Plan is Policy SH2 which states;

### **POLICY SH2: STRATEGIC DEVELOPMENT AREAS**

**Strategic Development Areas will be allocated in close proximity to the two cities in the following broad locations:**

**i) within Fareham Borough to the north of the M27 motorway comprising up to 10,000 new homes**

**ii) to the north and north-east of Hedge End comprising up to 6,000 new homes.**



**In each Strategic Development Area (SDA) the housing will be of varying types/sizes including affordable housing. Provision will also be made for co-ordinated and integrated employment, transport and housing development, together with supporting health, community, social, shopping, education, recreation and leisure facilities, green space and other identified requirements.**

**Particular attention will be paid to securing quality public transport links with neighbouring city and town centres, transport hubs and existing or planned major employment locations.**

**The precise form and location of SDAs will be established in Local Development Documents. Their impact will be assessed in relation to their effect on surrounding districts and their sustainability.**

**To prevent coalescence of the SDAs with neighbouring settlements and in order to protect the separate identities of individual settlements, areas of open land will be maintained between:**

- i) the Fareham SDA and Wickham/Funtley/Knowle**
- ii) the North/North East of Hedge End SDA and neighbouring settlements.**

**The precise boundaries of these areas of land will be defined in Local Development Documents to include land which has a predominantly open and/or rural appearance. Only land necessary to achieve these long-term objectives will be included. Within these areas, built development will not be allowed except for small scale buildings which cannot be located elsewhere and which are essential to maintain established uses within the areas of open land, or to enhance their recreational value.**

**Planning authorities, in partnership with developers, should develop a master plan for each SDA at an early stage in the development process. This should identify on and off-site infrastructure requirements and set out an implementation programme, including phasing. Area Action Plans will be prepared for the SDAs.**

Following an Examination in Public and the receipt of the Panel Report, the Secretary of State published Proposed Changes to the SE Plan on 17 July 2008. The principle of the two SDAs remains as before with some relatively minor amendments. The main changes proposed in respect of the SDA are:-

- The development at the SDAs should ensure that the national air quality standards are not breached;
- In defining the precise form and location of the SDAs the landscape impact should be assessed;
- The open land will be selected to respect the identity of the existing settlements while ensuring that opportunities for sustainable access to

services and facilities in the SDA and the adjacent urban areas are not prejudiced;

- Local planning authorities should, where necessary work together, including in the preparation of joint Development Plan Documents where appropriate, to bring forward the SDAs;

There are a number of critical success factors which are fundamental to their delivery:

- attractive, high quality public transport connections to the main urban centres, in particular Southampton
- maximise opportunities to improve services via Hedge End rail station
- maximise accessibility to the station from within the SDA
- careful balance between maintaining the identity of the existing settlements while ensuring that opportunities for sustainable access to services and facilities in the SDA and the adjacent urban areas is not prejudiced
- protection and enhancement of landscape quality will be particularly important in the north/north eastern parts of the area
- close working, and possibly a joint Area Action Plan, between Winchester City Council and Eastleigh Borough Council

The pace of housing development within the SDAs should be co-ordinated with progress on better transport demand and operational management, and with the rate of infrastructure provision. In addition, the proposed implementation agency (see policy SH9) will have a role in monitoring and implementing strategic land allocations. Partnership working is essential for co-ordination of the overall delivery of both SDAs;

Whilst Area Action Plans may be the most appropriate delivery tool in some circumstances, local planning authorities may also wish to consider alternative means of delivery, such as a Core Strategy, supported by a Supplementary Planning Document (see PPS12).

In response to the Proposed Changes the Council resolved to 'maintain its objection to Policy SH2 in relation to the proposed Hedge End Strategic Development Area (SDA), until such time as it is demonstrated that potential problems particularly in relation to infrastructure provision, especially transport, as outlined in the Council's comments of June 2006, can be satisfactorily addressed.'

The relevant comments made in June 2006 were that

'The City Council objects to Policy SH2 in relation to both of the proposed SDAs on the basis that:

- It is not possible to say whether the SDAs would be preferable to smaller urban extensions in the absence of strategic environmental assessment of the options;
- Work on the Hedge End SDA has indicated potential problems in relation to traffic and transport, water supply and sewage disposal, and infrastructure provision and it has not yet been demonstrated that these can be satisfactorily addressed;
- Insufficient work has been undertaken on the Fareham SDA to overcome the City Council's concerns about the landscape impact and traffic implications of this proposal;
- Both SDAs may threaten the separate identity of nearby settlements or the important gaps between them.

The City Council nevertheless supports the inclusion within Policy SH2 of the references to retaining gaps with Wickham, Knowle and the settlements neighbouring Hedge End.'

Eastleigh Borough Council at its meeting of 2 October 2008 maintained a similar objection to the SDA.

#### Winchester District Strategic Partnership - Sustainable Community Strategy

The Sustainable Community Strategy (March 2007) is based on five key outcomes in terms of what is required to deliver its vision. These outcomes are:-

- Health and wellbeing
- Safe and Strong Communities
- Economic prosperity
- High quality environment
- Inclusive society

These outcomes will assist in developing a shared vision for the SDA and will be taken forward and delivered through the development of relevant policies in the Area Action Plan. It should also be noted that the policy framework for the SDA will also need to encompass the aspirations of the Eastleigh LSP.

#### Sustainability Appraisal

The principle of the SDA will be established through the draft SE Plan, which gave the Council no realistic alternative options to test through the consultations on the Issues and Options Paper. Therefore the sustainability appraisal undertaken by Enfusion in April 2008 did not assess an alternative location for the SDA.

The South East Plan was the subject of a Sustainability Appraisal which was submitted alongside the draft plan. It was also the subject of a Habitats Regulation Assessment and an Appropriate Assessment. The Proposed Changes were also subject to the same assessments, which were published alongside the Changes in July 2008.

The process of preparing an Area Action Plan may require the two Councils to undertake a more detailed Habitats Regulation Assessment and an Appropriate Assessment before the boundaries of the new settlement can be delineated.

### Partnership for Urban South Hampshire (PUSH)

PUSH has commissioned a number of studies to inform the planning of the SDA. Perhaps one of the most important studies was the Hedge End SDA Initial Feasibility Study, which undertook a study of the main constraints and potential land uses to assess whether the principle of a SDA to the north/north east of Hedge End was feasible. This study helped to establish the PUSH position which supported the principle of the SDAs at the Examination in Public into the South East Plan. Other relevant studies include;

- Hedge End SDA Initial Feasibility Study
- Business Growth in South Hampshire
- Delivering Growth in South Hampshire; Investment Requirements
- PUSH Economic Development Strategy and Business Plan
- PUSH; Apportionment of Provision for New Employment Floorspace
- PUSH; Delivery of the SDAs Study
- PUSH; Renewable Energy Study
- Sub-Regional Strategy Background Documents
  - Employment
  - Housing
  - Consultations
  - Infrastructure (including up-date document)

(All the above studies/reports are available on the PUSH web-site [www.push.gov.uk](http://www.push.gov.uk))

To address questions raised at the SE Plan Examination in Public on the deliverability of the proposed SDAs, consultants David Lock Associates were commissioned by PUSH to undertake a Deliverability Study to assess the potential risks to deliverability and to recommend a strategy to mitigate these risks. The areas which the Study was specifically asked to look at were;

- Density and housing mix
- Build rates
- Provision, phasing and funding of infrastructure

- Bringing forward the employment land
- Delivery mechanisms for affordable housing
- Policy options
- Land assembly and control
- Environmental impacts and mitigation; and
- Strategic delivery issues

Meetings were held with the key stakeholders including the Highways Agency, Natural England, the Environment Agency, and the water companies. Meetings were also held with the representatives of the major land interests in the area, White Young and Green, and Terrence O'Rourke.

The Study concluded that there are significant risks that may prevent the SDA delivering the allocated number of houses (6,000) by 2026. However, the report recognised that many of the issues which the consultants encountered in undertaking the Study were common at this initial stage of planning for a major development and some were in the process of being addressed.

Crucially the study did not identify any potential 'showstoppers' and concluded that 'it may be possible for the SDA to be delivered in whole or part by 2026 if PUSH and the local authorities respond quickly to the recommended actions'.

A series of both short-term and long-term measures were recommended to mitigate against these risks, some of which have either already been put in place or are in the process of being put in place (the full response to the David Lock Delivery Study can be found on the PUSH web-site).

Transport for South Hampshire (TfSH), which is formed of Hampshire County Council, Portsmouth City Council and Southampton City Council as highways authorities together with the partner Districts, is working closely with PUSH on strategic transport issues. TfSH has recently commissioned a study into the 'North/north east of Hedge End SDA: Transport Impacts', the results of which are awaited.

### **Conclusions and Recommended Response**

Further studies are required before the feasibility of the SDA can be firmly established and the necessary Area Action Plan prepared. The most important issues that need resolving are access to the strategic road network and the sustainable transport links to Southampton. Further work is required to establish the economic development role of the SDA, together with full assessments of the potential environmental impacts, including a detailed Flood Risk assessment, a Phase 1 Habitats Regulations Assessment, and an Appropriate Assessment. Landscape sensitivity will also need to be tested in more detail.

This work will need to be completed as part of the process of preparing an Area Action Plan and will need to be completed before a definitive development area or boundary can be delineated. However it is important that the principle of the SDA is acknowledged in the Core Strategy if it is to be found sound, as the SDA is clearly a strategic issue which the Core Strategy must address. At this stage it would only be possible to define a broad area of search in respect of the potential boundary. This will include land that is not proposed for built development but which will be needed to provide green infrastructure and potential mitigation for land lost to development. As well as establishing this wider boundary for the SDA, the Core Strategy should establish the key constraints/limits to built development in Winchester District, albeit that the ultimate extent of development will be affected by the capacity within Eastleigh Borough and will be determined through the Action Area Plan.

Consultation on the Issues and Options, along with subsequent work, has identified a number of key issues that would need to be taken into account in the preparation of the Area Action Plan, and these can be expressed in the Core Strategy as a set of development principles which should inform future policy directions.

#### **Recommended Approach**

That the Core Strategy includes a broad boundary for the SDA, which identifies the furthest extent to the potential development area, including land required to provide green infrastructure and potential mitigation for any adverse environmental impacts. The Core Strategy should also establish the key constraints/limits to built development in Winchester District, to make it absolutely clear that not all of the land identified is suitable for development and that the definitive boundary will be determined jointly by the local authorities through the process of preparing an Area Action Plan, taking into account all the relevant studies.

That the Core Strategy includes a set of development principles which reflect the outcome of the Issues and Options consultations, the Sustainability Appraisal and sound planning principles, which would be developed in more detail in the Area Action Plan. Those principles should include:-

- The development of an inclusive and cohesive community, built upon the principles of sustainability and which provides a range of housing types, sizes and tenures to meet the needs of the wider area and the new community, including up to 40% affordable housing;
- The development must meet the highest standards of sustainable design, and make a significant contribution towards reducing carbon emissions and water consumption;
- The development proposals should clearly demonstrate how access will be gained to the strategic road network; and should have good accessibility to Southampton in an environmentally sound and cost effective manner. It should provide essential transport infrastructure to meet the needs of the new development and to maximise the opportunities

for sustainable travel including: a network of footpaths cycle ways and bridleways; the layout of the site to help facilitate the provision of a Bus Rapid Transport system; and measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;

- The development should provide a full range of employment opportunities which contribute to the sub-regional economic development strategy and provide a high level of self containment within the development to reduce the need for commuting;
- The layout of the development should provide a comprehensive network of open spaces and recreational facilities: to enhance the spatial qualities of the area and meet the needs of the new community; to mitigate the environmental impacts of the development; and to improve biodiversity in the area. A Sustainable Urban Drainage system must be provided which is fully integrated into the network of green spaces, and which enhances local biodiversity;
- The development should provide a full range of social and physical infrastructure including a new district centre, with a range of convenience and comparison shopping, local employment, pre-school facilities, and provision for primary and potentially secondary education, health, community and leisure facilities;
- Before the development can commence a comprehensive masterplan which covers the whole of the SDA should be produced which clearly demonstrates how the development principles will be realised, taking into account local community views. The masterplan should provide an indicative layout showing the disposition and quantity of future land-uses and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning application; together with a phasing and implementation strategy. It will also need to demonstrate how the National Air Quality Standards will be met. The masterplan should be accompanied by or incorporate a sustainability strategy which clearly demonstrates how the principles of sustainability will be incorporated into the development proposals and implemented. The masterplan should include details of the phasing and implementation of the development proposals; including the provision of the necessary infrastructure;
- A management plan should be produced as part of the masterplanning process to demonstrate how the infrastructure and community assets will be provided, maintained and managed.

**Annex 1 Key points arising from comments received to Question 13f**

Annex 1 Key points arising from comments received to Question 13f “Are there any other issues missing from this list that need to be included to make sure that the Hedge End SDA takes full account of the needs and aspirations of Winchester District?”

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>The area being considered is totally unsuitable for any such development and is totally at odds with any local or central government policy. It does not provide any rational solution to the social and economic needs of the area.</p> <p>It should be acknowledged that this is an unsuitable location for new housing from the outset.</p> <p>Alternative locations at Winchester and Whiteley should be considered.</p>	<p>The Regional Spatial Strategy has already considered the suitability of the broad area for development and the EiP tested the principle of the SDA; the Core Strategy is therefore not the place to redefine those principles. The Secretary of State has confirmed the suitability of the SDA to accommodate the type of development sought, that is, a sustainable and identifiable community that will meet a significant part of the needs of the sub-region for new housing and employment land to 2026. The detailed feasibility of developing the SDA can only be determined following the completion of the studies outlined in the main report, particularly the access studies.</p> <p>It is important to recognise that the 6,000 dwellings in the proposed SDA do not form part of the SE Plan Winchester housing allocation, nor would the bulk of the SDA be in</p>	<p>No further action required.</p>



Key Point (common issues have been grouped)	WCC Officer Response	Suggested Action
<p>M27 corridor is already overloaded – 6000 dwellings should be added to the Micheldever proposal.</p> <p>Organic development around existing centres should be considered.</p>	<p>the Winchester District. Therefore at this stage there would be few benefits in trying to find an alternative site for the SDA elsewhere in the district. Many of the alternative locations proposed are already being considered to meet the housing requirements elsewhere in the Winchester District. If the Council was to put forward an alternative site for the SDA this would need to be in addition to the sites required to meet Winchester housing targets in the PUSH area</p> <p>Neither Micheldever or Winchester town is in the PUSH area so attempting to divert the housing required for the SDA to the north of the District would not overcome the need to provide 6,000 dwellings in the SDA. In any event the proposal for a new settlement at Micheldever has been rejected in the SE Plan.</p> <p>The organic growth of settlements is an option that is being tested, but for the reasons stated above this is not an alternative for identifying a site for the SDA</p>	

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>Development should be focussed on the economic area to reduce loads on infrastructure. West of Waterlooville is the priority.</p> <p>Should build more at Hedge End and less around Winchester itself.</p> <p>There is an option for Bishops Waltham and Wickham to be expanded. Expansion at Knowle is a potential option and west of Waterlooville could be extended to use existing facilities.</p> <p>Major development should be considered close to existing conurbation to utilise existing infrastructure.</p> <p>The main development should be centred around Southampton and Portsmouth where the urban environment already exists. An additional 6000 homes at Hedge end will transform the environment and blur the distinction with Southampton.</p> <p>Development of Hedge end over the last 20 years has put a massive strain on local roads.</p> <p>A development with new junction 6 on the</p>	<p>The PUSH strategy puts the bulk of the new housing development in the cities, but there is insufficient brownfield land to meet the full housing requirements hence some green field land is required.</p> <p>Suggested options to move the SDA to elsewhere in Eastleigh Borough is not something that can be considered as part of the Winchester Core Strategy.</p>	

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>motorway would be more sensible or further development in the Whitely/Segensworth region.</p> <p>The southern part of Winchester district is much more similar in character and aspiration to the central and northern parts of Winchester than it is to Hedge End. Winchester Council should resist any extension of Hedge End into the district.</p>		
<p>Imposition of large numbers of houses in the south of the village (Durley) and the increased traffic through the village resulting from the expansion of Bishops Waltham will devastate Durley. Serious safety concerns.</p> <p>Increased traffic flow will have an impact on surrounding villages such as Durley.</p> <p>Local roads cannot take any more traffic.</p> <p>The effect of increased traffic between Hedge End, Botley and Bishops Waltham. It will become increasingly difficult to access the M27.</p> <p>A study is required of the effect of the extra traffic on surrounding rural</p>	<p>It is appreciated by PUSH that there are traffic and access matters to be dealt with. The scale of the SDA would compound existing capacity problems of both the road network and public transport.</p> <p>Provision of a new link road to the M27 and the completion of the Botley bypass will be crucial to the success of the SDA together with other transport infrastructure improvements, which have yet to be determined. Further work will be undertaken to establish the nature and extent of the improvements required.</p> <p>The SDA will need to be the subject of a full traffic impact</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>roads.</p> <p>Concerned about the impact of additional housing on the main roads as well as rural roads.</p>	<p>assessment to assess the impact of the development on both the strategic and local highways network</p>	
<p>Need timely provision of infrastructure.</p> <p>Question whether framework in place for this and other adjacent developments.</p> <p>Effective public transport is required.</p> <p>Lack of rail access and poor train services.</p> <p>Infrastructure needs must be met – schools, shops, transport etc.</p> <p>All infrastructure should be in place before development takes place.</p> <p>Lack of water infrastructure – drainage and sewerage.</p> <p>Roads and footways should be provided and maintained.</p> <p>There should be proper environmental assessment and studies on transport, water resources and drainage before any development proceeds.</p>	<p>PUSH is aware that the SDA will make demands of the area's infrastructure. PUSH is concerned that the SDA does not proceed without the provision of appropriate additional infrastructure. Further work will take place to determine the needs of the SDA, including public transport provision and especially the role to be played by rail transport. Social and community infrastructure will be assessed and provided commensurate with need. Measures will also need taken to ensure that flood risk is dealt with, incorporating sustainable drainage, and that sewerage provision is appropriate.</p> <p>It is agreed that the boundary of the SDA should be well related to Hedge End Station to maximise the potential for rail use</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>A local electricity grid should be established and reductions in energy consumption encouraged.</p> <p>Adequate parking at Hedge End station should be provided.</p> <p>Adequate access to and parking facilities at public transport locations should be established.</p> <p>Secondary school provision is essential.</p> <p>Construction of dedicated cycle routes is fundamental to a sustainable transport system.</p> <p>Learn from Whitley – infrastructure must come first.</p> <p>Will have effects on healthcare provision.</p> <p>Transport, education and sporting facilities are required.</p> <p>There are huge road safety and transport concerns.</p> <p>A new centre with local facilities will be required north of Hedge End.</p> <p>Doubt the provision of sustainable transport.</p> <p>More houses means</p>		

Key Point (common issues have been grouped)	WCC Officer Response	Suggested Action
<p>more congestion, and more loss of land to roads, supporting services, etc.</p> <p>No new development should be permitted until an adequate road infrastructure is provided to link developments to the principal road network.</p> <p>Hedge End SDA should adjoin Hedge end station. The small green gap proposed will be insufficient to separate the SDA from Hedge End but is big enough to put people off the longer walk to the station.</p> <p>Relationship of SDA to existing public transport routes, especially Hedge End station, a key factor. Distancing proposed built development from the station should be rectified.</p> <p>Must consider relationship of SDA to public transport routes and Hedge End station.</p> <p>Very poorly located to existing employment and railway stations.</p> <p>Important to ensure that lead in time for delivery of necessary infrastructure keeps pace with associated development. Core</p>		

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>strategy should be sufficiently flexible to react to any hosing deficiencies arising from delays within PUSH area.</p> <p>There is virtually no public transport in the rural areas. Water is a major concern.</p> <p>Improvement of existing main roads is vital – the M27 is overloaded and traffic use along minor roads is growing very rapidly.</p>		
<p>No development in Durley countryside. Areas south of main road more suitable.</p> <p>Landscape around Botley and Durley should be protected.</p> <p>SDA will have significant effect on Durley.</p> <p>Protect the rural village of Durley and not permit any development to encroach onto any area within its environs. Introduce traffic measures to deter increased use of rural roads.</p>	<p>The broad location of the SA has been fixed in the SE Plan. Significant gaps will be required between Durley and Botley to avoid coalescence. Although no doubt some of the countryside will be required to provide green infrastructure to support the SDA.</p> <p>Land around the developed area would be required to provide an appropriate landscaped setting as well as safeguarding existing gaps between the SDA and other existing communities. There is a requirement in the SE Plan to ensure adequate gaps to prevent the coalescence with adjoining settlements.</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
Welcome recognition of need for close joint working.	Noted.	No further action required.
SDA important for economic performance of PUSH area. Has sub-regional as well as district-wide significance. SDA needs to take account of diversion of investment from nearby settlements such as Bishops Waltham and Wickham.	Noted.	No further action required.
<p>Increased employment within walking distance of homes is needed.</p> <p>Local employment opportunities are required.</p> <p>Need to minimise commuting by providing employment opportunities in step with housing.</p>	<p>The strategy for south Hampshire suggests that the SDA should seek to achieve 50% self -containment in terms of employment. The relationship between employment land and residential areas will emerge during the detailed planning of the SDA.</p>	No further action required.
<p>Develop brownfield sites before destroying countryside.</p> <p>Use marginal land near existing developments before encroaching on rural areas.</p> <p>Farmland should be preserved for food production.</p>	<p>The PUSH strategy is to develop on brown field sites in the cities, but there is insufficient land to meet the required amount of housing</p>	No further action required.
<p>PUSH boundary should be redrawn to exclude rural communities.</p> <p>SDA should be redefined so none in Winchester.</p>	<p>The Regional Spatial Strategy already includes the PUSH area and the SDA – the Core Strategy is not the place to redefine these. PUSH has confirmed the</p>	No further action required.



<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>Delete SDA and increase development elsewhere – north of Winchester, Waterlooville, Whiteley/Knowle etc.</p> <p>Hedge End SDA should not include part of Winchester District – preferably, it should not be developed at all.</p> <p>Probable no evidence that Hedge End SDA relate to Winchester District. Construction traffic will be generated for years. If development is allowed then all sustainability criteria must be applied.</p> <p>Is the SDA necessary?</p> <p>It might be better to transfer the entire SDA to Eastleigh.</p> <p>The SDA is fundamentally flawed and councils have ignored brownfield redevelopment. This would remove the need for large scale infrastructure development.</p> <p>The best PUSH option is to take Bishops Waltham out of the PUSH area. All PUSH is doing is creating dormitory settlements for car-borne commuting,</p>	<p>suitability of the SDA to accommodate the type of development sought, that is, a sustainable and identifiable community that will meet a significant part of the needs of the sub-region for new housing and employment land to 2026.</p> <p>Furthermore the PUSH boundaries are defined in the SE Plan so would remain the same whether Winchester City Council continued to be members or not.</p>	

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>probably out of the area.</p> <p>Object to Hedge End SDA and request that Winchester City withdraws from PUSH. Other urban areas could be developed without detrimental impact on the countryside, including Whiteley.</p> <p>SEERA objectives should be challenged.</p>		
<p>Scale of development will mean loss of identity of existing communities.</p>	<p>Existing open and undeveloped gaps would be retained between the SDA and existing settlements.</p>	<p>No further action required.</p>
<p>Best use of land should be made – high quality design is required.</p> <p>Development should be required to use local materials and have a mix of house builders to prevent monotony, with allotments and community gardens.</p> <p>There must be sensitivity in achieving the right mix of housing and open green spaces.</p> <p>Avoid building too many blocks of flats – housing should be around green spaces to provide a better environment.</p> <p>Improving the quality of housing probably needs government intervention but planning powers should be used to the</p>	<p>The SEP sets an overall housing density of 40 dwellings per hectare to be achieved and PUSH sees this as the minimum density to be achieved in the SDA, with the highest densities in and close to the district centre and along the main public transport routes. Overall planning would ensure that there is good provision of facilities and open space.</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>full.</p> <p>Ensure development is urban designed with architectural solutions and not the same 'noddy boxes' that are put forward by most housebuilders.</p> <p>Requires excellent master planning and high quality design.</p> <p>Housing density is already too high.</p> <p>Ensure that overall housing densities minimise the amount of land required for the level of development.</p>		
<p>There will be an adverse impact on the M27. Residents will not support Winchester businesses as too far away.</p>	<p>The SDA was never predicated on supporting Winchester. PUSH recognises that residents of the SDA will look to Southampton for major retail facilities.</p>	<p>No further action required.</p>
<p>Hedge End looks to Southampton and this should be encouraged to reduce commuting.</p> <p>Connect Hedge End to Southampton for jobs and facilities to minimise commuting.</p> <p>SEP identifies that Hedge End SDA should look to Southampton as a sub-district of Southampton – Hedge End has no natural links to Winchester and should not have. Local</p>	<p>Transport and access issues are recognised by PUSH and further examination of these issues is intended. Work will be carried out on the assessment of traffic impacts and public transport options associated with the SDA.</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>travel to Southampton employment facilities will minimise travel/commuting congestion. Hedge End local gaps should be protected to avoid adverse impact on Botley, Durley etc.</p> <p>SEP identified Hedge End SDA as looking to Southampton for employment, transport and facilities. No natural links to Winchester and should not have. Need to protect local gaps.</p> <p>Links from Hedge End to Southampton are required – commuting to Winchester would increase congestion and pollution.</p>		
<p>Strategic gaps are vital.</p> <p>The strategic gaps should be maintained.</p>	<p>The SDA is not within a Strategic Gap. Open and undeveloped gaps should be retained between the SDA and existing settlements.</p>	<p>No further action required.</p>
<p>Brake should be put on development at Hedge End.</p>	<p>Noted.</p>	<p>No further action required.</p>
<p>Split housing between affordable and other in SDA.</p>	<p>The provision of affordable housing is a key principle of residential development in the SDA.</p>	<p>No further action required.</p>
<p>Needs sufficient green space to prevent another Totton.</p> <p>Green infrastructure issues are important.</p> <p>You can ensure the</p>	<p>PUSH acknowledges the need for appropriate landscaping of development and has recognised that access to open space for a variety of purposes is important. This is</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>provision of greenspace by leaving the countryside alone.</p> <p>It is essential that Winchester delivers the proposals in the PUSH green infrastructure strategy where they relate to Hedge End.</p> <p>Ensure that the existing fields and woodlands in the green strip around the SDA are preserved in their current form. Define clear boundaries in the SDA and strengthen the status of the agricultural land and woodland to prevent it being bought up by speculators.</p> <p>Greenspace should include a large amount of wildspace.</p> <p>Maintain green corridors between the SDA and settlements to the north.</p> <p>Protect and preserve existing green space and recreational areas within the development plans.</p> <p>The retention of usable green space between developments is absolutely vital.</p> <p>Created green areas do not match the natural green areas with wildlife which exist at the</p>	<p>embraced in PUSH's green infrastructure strategy which will provide a context for the provision of greenspace within and adjoining the SDA. Further detailed ecological and landscape sensitivity studies are to be undertaken. To ensure that these critical environmental factors are properly taken into account in planning for the SDA.</p>	

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
<p>moment.</p> <p>Need to understand and minimise the ecological impact of development.</p> <p>Impact of development on countryside will result in loss of wildlife and loss of facilities for cycling, walking and riding.</p>		
<p>Encourage the use of local facilities to reduce commuting and traffic to schools outside the area. The problem would be solved if only affordable housing were to be built.</p>	<p>Agreed. However, building only affordable housing would not be the solution to traffic congestion and commuting problems.</p>	<p>No further action required.</p>
<p>Renewable and sustainable energy ideals are good but analysis needs to be done on the true costs.</p>	<p>The SDA will be expected to meet the highest standards of sustainable design and provide on site renewable energy. Developers will doubtless be incorporating such financial considerations into their calculations.</p>	<p>No further action required.</p>
<p>Developing a modern area such as Hedge End will not affect the local area in a negative way.</p>	<p>Noted.</p>	<p>No further action required.</p>
<p>The entire concept of this strategic development area flies in the face of the needs and aspirations of Winchester District.</p>	<p>The principle of the SDA has been embodied in the RSS and now needs to be taken forward by the City Council.</p>	<p>No further action required.</p>
<p>There is absolutely no character or sense of place to Hedge End as it is now and there ought to be a commitment to making it a much more</p>	<p>Design quality will be a major consideration for future development.</p>	<p>No further action required.</p>

<b>Key Point (common issues have been grouped)</b>	<b>WCC Officer Response</b>	<b>Suggested Action</b>
special place than the urban sprawl that it currently is.		
You have already ruined Hedge End.	Development at Hedge End to date has been beyond the planning control of the City Council.	No further action required.
Identification of the SDA in the RSS is only the start of the process – more information needs to be provided on how the SDA will be delivered by Eastleigh and Winchester councils.	This would be provided through the production of a joint Area Action Plan by Winchester and Eastleigh Councils.	No further action required.
Stress the importance of Issue 5 – impact on settlements.	Noted.	No further action required.