

4

MARKET TOWNS AND RURAL AREA

4.1 INTRODUCTION

- 4.1.1 The Local Plan Part 1 – Joint Core Strategy identifies three ‘spatial areas’ within Winchester District. The Market Towns and Rural Area’ is the largest of these, covering that part of the District outside Winchester Town and the South Hampshire Urban Areas, including all the rural settlements and undeveloped countryside.
- 4.1.2 The vision for the Market Towns and Rural Area set out in LPP1 is to support development that serves local needs in the most accessible and sustainable locations, promotes the vitality and viability of all communities, and maintains their rural character and individual settlement identity. Policy MTRA1 sets out the development strategy for the ‘MTRA’ area which is aimed at identifying and meeting local needs, providing a range of housing (policy CP1 sets a target of 2,500 dwellings for the MTRA area), retaining and expanding employment opportunities and local facilities, maintaining local character, and ensuring new development is appropriate.
- 4.1.3 The vision and development strategy are amplified in policies MTRA2 – MTRA5. Policy MTRA2 sets a series of housing and other targets for the larger and more sustainable rural settlements, as follows:
- 500 dwellings in each of the settlements of Bishops Waltham and New Alresford
 - 250 dwellings in each of the settlements of Colden Common, Denmead, Kings Worthy, Swanmore, Waltham Chase and Wickham
- The policy also supports economic growth and improvements to facilities and services.
- 4.1.4 Existing settlement boundaries (as established by the Winchester District Local Plan Review 2006) are to be retained until the Local Plan Part 2 or a Neighbourhood Plan assesses the capacity to meet development needs within the existing settlement boundaries and identifies suitable site allocations.
- 4.1.5 This Chapter of the Plan contains sections on each of the 8 larger settlements which are subject to policy MTRA2. It sets out policies and proposal that are specific to those settlements, in particular allocating sites as necessary to meet the housing targets and other development needs identified. Denmead is subject to an emerging Neighbourhood Plan so the section on that settlement refers mainly to that Plan.
- 4.1.6 The smaller rural settlements are subject to policy MTRA3, which has no housing or other specific development targets. Development which is commensurate with their size, character and function may be permitted and they fall into two types:
- villages with defined settlement boundaries within which development and redevelopment opportunities will be supported;

- villages in which infilling of small sites within continuously developed road frontages may be supported.

4.1.7 Many of the villages listed in MTRA3 fall within the South Downs National Park and will be subject to the National Park Authority's Local Plan. They do not, therefore, lie within the LPP2 area and remain subject to the policies of the Local Plan Part 1 and the 'saved' policies of the Winchester District Local Plan Review 2006 until such time as the National Park Local Plan supersedes these Plans. The settlements which fall within the Local Plan Part 2 area are:

- **Villages with defined settlement boundaries:** Compton Down, Hursley, Knowle, Littleton, Micheldever, Micheldever Station, Old Alresford, Otterbourne, South Wonston, Southdown, Southwick, Sparsholt, Sutton Scotney;
- **Villages where infilling may be permitted:** Bighton, Bishops Sutton, Compton Street, Crawley, Curbridge, Curdridge, Durley, Durley Street, East Stratton, Gundleton, Headbourne Worthy (part), Hundred Acres, Newtown, North Boarhunt, Northbrook, Northington and Swarraton, Otterbourne Hill, Shawford, Shedfield, Shirrell Heath, Soberton Heath, Stoke Charity, Wonston, Woodmancott.

4.1.8 The areas outside the provisions of MTRA2 and MTRA3 are defined as 'countryside' for the purposes of planning policy and are subject to LPP1 policy MTRA4. Section 4.10 below deals with the smaller settlements and with any specific proposals in the rural area. The Development Management Chapter (6) sets also out a series of policies which may apply in the countryside, relating to new development generally or particular types of development.

4.2 BISHOP'S WALTHAM

Location, characteristics & setting

- 4.2.1 Bishop's Waltham is an historic market town in an attractive rural setting, enhanced by the South Downs National Park, which borders the northern edge of the town. The town has a long and varied history and lies at the mid point of a long-established route from Winchester to Portsmouth that cuts through chalk downs and the ancient Forest of Bere. The town centre has much historic interest, having developed around a medieval town and Bishop's Palace. Today it is a thriving market town with a locally-based economy and strong community spirit.
- 4.2.2 The LPP2 data set for Bishop's Waltham is included in the evidence base of the Plan (www.winchester.gov.uk/planning-policy). This sets out the background facts and figures that have informed the draft policies and proposals for the town. Along with more detail on the characteristics of the town, it includes information on -
- Population and Housing
 - Employment
 - Community and Social Infrastructure
 - Infrastructure.

Development Needs

- 4.2.3 The development strategy for the Market Towns and Rural Area has been identified through Policy MTRA1 of LPP1. Policy MTRA2 supports the evolution of the more sustainable settlements, including Bishop's Waltham, to maintain and improve their role and function in meeting a range of local development needs. These include –
- the provision of about 500 dwellings over the plan period 2011-2031; and
 - supporting economic and commercial growth to maintain and improve the shopping, service, tourism and employment roles.
- 4.2.4 Development should be of an appropriate scale and result in a more sustainable community by improving the balance between housing, employment and services. Existing facilities, services and employment provision should be retained or improved to serve the settlement and its catchment area. All development should be appropriate in scale and design, so as to conserve the settlement's identity, countryside setting and local features.
- 4.2.5 The remaining housing requirement, as calculated at January 2014 taking account of completed and anticipated development, was about 378 dwellings (see the table below). One of the roles of this Plan is to allocate sites to meet this figure in suitable locations that can deliver the number of homes required in Bishop's Waltham during the Plan period.

Bishop’s Waltham Net Housing Requirement

Category	No. of dwellings
a. Requirement (2011 - 2031)*	500
b. Net Completions 1.4.2011 to 31.3.2013	16
c. Outstanding permissions at 31.3.2013	37
d. Significant permissions since 1.4.2013	14
e. SHLAA sites within settlement boundary	55
f. Windfall allowance	0
g. Total supply (b+c+d+e+f)	122
Remainder to be allocated (a – g)	378

* Policy MTRA2 of LPP1

- 4.2.6 The existing planning permissions referred to in the table (c. and d.) include sites at **Pondside, Hoe Road** and various smaller sites. The SHLAA sites referred to in the table (e.) are those at **Newton Farm House, Tangier Lane** (est. 6 dwellings), **St Peters Terrace, Coppice Hill** (est. 31 dwellings); and **Malt Lane** (est. 18 dwellings).
- 4.2.7 Given the presumption in favour of development within the built-up area (policy DM1), these sites do not need to be formally allocated in this Plan, but have been assessed as being deliverable and are confirmed as components of the housing land supply. They, along with all the other sites submitted for Bishop’s Waltham through the SHLAA process, are shown on the Bishops Waltham page of the LPP2 web site: www.winchester.gov.uk/planning-policy/local-plan-part-2 (see ‘Bishops Waltham – All Sites Submitted’ document).
- 4.2.8 No allowance is made for the development of unidentified (‘windfall’) sites that may come forward within the defined settlement boundary on infill or redeveloped sites over the Plan period. This reflects the conclusions of the ‘Windfall Trends and Potential’ study for Bishop’s Waltham, but does not mean that such opportunities are not appropriate or may not be suitable for new housing. Any such proposals will continue to be considered on their individual merits against current policies and, where approved, will provide flexibility in maintaining the supply of housing in the town.
- 4.2.9 The process of selecting appropriate sites has taken into account the work undertaken by the Development Plan Steering Group and community focus groups on behalf of the Parish Council to establish the community’s preferences for new development sites. The Steering Group developed and consulted on a vision statement: “all new developments to be situated as close as possible to the town centre or existing developments in order to maintain the social ambience and vitality of Bishop’s Waltham, a medieval market town within natural boundaries surrounded by farmed lands.” Through a series of ‘Design Bishop’s Waltham’ local consultation events, surveys and discussions with Council officers, the Group considered all the potential housing sites in and around Bishop’s Waltham promoted through the SHLAA.

4.2.10 Having regard to development needs identified, the established assessment methodology (see Chapter 2), the vision statement, and the community's preferences that have emerged through earlier consultations, a preferred development strategy was drawn up comprising the following:

Housing Sites

- Coppice Hill (SHLAA sites 2398, 2519)
- Martin Street and part of Priory Park (sites 284 and part 2572)
- The Vineyard and land east of Tangier Lane (part sites 356 & 357)
- Albany Farm (sites 1877 (part), 1879 (part), 2390 and 2554)

Employment site

- Tollgate Sawmill (site 2520)

Traveller site

- Jeffries Yard

4.2.11 As part of their collaborative approach, the Parish and City Councils then undertook an informal consultation with the local community on the development strategy in February/March 2014, including three public exhibitions. A total of 542 responses offered nearly 2,000 comments.

4.2.12 Overall, the Steering Group was satisfied that the development strategy had the broad support of Bishop's Waltham residents. No alternative development sites were put forward and, while transport and access issues were frequently raised and there was considerable concern about the cumulative effect of the increased traffic from the new developments, only a few people offered any potential solutions or suggested transport measures. Although the proposed traveller site had more support than objection, the landowner subsequently indicated that the land is not available for this use. The proposal was therefore excluded as a revision to the development strategy which the Parish Council approved.

4.2.13 The owners of the preferred sites have confirmed that all are available for development within the plan period (up to 2031). When the sites are considered against the Site Assessment Methodology criteria,

- their locations are consistent with the Settlement Hierarchy;
- no major constraints have been identified;
- they are well-related to existing services and facilities;
- site conditions are favourable;
- infrastructure requirements will not affect viability;
- none has a significant adverse impact on biodiversity, landscape or heritage; and
- they support the Development Plan Steering Group's vision statement.

4.2.14 Work on local needs and the evidence base also highlights a need for open space provision, especially for children's play, informal open space and parks, although the distribution of most types of open space in the village is

adequate. There is a need to maintain the balance between housing and employment and it is estimated that an additional 200-250 jobs will be needed to achieve this, taking account of the level of new housing proposed. A new employment site is therefore needed and existing sites should be retained, and additional employment provision encouraged, in suitable locations within the built-up area.

- 4.2.15 The retail centre of Bishops Waltham is thriving and features a high proportion of independent traders and low vacancy rates. Permission exists for a large foodstore just outside the defined centre, which will meet the convenience retail needs of the town and a wider area. Taking account of such commitments, there is not an identified need for additional retail floorspace within the town, although there is strong support to maintain and improve retail vitality.
- 4.2.16 Bishops Waltham is generally well served with services and facilities, but a need has been identified for the following new or improved facilities:
- education (Bishops Waltham Infants and Junior Schools)
 - facilities for young people
 - indoor sports facilities
 - doctors' surgery
 - NHS dental provision
 - waste recycling facilities
 - library facilities
 - GP facilities.
- 4.2.17 The overall scale of development proposed in Bishop's Waltham will require an extension to Bishop's Waltham Infants and Junior Schools. All the housing allocations will be expected to make a proportionate contribution to the cost of this improvement, which is required as a result of development. The proposed foodstore includes provision on the site for a new doctors' surgery. Other improvements to facilities, or financial contributions, will be secured through planning obligations where this is necessary to make the development acceptable in planning terms. The Council's Community Infrastructure Levy (CIL) is also payable and CIL is intended to fund improvements to accommodate the wider impacts of development.
- 4.2.18 Some of the allocated sites fall within the area covered by the Solent Recreation Mitigation Partnership Strategy (see paragraph 1.11). These will be expected to make a financial contribution towards measures to mitigate their recreational impact on protected sites. Also, the site allocations for Bishops Waltham require the provision of substantial areas of landscaping along the southern edge of the town, which have the potential to assist wildlife through the creation of a wildlife corridor.

Infrastructure

- 4.2.19 The development sites proposed in Bishops Waltham are predominately to the south-west of the town, accessed directly or indirectly from the B2177. Consultation on development needs and options in Bishops Waltham has highlighted concerns about the adequacy of existing infrastructure, with the

transport impact of local and neighbouring developments, including the planned foodstore, on local roads and the B2177 being a common concern. The transport assessments undertaken for Local Plan Part 1 indicate that the scale of development proposed in Bishops Waltham, and cumulatively in the wider area, can be accommodated.

- 4.2.20 More specific transport requirements for individual sites are outlined in the policies below and future planning applications will need to incorporate any necessary traffic management measures, junction improvements or other works necessary to satisfy the requirements of the Highway Authority.

Policies

Policy BW1 – Coppice Hill Housing Allocation

Land at Coppice Hill, as shown on the Policies Map, is allocated for the development of about 80 dwellings. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Access

- **provide single vehicular access point, taking into consideration the Shore Lane junction and visibility on Coppice Hill;**
- **provide new/improved pedestrian and cycle access from the site across the B2177, along the northern side to the Crown Roundabout, and improve provision on the southern side of Coppice Hill where possible;**
- **include footpath access through the site to link with Park Lug.**

Landscape

- **reinforce existing boundaries around the site, particularly along the Park Lug;**
- **provide suitable boundary treatment with the neighbouring site to the west (permitted for sheltered housing).**

Green Infrastructure and Open Space

- **link the public right of way along the Park Lug with the new and existing development;**
- **provide on-site open space (Local Equipped Area for Play, Natural Green Space and Informal Open Space);**
- **retain the substantial tree belts within and around the site.**

Infrastructure

- **contribute to the expansion of Bishop's Waltham Infants and Junior Schools and other infrastructure needed to make the development acceptable in planning terms.**

- 4.2.21 The proposed site (4.8 hectares) performs very well against the assessment criteria and was well supported through the public consultation. It is close to the town centre, well contained and accessible directly from the B2177. Although the site lies within the Bishop's Waltham/Waltham Chase Gap, development is not considered to undermine its overall purpose as it would

not extend beyond the existing developed area to the north and is visually very well contained.

- 4.2.22 New development will need to retain and reinforce this containment so as to avoid intrusion into the Gap and on the setting of Bishop's Waltham. There is the opportunity for the access arrangements to incorporate the existing Shore Lane junction, so as to improve traffic movement, safety and pedestrian crossing facilities. Open space should be provided in accordance with LPP1 Policy CP7, with the site capable of providing a number of the expected categories on-site.

Policy BW2 – Martin Street Housing Allocation

Land at Martin Street, as shown on the Policies Map, is allocated for the development of about 60 dwellings. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Access

- **improvement of Martin Street and its junction with Victoria Road to facilitate safe vehicle, pedestrian and cycle access to the site;**
- **provide new/improved pedestrian and cycle access from the site to the Station Roundabout and across the site from the Bishop's Waltham to Botley railway trail to Priory Park;**
- **provide a small car park and coach space near to the site access to serve the adjoining Priory Park.**

Landscape

- **provide and strengthen landscaping on southern and eastern site boundaries.**

Green Infrastructure and Open Space

- **provide on-site open space (Multi Use Games Area and Informal Open Space).**

Infrastructure

- **contribute to the expansion of Bishop's Waltham Infants and Junior Schools and other infrastructure needed to make the development acceptable in planning terms.**

- 4.2.23 The proposed site (2.7 hectares) performs very well against the assessment criteria and was well supported through the public consultation. Its location close to the town centre makes the site highly suitable for housing and substantial open space is proposed on other sites (e.g. policy BW4), where it can serve other parts of the town.
- 4.2.24 New development will need to make up Martin Street and provide necessary traffic and pedestrian improvements to link with existing networks. It provides the opportunity to achieve a valuable pedestrian link between the Bishop's Waltham to Botley railway trail and Priory Park. Open space should be provided in accordance with LPP1 Policy CP7, with the site capable of

providing a multi-use games area to complement other facilities at Priory Park.

Policy BW3 – The Vineyard/Tangier Lane Housing Allocation

Land at The Vineyard and land east of Tangier Lane, as shown on the Policies Map, is allocated for the development of about 120 dwellings. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Access

- provide dual access points via Albany Road and The Avenue, including traffic management measures to address any potential problems at the junctions with Winchester Road and with on-street parking;
- provide a new/improved footpath/cycleway along the northern edge of the site as part of a route along the southern edge of Bishop's Waltham.

Landscape

- provide substantial landscaping to create a new settlement edge to the south and west.

Green Infrastructure and Open Space

- provide on-site open space (Informal Open Space and Local Equipped Area for Play);
- minimise the impact of the access points on the Site of Importance for Nature Conservation (SINC) and Priory Park, and improve/manage the SINC as a Natural Green Space.

Infrastructure

- contribute to the expansion of Bishop's Waltham Infants and Junior Schools and other infrastructure needed to make the development acceptable in planning terms.

- 4.2.25 The proposed site (totalling 7.4 hectares including the SINC) performs well against the assessment criteria and is located closer to the centre of Bishop's Waltham than alternative sites. However, the public consultation showed concern about the proposed access points for the site via The Avenue and Albany Road. The potential to use Tangier Lane as an alternative for one or both of these has been considered, but it is not possible to improve it to an adequate standard given the variety of land ownerships involved. The impact of new access points on existing residents, the Site of Importance for Nature Conservation and Priory Park playing fields should be minimised. Policy BW3 therefore requires traffic management measures to be developed to address potential access and parking issues before the site can be developed.
- 4.2.26 The site is on sloping land which has no substantial boundary at present, so proposals will need to provide this through additional landscaping. Open space should be provided in accordance with LPP1 Policy CP7, with the site

capable of providing a number of the expected categories on-site, including the retention and management of the Site of Importance for Nature Conservation (SINC) as Natural Green Space. The site provides an opportunity to achieve a valuable pedestrian and cycle route along the southern edge of Bishop's Waltham, linking the various site allocations with Priory Park and the former Bishop's Waltham to Botley railway trail.

Policy BW4 – Albany Farm Housing Allocation

Land at Albany Farm, as shown on the Policies Map, is allocated for the development of about 120 dwellings. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Nature & Phasing of Development

- a masterplan establishing the disposition of housing, open space, access point and linkages for the whole allocated area should be produced and agreed in advance of permission being granted for components of the allocation. Proposals should be designed in accordance with the masterplan, including providing open space and other facilities (including affordable housing) at the appropriate stage.

Access

- provide safe vehicle, pedestrian and cycle access to Winchester Road in a form and position which minimises the loss of trees and hedgerows;
- provide a new/improved footpath/cycleway through the site as part of a route linking the Tollgate Sawmill site (policy BW5), housing and open space at Albany Farm and the route proposed through the Vineyard site (policy BW3).

Landscape

- protect the Park Lug and provide substantial landscaping to create a new settlement edge between the housing development and substantial open space to the south, linking with the adjoining allotments and cricket ground.

Green Infrastructure and Open Space

- provide on-site open space (Informal Open Space and Local Equipped Area for Play) including a substantial area of informal open space on the undeveloped part of the site to meet current and future open space needs.

Infrastructure

- contribute to the expansion of Bishop's Waltham Infants and Junior Schools and other infrastructure needed to make the development.

- 4.2.27 The proposed site (totalling 11.8 hectares) performs well against the assessment criteria. Although it is the furthest of the proposed housing sites from the town centre, it is well contained, capable of providing substantial open space areas and was well supported through the public consultation.
- 4.2.28 Only part of the site is allocated for housing: the rest should be provided as informal open space, with a new settlement edge to contain and screen the housing, as well as providing links with the open space. On-site open space should be provided in accordance with LPP1 Policy CP7 and the site is capable of providing a number of the categories, including children's play. A substantial area of informal open space and parkland should be provided to meet the needs of the development and create a new recreational area in conjunction with the adjoining cricket pitch and allotments. The site provides an opportunity to achieve a valuable pedestrian and cycle route along the southern edge of Bishop's Waltham, linking the various sites with Priory Park and the former Bishop's Waltham to Botley railway trail. A masterplan should be produced to illustrate how the various uses and requirements will be provided, including the relative timing.

Policy BW5 – Tollgate Sawmill Mixed Use Allocation

Land at Tollgate Sawmill, as shown on the Policies Map, is allocated for employment use and a limited amount of market housing that would enable the restoration of Tollgate House. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Land Uses

- **provide employment uses falling with Use Classes B1(b) (research & development), B1(c) (light industrial) and B8 (storage and distribution), with other business uses limited to ancillary elements;**
- **limit any residential development to the minimum needed to secure the restoration and use of Tollgate House.**

Access

- **provide improvements as necessary to the existing access onto Winters Hill;**
- **provide a pedestrian/cycle link to the Albany Farm development (Policy BW4) as part of a route linking the site with sites allocated for housing and open space.**

Landscape

- **protect the Park Lug and provide a landscaped buffer between the employment uses and housing on Winters Hill to minimise impacts on residents.**

- 4.2.29 The planning strategy for the larger rural settlements seeks to maintain or improve Bishop's Waltham's employment role and the balance between housing and employment (policies MTRA1 and MTRA2). The Tollgate

Sawmill site (2.6 hectares) is not required for housing but has an established commercial use and is well-located to provide for more intensive employment use. It also provides the opportunity to restore Tollgate House, subject to surveys confirming this is feasible. If so, a limited number of dwellings may be permitted if it is shown to be necessary to achieve a viable development that restores Tollgate House.

- 4.2.30 Vehicular access should be via the existing access into Winters Hill, along with any necessary improvements to this access or the Winters Hill junction. The site should be linked with the proposed allocations to the east, and the existing settlement, by means of a pedestrian and cycle route to the Albany Farm site and continuing along the southern edge of Bishop's Waltham, linking other proposed allocations.

Bishop's Waltham Town Centre

- 4.2.31 Policy DM7 (Chapter 6) updates saved WDLPR policy SF1, regarding development in defined town and village centres, including Bishop's Waltham. The boundaries of the town centre and the Primary Shopping Frontages (policy DM8) have been reviewed, taking account of advice in the Winchester Retail Study Update (2014). The town centre boundary remains appropriate and is unchanged. The Primary Shopping Frontages have been amended to exclude areas in the High Street now primarily in service use and to include frontages in Cross Street and Southbrook Mews.

Winchester District Local Plan Review 2006 (WDLPR)

- 4.2.32 The saved policies of the WDLPR (Appendix B) include two that are specific to Bishop's Waltham:
- **S.1** - Retention and enhancement of Bishop's Waltham Ponds as informal open space
 - **S.2** - Redevelopment of land north of Winchester Road and east of Malt Lane for housing, retail and service uses.
- 4.2.33 The importance of the Ponds area (S.1) was also recognised in saved policy RT1, not only for its amenity value but also for historic and wildlife reasons. Policy DM5 of this Plan supersedes RT1 and provides the required protection of the site as an open area. The value of the Ponds for biodiversity and as part of the water environment means they are also protected by policies CP15 – CP17 of LPP1. Proposals to restore, maintain and enhance the North Pond/ Middlebrook Grounds (also part of saved policy S1) have now either been carried out, or will be implemented through planning obligations related to approved proposals for a new supermarket nearby.
- 4.2.34 The Malt Lane area proposal (S.2) was seen as an opportunity to improve the local townscape, as well as to provide additional local facilities such as housing and shops. Since the policy's inclusion in the WDLPR, no viable comprehensive scheme has come forward, but the overall aims of a better local environment and services remain valid. The site has been promoted through the SHLAA (see 4.2.6 and 4.2.7 above) and is considered to be

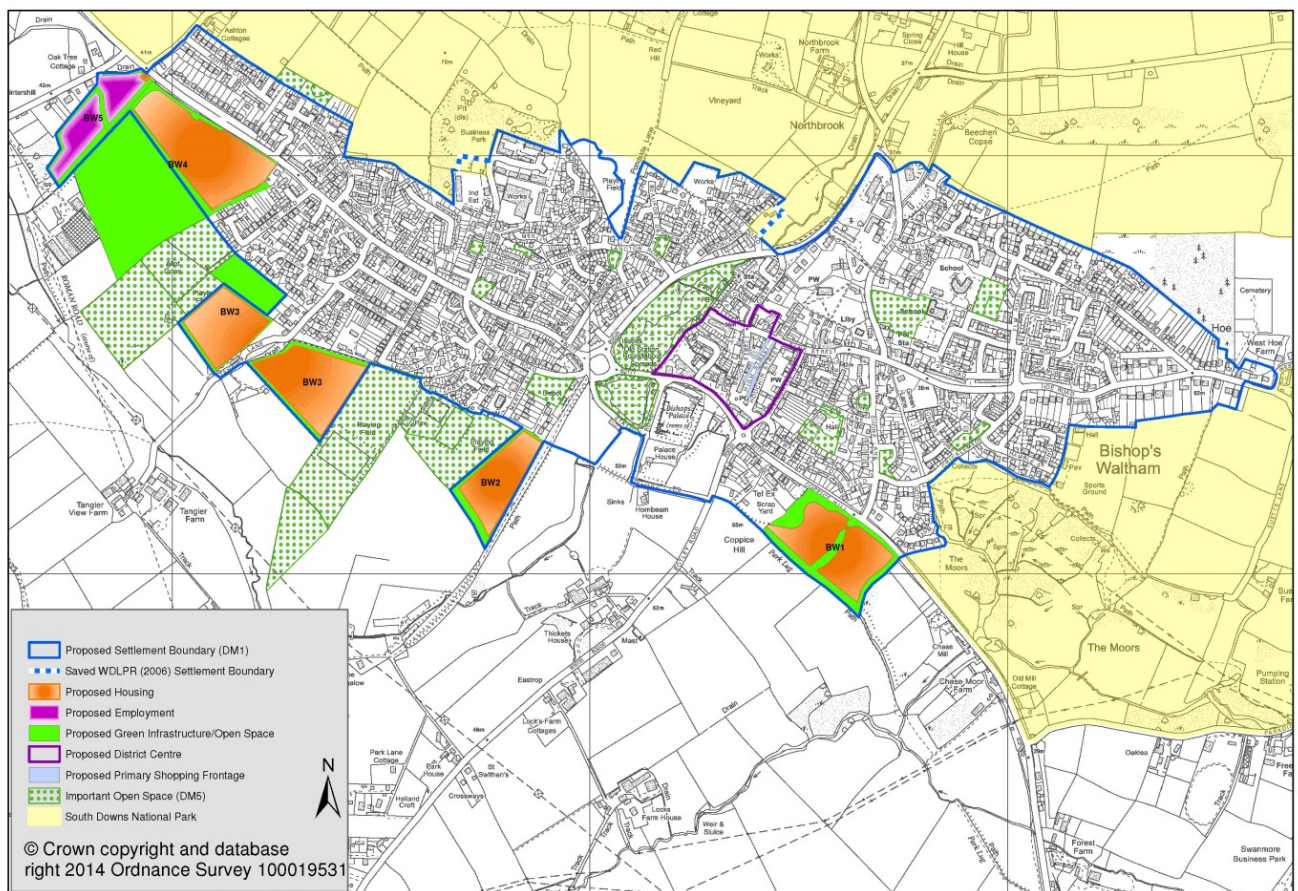
available for development. However, given its long history as an unimplemented mixed use allocation, there must be some doubt over its deliverability.

4.2.35 It is not considered appropriate, therefore, to carry the proposal forward into LPP2, but the policies within LPP1 and this Plan are sufficient to enable its development for an appropriate mix of uses. These would ensure that the existing services and facilities on the site are re-provided or relocated if they need to be retained (policy CP6) and require the retention of commercial uses at ground floor level within the defined town centre (policy DM7). They also promote economic growth, the efficient use of land and allow for housing or other uses to be included to strengthen the role of Bishop's Waltham (CP8, CP14, MTRA2).

Open Spaces

4.2.36 Open spaces in Bishop's Waltham currently protected from development by WDLPR saved policies RT1 and RT2 have been re-assessed in terms of their importance for recreational and/or amenity purposes. The results of this review, in terms of which areas continue to be protected, are set out in the updated Open Space Strategy. New Policy DM5 now supersedes RT1 and RT2 and the open spaces protected under the policy are shown on the Local Plan Policies Map.

Summary Map of Bishops Waltham Policies



4.3 COLDEN COMMON

Location, characteristics & setting

- 4.3.1 Colden Common is a thriving village located between Winchester and Eastleigh and on the outskirts of the South Downs National Park. It is close to many remnants of ancient woodland, originally part of the former Forest of Bere. The approach to the village is predominantly rural, and the main areas of housing are largely concealed from the main through roads (B3354 and B3335). The triangle formed by Main Road, Highbridge Road and Church Lane broadly contains the main developed area of the village. The avenue of lime trees leading from Highbridge Road to Brambridge House, west of the village, is one of the largest in Hampshire. These aspects of the local landscape are valued highly by the local community, as reflected in the adopted Village Design Statement (2012).
- 4.3.2 The LPP2 data set for Colden Common is included in the evidence base of the Plan (www.winchester.gov.uk/planning-policy). This sets out the background facts and figures that have informed the draft policies and proposals for the village. Along with more detail on the characteristics of the village, it includes information on –
- Population and Housing
 - Employment
 - Community and Social Infrastructure
 - Infrastructure.

Development Needs

- 4.3.3 The development strategy for the Market Towns and Rural Area has been identified through Policy MTRA1 of LPP1. Policy MTRA2 supports the evolution of the more sustainable settlements, including Colden Common, to maintain and improve their role and function in meeting a range of local development needs. These include –
- the provision of about 250 dwellings over the plan period 2011-2031; and
 - supporting economic and commercial growth to maintain and improve the shopping, service, tourism and employment roles.
- 4.3.4 Development should result in a more sustainable community by improving the balance between housing, employment and services. Existing facilities, services and employment provision should be retained or improved to serve the village and its catchment area. All development should be appropriate in scale and design, so as to conserve the settlement's identity, countryside setting and local features.
- 4.3.5 The remaining housing requirement, as calculated at January 2014, taking account of completed and anticipated development, was about **165** dwellings

(see the table below). One of the roles of this Plan is to allocate sites to meet this figure in suitable locations that can deliver the number of homes required in Colden Common during the Plan period.

Colden Common Net Housing Requirement

Category	No. of dwellings
a. Requirement (2011 - 2031)*	250
b. Net Completions 1.4.2011 to 31.3.2013	0
c. Outstanding permissions at 31.3.2013	30
d. Significant permissions since 1.4.2013	0
e. SHLAA sites within settlement boundary	55
f. Windfall allowance	0
g. Total supply (b+c+d+e+f)	85
Remainder to be allocated (a – g)	165

* LPP1: Policy MTRA2

- 4.3.6 The existing planning permissions referred to in the table (c.) include sites at **Dunford's Yard, Main Road** and **The Apex Centre, Church Lane**. The SHLAA sites (e.) are those at **Clayfield Park Homes** and land adjacent to **Avondale, Main Road** (est. 55 dwellings). Given the presumption in favour of development within the built-up area (policy DM1), these sites do not need to be formally allocated in this Plan, but are confirmed as components of the housing land supply. They, along with all the other sites submitted for Colden Common through the SHLAA process, are shown on the Colden Common page of the LPP2 web site: www.winchester.gov.uk/planning-policy/local-plan-part-2 (see 'Colden Common – All Sites Submitted' document).
- 4.3.7 No allowance is made for the development of unidentified ('windfall') sites (f.) that may come forward within the defined settlement boundary on infill or redeveloped sites over the Plan period. This reflects the conclusions of the 'Windfall Trends and Potential' study for Colden Common, but it does not mean that such opportunities are not appropriate or may not be suitable for new housing. Any such proposals will continue to be considered on their individual merits against current policies and, where approved, will provide flexibility in maintaining the supply of housing in the village.
- 4.3.8 The process of selecting appropriate sites has taken into account the work undertaken by the Colden Common Parish Council's appointed Community Engagement Group ('Commonview') to establish the community's preferences for new development sites. All the potential housing sites in and around Colden Common that were promoted through the SHLAA were considered through a series of local consultation events and discussions with Council officers. Having regard to the established assessment methodology (see Chapter 2), the important features identified in the Village Design Statement, and to the community's preferences that have emerged through earlier consultations, the most sustainable option was considered to be that which sought to concentrate new development along Main Road (B3354).

- 4.3.9 Based on the information available at the time regarding the likely capacity of identified SHLAA sites, two sites on the eastern side of Main Road were initially selected as preferred options. The first was a part greenfield/part previously-used site at Sandyfields Nurseries (ref. 275), along with an existing residential plot adjoining the site at its Main Road frontage (ref. 2495). The other, wholly greenfield, site (ref. 2494) was located east of Main Road at the northern entrance to the village.
- 4.3.10 The ‘Development Strategy for Colden Common’ was endorsed by the Parish Council in October 2013 for public consultation. The community’s response was generally to support the focus of development along the Main Road, but with some objections to site 2494. Subsequent discussions with the landowners and prospective developers of sites 275/2495 identified an opportunity to increase its capacity for new housing by assuming a higher, but still acceptable, density for the site, with an adjacent woodland area being set aside for community recreation space.
- 4.3.11 Consequently, in March 2014, the Parish Council endorsed a revised development strategy put forward by Commonview. This acknowledged that the increased capacity of the combined site 275/2495 could now meet the net housing requirement of the village in full, enabling site 2494 to be discounted as an option. The Sandyfields Nurseries/Main Road site was therefore put forward as the community’s preference for inclusion in LPP2.
- 4.3.12 The preferred site is in two (adjoining) ownerships and is confirmed by the interested parties as available for development. Against the Site Assessment Methodology (Chapter 2) –
- its location is consistent with the Settlement Hierarchy;
 - no major constraints have been identified;
 - it is part previously-used land that is well-related to existing services and facilities;
 - site conditions are favourable;
 - infrastructure requirements will not affect viability;
 - it has no significant adverse impact on biodiversity, landscape or heritage; and
 - it has community support (as represented by Colden Common Parish Council).
- 4.3.13 Work on local needs and the evidence base also highlights a need for open space provision of various types. The overall scale of development proposed in Colden Common will also require an extension to Colden Common Primary School. The proposed housing allocation will be expected to make a proportionate contribution to the cost of this improvement, which is required as a result of development. Other improvements to facilities, or financial contributions, will be secured through planning obligations where this is necessary to make the development acceptable in planning terms. The Council’s Community Infrastructure Levy (CIL) is also payable and CIL is intended to fund improvements to accommodate the wider impacts of development.

Infrastructure

- 4.3.14 Consultation on development needs and options has highlighted concerns about the adequacy of infrastructure, with the transport impact of developments being a common concern. The transport assessments undertaken for Local Plan Part 1 indicate that the scale of development proposed in Colden Common, and cumulatively in the wider area, can be accommodated. The proposed housing allocation in Colden Common is accessed directly the Main Road (B3354), as are two of the larger SHLAA sites. This provides an opportunity to consider access and traffic management arrangements more widely and future planning applications will need to incorporate any necessary traffic management measures, junction improvements or other works necessary to satisfy the requirements of the Highway Authority.

Policies

Policy CC1 – Main Road Housing Allocation

Land at Sandyfields Nurseries and fronting Main Road, as shown on the Policies Map, is allocated for the development of about 165 dwellings. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Access

- provide a single point of access from Main Road with junction arrangements designed to facilitate safe vehicle, pedestrian and cycle access and crossing arrangements, along with any wider traffic management measures necessary;
- provide a footpath link through the site to the adjacent Stratton's Copse woodland in the National Park to the east, and provide for possible future links to Colden Common Park.

Landscape

- retain and reinforce existing boundaries around the site, particularly along the northern and western edges.

Green Infrastructure and Open Space

- provide on-site open space (Informal Open Space and Local Equipped Area for Play) and manage adjacent woodland at Stratton's Copse in the National Park for public use as Natural Green Space.

Infrastructure

- contribute to the expansion of Colden Common Primary School and other infrastructure needed to make the development acceptable in planning terms.

- 4.3.15 The allocation comprises two adjoining plots of land, totalling approximately 5.6 hectares. The majority of the site (Sandyfields) includes an extensive

caravan storage area, former nursery, some agricultural buildings, three dwellings and an area of undeveloped land. The smaller plot comprises a detached house fronting Main Road. The proposed number of dwellings is a net figure that makes allowance for the four existing properties.

- 4.3.16 Given the site's location immediately adjoining the boundary of the South Downs National Park (SDNP), it has been assessed for its sensitivity in terms of the local landscape. Its 'moderately sensitive' rating means it is one of the best development opportunities outside the existing settlement boundary in terms of landscape impact and reflects the fact that the majority of the site currently or previously contains development of various types. The design of the proposed housing will need to include a sympathetic boundary treatment to the adjacent woodland area to ensure there will be no detrimental impact on the landscape of the SDNP, and therefore no conflict with LPP1 Policy CP19.
- 4.3.17 This woodland (Stratton's Copse) is part of a Semi-Natural Ancient Woodland, which is a high priority habitat for the National Park. It is in the same ownership as the Sandyfields site and has been offered to the local community as recreational open space. This would not only complement the proposed housing development, but would also address existing shortfalls in the provision of open space in Colden Common, particularly in the 'Natural Green Space' category. Because the woodland lies within the National Park, this particular proposal is referred to in policy CC1, but cannot be part of the LPP2 allocation. However, the proposal has the general support of the National Park Authority which would want future management of the site to provide for -
- public access with permissive footpaths throughout the woodland;
 - a single Forestry Commission approved management plan; and
 - long-term management to maintain the ancient woodland and restore the adjoining Plantation on an Ancient Woodland Site (PAWS) to native broadleaf species.
- 4.3.18 The City Council and the SDNPA will continue in their 'Duty to Co-operate' to bring forward these proposals in a co-ordinated and progressive manner. The proposal should also retain existing planting around the site edges and reinforce this as necessary, particularly where it adjoins the National Park.
- 4.3.19 Access to the site will be from Main Road, with the detailed arrangements being designed to take account of other junctions and traffic management measures along the B3354, including any that may be required in the development of the other SHLAA sites (888/889) nearby. The junction should complement these so as to allow for appropriate pedestrian crossing facilities along Main Road and the coordinated management of traffic. This may require off-site improvements to accommodate the development satisfactorily. As well as providing for pedestrian access to Stratton's Copse, provision should also be made for a pedestrian link with Colden Common Park, should the opportunity arise in future to provide this across land to the north.

Policy CC2 – Travellers' Site

Land at Ashbrook Stables, Main Road, as shown on the Policies Map, is allocated for use as a permanent site for gypsy and traveller accommodation. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Access

- provide safe vehicle, pedestrian and cycle access from Main Road, with adequate provision for parking, turning and manoeuvring of vehicles on-site.

Landscape

- retain and reinforce existing boundaries around the site.

Green Infrastructure and Open Space

- provide on-site open space (Local Equipped Area for Play).

Infrastructure

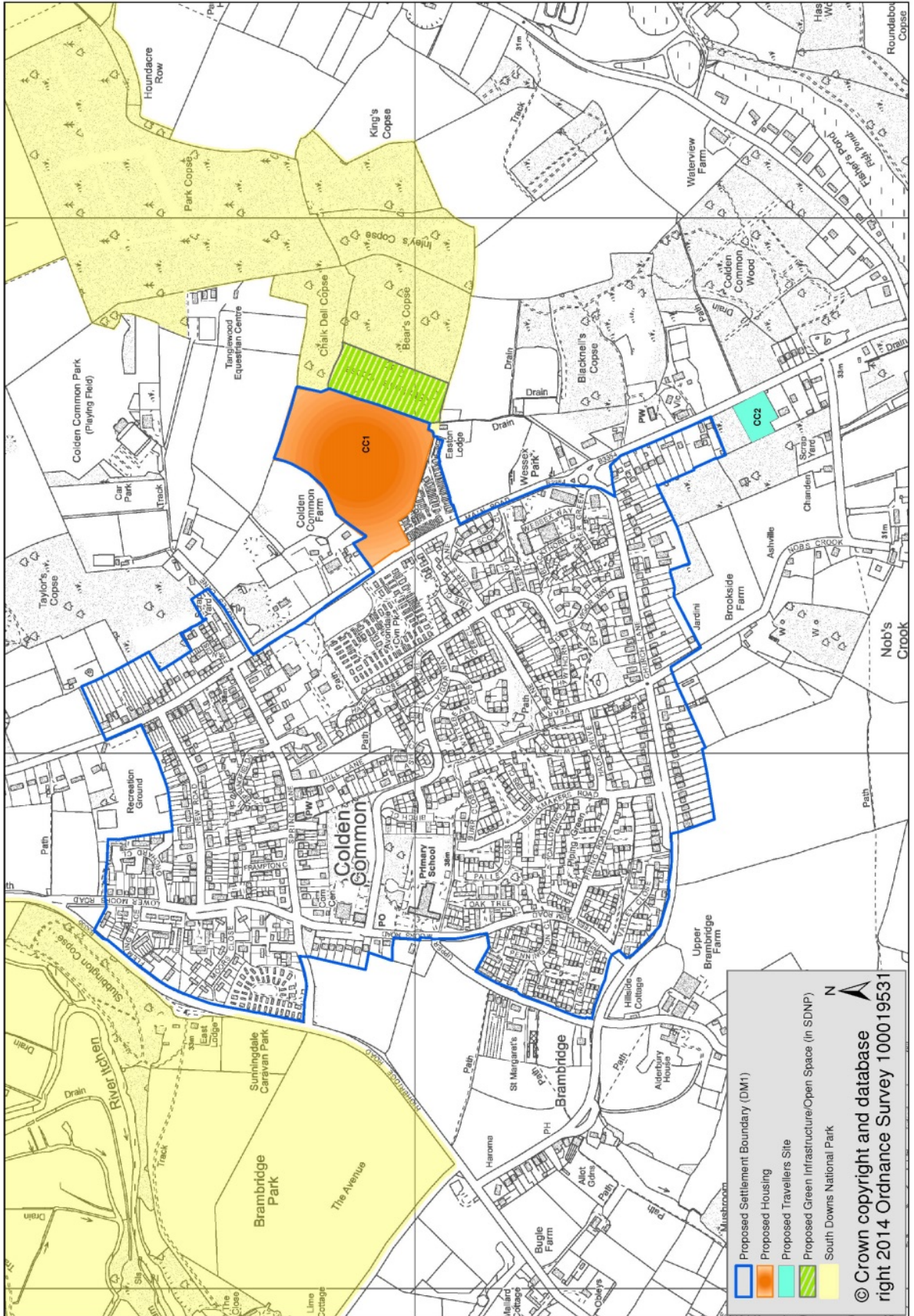
- make provision for water supply, foul water drainage and recycling/waste management;
- contribute to the expansion of Colden Common Primary School and other infrastructure needed to make the development acceptable in planning terms.

4.3.20 The 2013 Travellers Accommodation Assessment for Hampshire identified the needs for gypsy and traveller pitches from 2012 - 2027 (see policy DM4, Chapter 6). The search for suitable sites throughout the District has been guided by the locational and environmental criteria in Policy CP5 of LPP1. A site has been identified immediately adjacent to one that is currently owned and occupied by members of the travelling community and has been promoted to the Council as a permanent facility. The site can accommodate approximately 8 pitches and its location is considered appropriate to encourage social inclusion and a sustainable pattern of living in accordance with Policy CP5, whilst minimising tensions with the settled community.

Open Spaces

4.3.21 Open spaces in Colden Common currently protected from development by WDLPR saved policies RT1 and RT2 have been re-assessed in terms of their importance for recreational and/or amenity purposes. The results of this review, in terms of which areas continue to be protected, are set out in the updated Open Space Strategy. New Policy DM5 now supersedes RT1 and RT2 and the open spaces protected under the policy are shown on the Local Plan Policies Map.

Summary Map of Colden Common Policies



4.4 KINGS WORTHY

Location, characteristics & setting

- 4.4.1 Kings Worthy is bounded generally by the main London-Southampton railway to the west, Lovedon Lane to the north-east and the A34 to the south. The older part of the village lies on a south-east facing slope above the River Itchen, with large areas of modern development to the north.
- 4.4.2 Kings Worthy has a varied character, with a rural historic Conservation Area as well as extensive areas of more modern suburban development. It generally consists of medium to low density housing, a few shops, open spaces, many footpaths and a hierarchy of road styles leading into sections of housing. There are a large number of trees and hedges throughout the village, creating a very 'green' semi-rural/suburban appearance.
- 4.4.3 The LPP2 data set for Kings Worthy is included in the evidence base of the Plan (www.winchester.gov.uk/planning-policy). This sets out the background facts and figures that have informed the draft policies and proposals for the village. Along with more detail on the characteristics of the town, it includes information on –
- Population and Housing
 - Employment
 - Community and Social Infrastructure
 - Infrastructure.

Development Needs

- 4.4.4 The development strategy for the Market Towns and Rural Area has been identified through Policy MTRA1 of LPP1. Policy MTRA2 supports the evolution of the more sustainable settlements, including Kings Worthy, to maintain and improve their role and function in meeting a range of local development needs. These include –
- the provision of about 250 dwellings over the plan period 2011-2031; and
 - supporting economic and commercial growth to maintain and improve the shopping, service, tourism and employment roles.
- 4.4.5 Development should result in a more sustainable community by improving the balance between housing, employment and services. Existing facilities, services and employment provision should be retained or improved to serve the village and its catchment area. All development should be appropriate in scale and design, so as to conserve the settlement's identity, countryside setting and local features.
- 4.4.6 The remaining housing requirement, taking account of completed and anticipated development, was about 22 dwellings (see the table below). One of the roles of this Plan is to allocate sites to meet this figure in suitable

locations that can deliver the number of homes required in Kings Worthy during the Plan period.

Kings Worthy Net Housing Requirement

Category	No. of dwellings
a. Requirement (2011-2031)*	250
b. Net Completions 1.4.2011 to 31.3.2013	51
c. Outstanding permissions at 31.3.2013	23
d. Significant permissions since 1.4.2013	0
e. SHLAA sites within settlement boundary	84
f. Windfall allowance	70
g. Total supply (b+c+d+e+f)	228
Remainder to be allocated (a – g)	22

* LPP1: Policy MTRA2

- 4.4.7 The existing planning permissions referred to in the table (c.) include a variety of smaller sites, particularly in the Springvale area, and the SHLAA sites referred to (e.) include those at **Tudor Way** (est. 39 dwellings) and **Cornerways, Church Lane** (est. 31 dwellings). Given the presumption in favour of development within the built-up area (policy DM1), these sites do not need to be formally allocated in this Plan, but are confirmed as components of the housing land supply. They, along with all the other sites submitted for Kings Worthy through the SHLAA process, are shown on the Kings Worthy page of the LPP2 web site: www.winchester.gov.uk/planning-policy/local-plan-part-2 (see 'Kings Worthy – All Sites Submitted' document).
- 4.4.8 Historically, a large proportion of development in Kings Worthy has taken place on unidentified 'windfall' sites. The Council's assessment of 'Windfall Trends and Potential' is part of the evidence base for the village and has concluded that windfall sites are likely to continue to provide housing completions. The allowance in the overall supply (70 dwellings) assumes a lower level of windfall completions than in the past and reflects the fact that, for the purposes of defining 'windfall', residential garden areas can no longer be taken into account. However, this does not mean that such opportunities are not appropriate or may not be suitable for new housing. Any such proposals will continue to be considered on their individual merits against current policies and, where approved, will provide flexibility in maintaining the supply of housing in the village.
- 4.4.9 The process of selecting an appropriate site to accommodate the modest residual requirement has taken into account the work undertaken by a 'Local Plan Steering Group' appointed by Kings Worthy and Headbourne Worthy Parish Councils to establish the community's preferences for new development sites. The Group and City Council officers considered all the potential housing sites in and around Kings Worthy that were promoted through the SHLAA. Having regard to the established assessment methodology (see Chapter 2) a shortlist of three site options was drawn up.

4.4.10 As part of their collaborative approach, the Parish and City Councils then undertook an informal consultation with the local community on these options for new housing allocations. Public exhibitions of developers' outline proposals for 25-50 dwellings on each of these sites took place between November 2013 and January 2014. The sites were:

- Land off Lovedon Lane/Basingstoke Road (SHLAA site 365);
- Former Kings Worthy House (SHLAA site 2508); and
- Land off Hookpit Lane (SHLAA site 2506).

4.4.11 The consultation asked people to rank how important they considered various selection criteria to be and to score each proposed site. There was also an opportunity to suggest any further criteria which should consider and to make further comments. The site at Lovedon Lane (SHLAA site 365) was favoured against most of the selection criteria, often by a considerable margin. It scored less well in relation to proximity to facilities and services, but has good accessibility and adjoins the highest-scoring site (Kings Worthy House). It scored less favourably in terms of its impact on the Kings Worthy/Abbots Worthy Gap and discussions were held with the landowner to explore whether this issue could be addressed.

4.4.12 As a result, policy KW1 covers the whole of the Lovedon Lane site and part of the adjoining Eversley Park recreation area and requires the majority of the area to be laid out and maintained in open space uses, protecting the long-term future of the Gap. It allows for the development of up to 50 dwellings on the north-western part of the site, where it will relate best to existing development and minimise the impact on the landscape and Gap. Consultation will take place alongside the Local Plan regarding the type of open spaces to be provided, as well as development principles for the area.

4.4.13 The site's owners have confirmed that it is available for development. Against the Site Assessment Methodology –

- its location is consistent with the Settlement Hierarchy;
- no major constraints have been identified;
- it is well-related to existing services and facilities;
- site conditions are favourable;
- infrastructure requirements will not affect viability;
- it has no significant adverse impact on biodiversity, landscape or heritage;
- the site has community support and can be developed in a way that will protect the Kings Worthy / Abbots Worthy Gap.

4.4.14 Work on local needs and the evidence base also highlights a need for open space provision of all types apart from sports pitches. The proposed site allocation will enable substantial improvements in most categories of open space. The overall scale of development proposed in Kings Worthy can be accommodated by Kings Worthy Primary School which has recently been extended. Improvements to other facilities, or financial contributions, will be secured through planning obligations where this is necessary to make the

development acceptable in planning terms. The Council's Community Infrastructure Levy (CIL) is also payable and CIL is intended to fund improvements to accommodate the wider impacts of development.

Infrastructure

- 4.4.15 A significant proportion of the development required in Kings Worthy is already built or committed and the remainder is likely to be developed on smaller sites. The proposed allocation at Lovedon Lane will provide for open space needs as well as housing and there are no other major infrastructure issues raised by the scale of development proposed.

Policies

Policy KW1 – Lovedon Lane Housing and Open Space Allocation

Land at Lovedon Lane and Eversley Park, as shown on the Policies Map, is allocated for the development of about 50 dwellings. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Nature & Phasing of Development

- a masterplan establishing the disposition of housing, open space, access point and linkages for the whole allocated area should be produced and agreed in advance of permission being granted for components of the allocation. Proposals should be designed in accordance with the masterplan, including providing open space and other facilities (including affordable housing) at the appropriate stage.

Access

- provide safe vehicle, pedestrian and cycle access from Lovedon Lane and contribute to any off-site junction improvements necessary;
- provide footpaths through the site to link with routes to the village centre, Primary School and adjoining countryside.

Landscape

- retain and reinforce existing boundaries around the proposed housing area, in conjunction with open space provision, particularly along the southern and eastern edges.

Green Infrastructure and Open Space

- provide on-site open space (Informal Open Space and Local Equipped Area for Play) and a substantial area of open space including replacement Sports Pitches, Parkland, Natural Greenspace, Informal Open Space and Allotments on the undeveloped part of the site, to meet current and future open space needs and provide long-term protection for the Kings Worthy / Abbots Worthy Gap.

Infrastructure

- **provide infrastructure needed to make the development acceptable in planning terms.**

- 4.4.16 The allocation comprises the Lovedon Lane site (SHLAA site 365) and part of the adjoining Eversley Park recreation area, totalling approximately 8.3 hectares. In order to ensure that housing development takes place only within the north-western part of the site (about 1.6 hectares), development will be permitted on part of Eversley Park provided there is replacement recreation provision and the remaining Lovedon Lane site area is laid out for various types of open space. Provision should be made for its long-term maintenance and protection, as part of the Kings Worthy / Abbots Worthy Gap.
- 4.4.17 Much of the area will be laid out as an informal 'country park' (Parkland and Natural Greenspace) to maintain the open and undeveloped nature of the Gap. The development of the area provides the opportunity to review the type and layout of recreation facilities provided at Eversley Park and there will be further public consultation on the types and location of open space to be provided. Provision should replace facilities lost at Eversley Park (where needed), meet the needs of the development and respond to existing local shortfalls. The location of the proposed housing and revised settlement boundary shown on the Summary Map below are diagrammatic, at this stage, pending agreement of the preferred disposition of uses following consultation on open space provision.
- 4.4.18 Access to the site will be from Lovedon Lane and off-site improvements to nearby junctions on the A33 should be made if necessary to accommodate the development satisfactorily. Provision should also be made for pedestrian and cycle links with the historic village centre, where various facilities and services are located, other key destinations, such as the Primary School, and the adjoining countryside.

Kings Worthy Village Centre

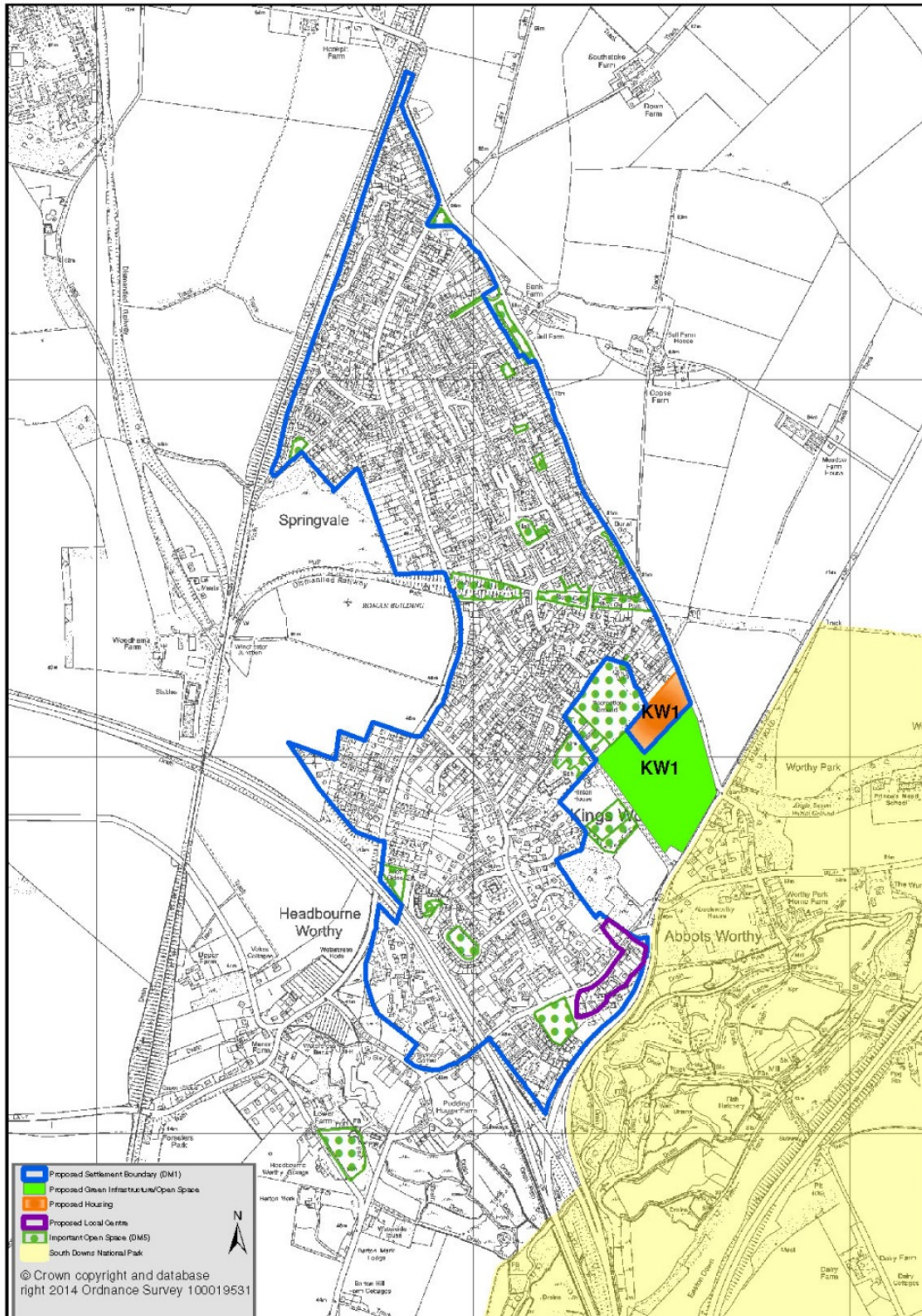
- 4.4.19 Policy DM7 (Chapter 6) updates saved WDLPR policy SF1, regarding development in defined town and village centres, including Kings Worthy. The WDLPR did not define Kings Worthy as a town or local centre but it is now included within the retail hierarchy in Local Plan Part 1 as a 'local centre' (policy DS1). The proposed extent of the village centre is therefore included on the Policies Map and is subject to policy DM7.

Open Spaces

- 4.4.20 Open spaces in Kings Worthy currently protected from development by WDLPR saved policies RT1 and RT2 have been re-assessed in terms of their importance for recreational and/or amenity purposes. The results of this review, in terms of which areas continue to be protected, are set out in the updated Open Space Strategy. New Policy DM5 now supersedes RT1 and

RT2 and the open spaces protected under the policy are shown on the Local Plan Policies Map. The open space existing at Eversley Park and proposed at Lovedon Lane (policy KW1) will provide a major new public open area suitable for a range of uses to meet Kings Worthy's immediate and long-term recreation needs.

Summary Map of Kings Worthy Policies



4.5 NEW ALRESFORD

Location, characteristics & setting

- 4.5.1 New Alresford is a small market town known for its colourful Georgian architecture, open airy streets and quaint passageways. It is set on the edge of the Alresford marshlands, in the Upper Itchen Valley countryside, to the east of Winchester.
- 4.5.2 The LPP2 data pack for New Alresford is included in the evidence base of the Plan (www.winchester.gov.uk/planning-policy). This sets out the background facts and figures that have informed the draft policies and proposals for the town. Along with more detail on the characteristics of the town, it includes information on:
- Population and Housing
 - Employment
 - Community and Social Infrastructure
 - Infrastructure.

Development Needs

- 4.5.3 The development strategy for the Market Towns and Rural Area has been identified through Policy MTRA1 of LPP1. Policy MTRA2 supports the evolution of the more sustainable settlements, including New Alresford, to maintain and improve their role and function in meeting a range of local development needs. These include:
- the provision of about 500 dwellings over the period 2011-2031; and
 - supporting economic and commercial growth to maintain and improve the shopping, service, tourism and employment roles.
- 4.5.4 Development should be of an appropriate scale and result in a more sustainable community by improving the balance between housing, employment and services. Existing facilities, services and employment provision should be retained or improved to serve the settlement and its catchment area. All development should be appropriate in scale and design, so as to conserve the settlement's identity, countryside setting and local features.
- 4.5.5 The remaining housing requirement, taking account of completed and anticipated development, was about **386** dwellings (see the table below). One of the roles of this Plan is to allocate sites to meet this figure in suitable locations that can deliver the number of homes required in New Alresford during the Plan period.

New Alresford Net Housing Requirement

Category	No. of dwellings
a. Requirement (2011-2031)*	500
b. Net Completions 1.4.2011 to 31.3.2013	2
c. Outstanding permissions at 31.3.2013	78
d. Significant permissions since 1.4.2013	12
e. SHLAA sites within settlement boundary	22
f. Windfall allowance	0
g. Total supply (b+c+d+e+f)	114
Remainder to be allocated (a – g)	386

* LPP1: Policy MTRA2

- 4.5.6 The existing planning permissions referred to in the table (c. and d.) include sites at the **Pumping Station, Spring Gardens**, former **Railway Line, East of New Farm Road**, and various smaller sites, mainly in the town centre. The SHLAA sites referred to in the table (e.) are at **The Cricketers Arms, Jacklyns Lane** (est.14 dwellings) and the **Telephone Exchange, Station Road** (est. 8 dwellings).
- 4.5.7 Given the presumption in favour of development within the built-up area (policy DM1), these sites do not need to be formally allocated in this Plan, but are confirmed as components of the housing land supply. They, along with all the other sites submitted for New Alresford through the SHLAA process, are shown on the New Alresford page of the LPP2 web site: www.winchester.gov.uk/planning-policy/local-plan-part-2 (see ‘Alresford – All Sites Submitted for Local Plan Part 2’ document).
- 4.5.8 No allowance is made for the development of unidentified (‘windfall’) sites (f.) that may come forward within the defined settlement boundary on infill or redeveloped sites over the Plan period. This reflects the conclusions of the ‘Windfall Trends and Potential’ study for Alresford, but it does not mean that such opportunities are not appropriate or may not be suitable for new housing. Any such proposals will continue to be considered on their individual merits against current policies and, where approved, will provide flexibility in maintaining the supply of housing in the town.
- 4.5.9 The process of selecting appropriate sites has taken into account the work undertaken by the Town Council, which set up a series of ‘Needs Groups’ to establish the community’s needs for various types of development. All the potential housing sites in and around New Alresford that were promoted through the SHLAA were considered in discussion with Council officers. Having regard to the established assessment methodology (see Chapter 2) a development strategy was drawn up. As part of their collaborative approach, the Town and City Councils then undertook an informal consultation with the local community, including a public exhibition in January 2014.

- 4.5.10 Two preferred sites were put forward: an existing employment area close to the town centre at The Dean (SHLAA site 276: approximately 65 dwellings) and a large area of land east of Sun Lane (SHLAA site 277). The Sun Lane site was intended to accommodate the employment uses displaced from The Dean, along with approximately 320 dwellings; large areas of open space (on those parts of the site not suitable for development due to their sensitivity in the landscape); and a small site for travellers (5-6 pitches). The land at Sun Lane was considered the best means of meeting the various development needs identified in New Alresford and would require a new access point onto the A31 Alresford Bypass.
- 4.5.11 The responses to the public consultation highlighted various concerns within the local community, particularly in relation to traffic and transport issues, and the proposed traveller site. Further work has also been undertaken on the transport issues, which has confirmed that the traffic impacts of development can be accommodated and that the new access point onto the A31 is necessary and deliverable. Work has also been commissioned to assess potential traveller sites (see also policy DM4), which will review available sites and make recommendations as to future allocations. In the mean time, taking account of the concerns raised in the consultation, particularly about the impact of a traveller site on the commercial attractiveness of the employment area, no traveller allocation is proposed at Alresford at this stage.
- 4.5.12 The owners of the proposed sites have confirmed that they are available for development within the Plan period (up to 2031). When the sites are considered against the Site Assessment Methodology,
- their locations are consistent with the Settlement Hierarchy;
 - no major constraints have been identified;
 - they are well-related to existing services and facilities;
 - site conditions are favourable;
 - infrastructure requirements will not affect viability;
 - neither has a significant adverse impact on biodiversity, landscape or heritage;
 - they meet the needs identified for New Alresford and have the support of New Alresford Town Council.
- 4.5.13 The various 'Needs Groups' established in Alresford have identified a need for different types of housing and other development in the town to meet current and future needs. There is a need for affordable housing and the provision of sheltered housing or extra care accommodation. Additional employment land is needed to maintain Alresford as a working town, as well as to provide for uses relocated from The Dean. High speed broadband is important for businesses, and tourism is important to the local economy. No significant need for new retail provision has been identified, which is consistent with the Retail Study Update 2014. The importance of safeguarding existing public car parking provision was highlighted, along with increasing provision where possible. There will also be a need for increased burial ground capacity.

4.5.14 Work on local needs and the evidence base also highlights a need for open space provision in all categories apart from sports provision, with the distribution of some types of open space in the town also being uneven. The potential to achieve a long distance footpath and cycleway between Alresford and Kings Worthy, using the former railway line, was also raised. The overall scale of development proposed in Alresford will require an extension to Sun Hill Infants and Junior Schools. Both housing allocations will be expected to make a proportionate contribution to the cost of this improvement, which is required as a result of development. Other infrastructure improvements, or financial contributions which are required to accommodate the development, will be secured through planning obligations, with the Council's Community Infrastructure Levy also being payable for measures to accommodate the wider impacts of development.

Infrastructure

4.5.15 Consultation on development needs and options in Alresford has highlighted concerns about the adequacy of existing infrastructure, for example the transport impact of developments, as well as the need for the various facilities mentioned above. The transport assessments undertaken for Local Plan Part 1 indicate that the scale of development proposed in Alresford can be accommodated. More specific transport requirements for individual sites are outlined in the policies below and future planning applications will need to incorporate any necessary traffic management measures, junction improvements or other works necessary to satisfy the requirements of the Highway Authority.

Policies

Policy NA1 – Car Park Provision

Existing public car parks at Alresford Station and Perins, as shown on the Policies Map, should be retained and additional public car parking be provided to help maintain Alresford as a vibrant commercial centre. Planning permission will not be granted for proposals which result in a loss of public car parking provision in these locations, or which reduce its accessibility.

Additional public parking is proposed in conjunction with redevelopment in The Dean (see policy NA2) and other opportunities which arise will be assessed against relevant policies of the Plan in relation to need and impact.

4.5.16 Consultation during the development of the Local Plan has highlighted the need to retain existing public car parking provision and to make increases if the opportunity arises. This is a particular issue in Alresford where both public car parks (Alresford Station and Perins) are wholly or partly located on land which is leased. It is, therefore, important that these are not lost through redevelopment for other uses and that opportunities to increase provision are considered. Redevelopment at The Dean would provide such

an opportunity and the City Council will seek to acquire (by lease or acquisition) land for the development and operation of a car park of 50-100 spaces.

Policy NA2 – The Dean Housing Allocation

Land at The Dean, as shown on the Policies Map, is allocated for the development of about 65 dwellings, commercial and parking uses. Planning permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Nature & Phasing of Development

- individual site proposals should be designed to enable future linkages to adjoining land and to avoid harm to the amenities or operation of adjacent land and businesses, unless there is comprehensive development of the existing employment land at The Dean;
- development should be planned to include the provision of office development to meet local needs and additional public car parking close to the town centre, as well as housing suitable for the elderly to help meet local housing needs in a highly accessible location.
- development or redevelopment of land for housing or uses other than Business (Use Classes B1, B2, B8) will not be permitted until serviced land suitable for business relocation is made available at Sun Lane.

Access

- provide safe vehicle, pedestrian and cycle access from The Dean and contribute to any off-site junction or pedestrian improvements necessary.

Landscape

- retain and reinforce landscaping on existing boundaries around the area, in conjunction with open space provision, and provide for improvements to the public realm on The Dean.

Green Infrastructure and Open Space

- provide on-site open space (Informal Open Space and Local Equipped Area for Play).

Infrastructure

- include provision for a public car park of 50-100 spaces;
- contribute to the expansion of Sun Hill Infants and Junior Schools and other infrastructure needed to make the development acceptable in planning terms.

- 4.5.17 The proposed area totals 2.1 hectares and consists of a number of commercial properties in different ownerships and uses. Some of these uses are not well suited to this location adjoining the historic town centre, particularly where they generate noise or fumes, or require access for large

commercial vehicles. The site performs very well against the assessment criteria for housing sites and is on the edge of the town centre, making it well suited to the inclusion of housing for the elderly.

- 4.5.18 There is a need to maintain and increase employment levels in Alresford in order to balance the additional housing proposed and ensure it remains a working town. Land is allocated to the south-east of the town which is suitable for the development of modern employment units for both the relocation of various uses currently at the Dean and to accommodate additional businesses (see policy NA3 below). Therefore, permission will only be granted for the employment sites at The Dean to be redeveloped for housing once replacement serviced employment land has been made available as part of the Sun Lane site allocation. This will provide the opportunity for business at The Dean to remain in the town, which is the aim, although it is recognised that they cannot be required to relocate to the Sun Lane site.
- 4.5.19 The southern part of The Dean is closest to the town centre and therefore suitable for the development or retention of office uses and for the provision of additional public car parking. The allocated area is also suitable for housing or care accommodation for the elderly, as well as other forms of residential development and open space provision. Existing dwellings around the site are not included within the allocation although they could form part of any future redevelopment proposals if their owners wish.
- 4.5.20 Ideally, there would be comprehensive development of land at The Dean, but it would not be reasonable to make this an absolute requirement. It is, however, essential that any piecemeal development proposals show how the necessary uses can be accommodated, have regard to their surroundings, and allow for the incorporation of subsequent developments. They should also avoid uses or layouts that will make it difficult for remaining businesses to continue to operate, such as proposing housing too close to retained employment uses. Redevelopment of sites in the southern part of the area for office use will be permitted, provided the same principles are followed and a suitable mix of uses is achieved.
- 4.5.21 Redevelopment for housing and other suitable uses should overcome the existing problems caused by heavy vehicles accessing The Dean. It will also enable an improved public realm through high quality urban design and enhanced pedestrian access to the town centre. Open space should be provided in accordance with LPP1 Policy CP7, with provision on-site or by way of extensions/improvements to the adjoining Arlebury Park recreation area where practical.

Policy NA3 – Sun Lane Mixed Use Allocation

Land east of Sun Lane, as shown on the Policies Map, is allocated for a mixed use development comprising about 320 dwellings, 5 hectares of employment uses (B1, B2 and/or B8), and 15 hectares of informal and recreational open space and a burial ground. Planning

permission will be granted provided that detailed proposals accord with other relevant policies and meet the following specific development requirements:

Nature & Phasing of Development

- produce a masterplan for the whole allocated area, to be agreed in advance of permission being granted, providing for integrated development of the proposed uses, producing a transport assessment identifying a package of transport measures to accommodate the development, establishing design and development principles, and proposing key areas of landscape and buffer planting;
- provide for housing development on about 10 hectares of land to the north of the site; business development and a new access to Alresford Bypass on about 5 hectares to the south of the site, designed so as to minimise harmful impacts on existing or proposed housing by keeping potentially harmful uses to the east of the site and providing adequate landscape buffers; and open space of various types and a burial ground on about 15 hectares in the central part of the site;
- a phasing plan establishing the order of development and infrastructure provision for all of the allocated area should be produced and agreed in advance of permission being granted. This should achieve the provision of the new access to Alresford Bypass in advance of business uses being developed, ensure that serviced land for business uses is made available before the completion of housing units, and secure affordable housing provision in step with market housing. The phasing of open space provision should also be agreed and set out within the phasing plan.
- proposals for individual parts of the site may be brought forward provided they are designed in accordance with the masterplan and follow the stages set out in the phasing plan, including providing business land, open space and other facilities (including affordable housing) at the appropriate stage, and do not prejudice the development of subsequent phases.

Access

- access the site should be primarily from the south by means of a new junction onto the A31 Alresford Bypass to be provided as the first phase of development;
- include measures to provide new/improved pedestrian and cycle access from the site into the town centre, between elements of the development, and to the surrounding development and countryside, including off-site improvements as necessary;
- include measures to discourage use of motorised transport and to manage traffic so as to minimise the impact of development on nearby residential roads, particularly Sun Lane, Nursery Road and Tichborne Down;
- produce a transport assessment setting out how transport requirements, including those above, will be secured and the

stages at which they need to be provided. This should include off-site vehicle, pedestrian and cycle improvements to be provided or funded by the development.

Landscape

- **reinforce existing boundaries around the site, particularly along the eastern edge;**
- **provide suitable boundary treatment on the western edges of the proposed housing and business sites to protect the amenities of existing housing.**

Green Infrastructure and Open Space

- **provide about 15 hectares of open space in the central part of the site, designed to achieve a major new open area for the community providing for a range of current and future needs. The area should be carefully designed, integrating the burial ground and different types of open space, which may include Parks and Recreation Grounds, Natural Green Space, Informal Open Space, Allotments, and Children's Play Space;**
- **provide on-site open space within the proposed housing site (Informal Open Space and Local Equipped Area for Play).**

Infrastructure

- **contribute to the expansion of Sun Hill Infants and Junior Schools and other infrastructure needed to make the development acceptable in planning terms.**

4.5.22 The proposed site totals over 30 hectares, with approximately 10 hectares proposed for housing, 5 hectares for business use and access, and 15 hectares for open space and burial ground use. These uses are proposed in the northern, southern and central parts of the site respectively. The northern part of the site performs well against the assessment criteria for housing sites, being close to the town centre and primary school. The southern part of the site is the only part of Alresford where it is considered that substantial new/replacement business development could take place, as there is scope to create a new access onto the A31 Alresford Bypass. The central part of the site is the highest area and the most sensitive in landscape terms, making it unsuitable for built development but an ideal opportunity to provide a large and attractive new area of public space.

4.5.23 Public consultation on the draft development strategy showed that there was not overall support for the development of this area, with concerns focussing particularly on the traveller site proposed at that stage and transport issues. Since then the proposed traveller site has been removed and further work has been done on transport issues. There has also been further assessment of, and consultation on, the other sites promoted through the SHLAA. This indicates that there is also public opposition to other potential sites and that any alternative combination of available sites would neither be able to provide for as many of the identified local needs as the proposed strategy nor result in a better package of development.

- 4.5.24 Accordingly, the site is promoted for the broad mix of uses described. Its key advantages include the provision of a major new open space amenity, new access to the Alresford Bypass and enabling the relocation and growth of businesses uses, releasing land near the town centre well suited to elderly persons' housing. But if the benefits of the site are to be achieved it is essential that transport and traffic management improvements are made and that the necessary infrastructure changes are achieved in the correct sequence. The new access to Alresford Bypass is the key to enabling the business site to come forward and this, in turn, is required before housing is built. New development should incorporate sustainable drainage systems (in accordance with policy CP17) in order to avoid a repeat of previous isolated flooding incidents.
- 4.5.25 The central part of the site is likely to be brought into public use over a period of time as some new areas of open space are needed more urgently than others. For example, while it is important that space for an additional burial ground is secured, it is not likely to be brought into use until the second half of the Plan period. On the other hand, scope exists to divert Sun Lane into the site to create a safe parking and dropping-off point for Sun Hill Schools at an early stage. Given the scale of the central part of the site, there may be areas that are used temporarily for informal open space provision while they are held in reserve for longer-term or, as yet unforeseen, needs. Nevertheless, legal agreements need to be in place before planning permission is granted for other elements of the site to ensure that all of the proposed open space/burial ground area is provided and retained in open uses, with sufficient flexibility for the different components to be brought forward as they are needed.
- 4.5.26 The proposed housing area will provide for a range of housing types and tenures to meet a variety of housing needs. It should be designed so as to facilitate and improve access to the town centre by non-car modes and limit the impact of vehicles, particularly on nearby residential streets. This will be achieved through the design of the development, its access arrangements, and wider traffic management measures. Consultation with the community on these measures will be encouraged and a Transport Assessment will be needed at the planning application stage to establish the details of necessary measures. Housing should be designed so as to avoid harmful impacts on the amenities of existing housing, particularly in Langtons Court, through appropriate layout, landscaping and positioning of open spaces. Substantial boundary planting will also be needed on the eastern edge of the site, which is sensitive in landscape terms.
- 4.5.27 The southern part of the site is allocated primarily for employment use, but will also need to accommodate junction arrangements associated with the new access to Alresford Bypass. These will include rearrangement of the existing junction of Whitehill Lane and Sun Lane, with scope to reduce traffic on Whitehill Lane and create an attractive green route. The new junction with Alresford Bypass will require careful design to balance highway design requirements with the need to minimise the impacts on existing residents and the landscape. It should be provided as the first stage of the

development, so as to enable the employment land to be serviced and made available in advance of housing development.

- 4.5.28 The employment area is intended to provide for businesses wishing to relocate from The Dean, making land there available for housing and other uses, and for further business growth to balance the planned housing expansion. It is suitable for a range of business uses (Use Classes B1, B2 and possibly B8). A landscape buffer should be provided along the western edge, with this side of the site accommodating uses that will protect the amenities of existing housing and create an attractive edge to Sun Lane (research and development and light industrial uses - Use Classes B1b and B1c). Uses which may generate higher levels of noise disturbance or heavy goods traffic (Use Classes B2 and B8) should be located to the east of the site, where they will be furthest from existing and proposed housing and have immediate access to the A31 Bypass. There will be a need for a substantial landscape edge to be created on the eastern side of the site and for views from the Bypass to be taken into account in the design and landscaping of development.

New Alresford Town Centre

- 4.5.29 Policy DM7 (Chapter 6) updates saved WDLPR policy SF1, regarding development in defined town and village centres, including New Alresford. The boundaries of the town centre and the Primary Shopping Frontages (policy DM8) have been reviewed, taking account of advice in the Winchester Retail Study Update (2014). It is proposed that the town centre boundary is enlarged, principally to include additional areas in Pound Hill and The Dean, and that the Primary Shopping Frontages remain unchanged. The enlarged town centre area incorporates a number of existing commercial premises and part of the land proposed for redevelopment by policy NA2. Its inclusion within the defined town centre provides scope for the expansion of town centre uses as part of the proposed redevelopment at the Dean, or through changes of use to existing buildings.

Open Spaces

- 4.5.30 Open spaces in New Alresford currently protected from development by WDLPR saved policies RT1 and RT2 have been re-assessed in terms of their importance for recreational and/or amenity purposes. The results of this review, in terms of which areas continue to be protected, are set out in the updated Open Space Strategy. New Policy DM5 now supersedes RT1 and RT2 and the open spaces protected under the policy are shown on the Local Plan Policies Map. The open space proposed to the east of Sun Lane (policy NA3) will provide a major new public open area suitable for a range of uses to meet Alresford's immediate and long-term recreation needs.

Summary Map of New Alresford Policies

