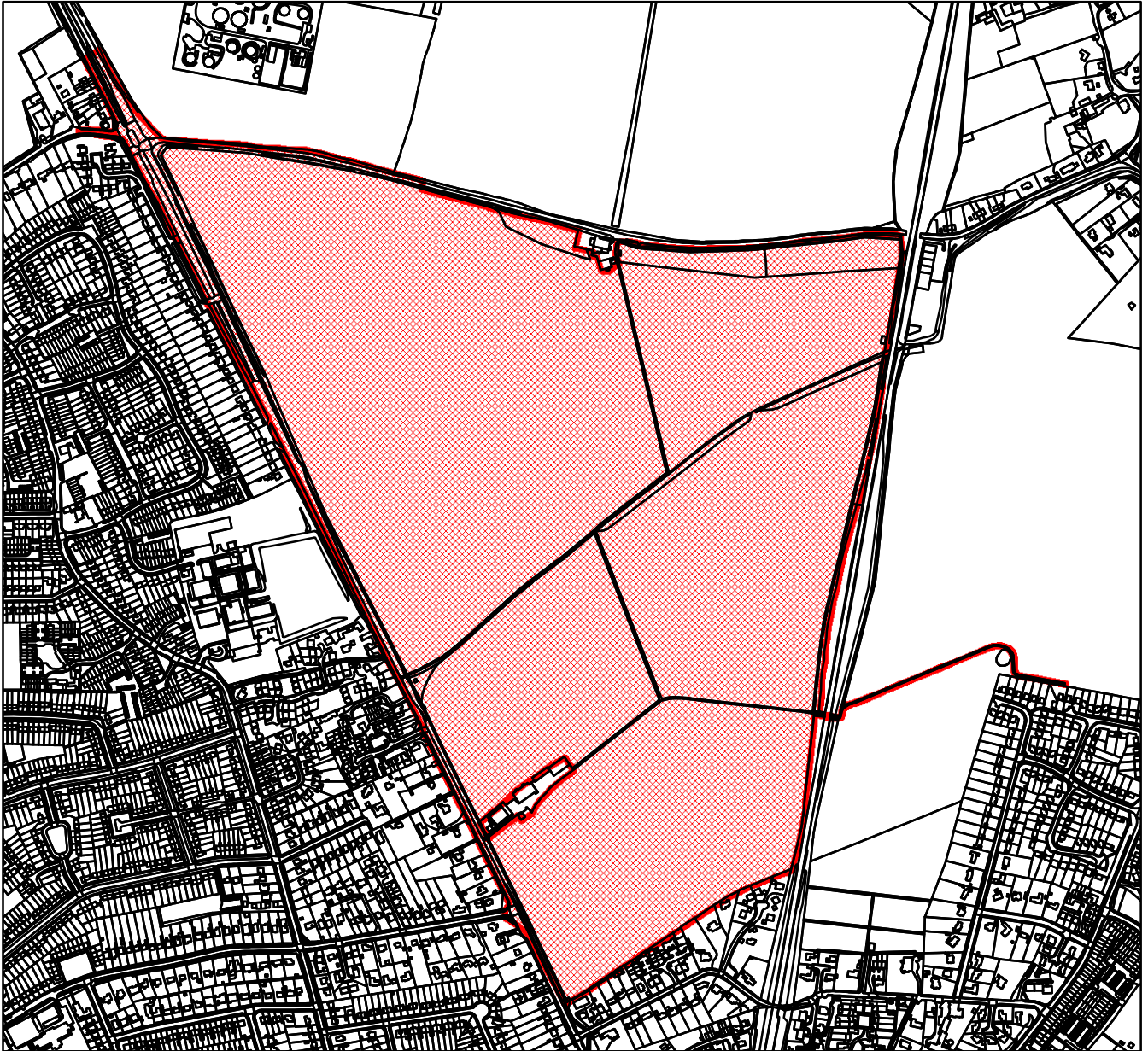


Barton Farm, Andover Road, Winchester

13/02257/REM



Scale: 1:9,612

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Organisation	Winchester City Council
Department	Winchester GIS
Comments	Not Set
Date	19/03/2014
MSA Number	100019531

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No:
Case No: 13/02467/DIC
Proposal Description: Development of approximately 93.1 hectares of land at Barton Farm to the east of Andover Road, Winchester to provide 2000 dwellings (to include 40% affordable housing); a local centre including: a new primary school, a children's pre-school nursery, a retail food store up to 2000 sq m, a community building, a health centre, a district energy centre, car parking and other commercial, leisure and community floor space (to include use classes A1 (food and non-food retail), class A2 (financial and professional services), class A3 (restaurants and cafes), class A4 (drinking establishments), class A5 (hot food take away), class D1 (non-residential institutions), class D2 (assembly/leisure) and class B1 (a) (offices)); formal and informal recreational spaces; park and ride facility for up to 200 cars; land for allotments; hard and soft landscaping; storm water attenuation and foul and surface water drainage measures; the re-routing of Andover Road through the site; the closure of Andover Road to vehicular traffic in the vicinity of Henry Beaufort School; the creation of a pedestrian and cycle route along the route of Andover Road; new roads infrastructure; the formation of new public rights-of-way across the site and new route linking the railway underpass to Worthy Road; improvement and upgrading of existing public rights of way; provision of and diversion of services as necessary and provision of on- and off-site infrastructure necessary to facilitate development of the site (OUTLINE).

Application to discharge Condition 03 (Design Code) of permission ref. 13/01694/FUL).

Address: Barton Farm Andover Road Winchester Hampshire SO22 6AX
Parish, or Ward if within Winchester City: St Barnabas
Applicants Name: Cala Homes (South) Limited
Case Officer: Nick Parker
Date Valid: 16th October 2013

Recommendation: That the Design Code be approved pursuant to condition 03 of planning permission 13/01694/FUL.

General Comments

The purpose of this report is to provide an overview of the planning issues relevant to the current application which deals with the design code details submitted in order to comply with condition 3 of permission ref. 13/01694/FUL which requires a design code to be submitted and approved prior to, or concurrent with the first reserved matters submission at the Barton Farm site.

This report explains the purpose of the design code and its relevance to the assessment

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

of all subsequent phases of development at the Barton Farm site and also provides an understanding of the merits of the submission. In conjunction with the design code submission the first phase of residential development has been submitted ref. 13/02257/REM and is to be determined concurrently with this application.

The Design Code has been updated following the various responses through the consultation period. Of note the following changes have been included in the latest document:

- Andover Road Sequences and Edge Sections updated to reflect highway and landscape comments (pg 32-36)
- Amendments to Regulatory Plan including addition of local landscape/doorstep play area to Old Andover Walk reflecting landscape comments
- Amendments to Stoney Green junction
- Further clarification on Old Andover Road design intent
- Clarification on play area buffer zones and fencing
- Amendments to tree strategy and plant palette
- Further hard landscape edge and surface materials added
- Inclusion of raked walls and fences (pg 92)
- Further clarification on SUDs detail
- Greater emphasis to cover future flexibility by good design through innovation or advances in technology – Section 10 Architectural Principles and Section 12 Materials
- Additional section for key residential groupings added to section 8 which define character and appropriate architectural responses
- Design guidance for affordable homes added (pg. 128)
- Further information in relation to design responding to slope (pg. 101)
- Revised pedestrian/cycle route to illustrate connectivity through the site (pg. 41)
- Clarification on Northern and Southern entry/exit points to ensure integrated circular route around site for leisure and fitness (pg 41)

Site Description

The application site relates to the area of agricultural land occupying approximately 93.1 hectares located on the northern boundary of the City of Winchester. The land is designated for residential development for up to 2,000 houses through policy WT2 of the adopted Winchester District Local Plan Part 1 – Joint Core Strategy. The site has outline consent granted by the Secretary of State on 2nd October 2012 ref. 09/02412/OUT.

The outline consent has been subject to a Section 73 planning application to vary 3 conditions on the outline permission (ref 13/01694/FUL). This was approved on 15th October 2013 by Committee and has created a new planning permission to which the design code submission now relates.

Of relevance to this application the varied permission allowed the design code to be submitted and approved prior to, or concurrent with, the first reserved matters application. In this instance the developer has chosen to submit the design code and the same time as the first reserved matter. This has allowed the first phase to evolve and be tested alongside the development of the design code.

Proposal

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

The application relates to the approval of the design code submission that was required through condition 03 of the outline consent. The precise wording of the condition is as follows:

A detailed design code shall be submitted to and approved in writing by the local authority prior to, or concurrent with the first reserved matters submission. The detailed design code shall demonstrate how the objectives of the DAS will be met, and shall take account of the drawings referred to in Condition 2 above. No more than 1,000 dwellings hereby permitted shall be occupied until a review of the approved design code shall have been submitted to and approved in writing by the local planning authority to take account of changing circumstances and technologies. The development hereby permitted shall be carried out in accordance with the approved design code. The design code shall include the following:

a) principles for determining quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using locally sourced and recycled construction materials;

b) accessibility to buildings and public spaces for the disabled and physically impaired;

c) sustainable design and construction, in order to achieve a minimum Code for Sustainable Homes Level 4 (or other such equivalent sustainability standard as may be agreed in writing by the local planning authority) for residential buildings and a 'very good' Building Research Establishment Environmental Assessment Method (BREEAM) rating for non residential buildings, maximising passive solar gains, natural ventilation, water efficiency measures and the potential for home composting and food production;

d) measures which show how energy efficiency is being addressed to reflect policy and climate change, and show the on-site measures to be taken to produce at least 10% of the total energy requirements of the development hereby permitted by means of renewable energy sources;

e) built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas;

f) principles for hard and soft landscaping including the inclusion of important trees and hedgerows;

g) structures (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);

h) design of the public realm, including layout and design of squares, areas of public open space, areas for play, the allotments and cemetery;

i) open space needs including sustainable urban drainage;

j) conservation of flora and fauna interests;

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- k) *provision to be made for art;*
- l) *a strategy for a hierarchy of streets and spaces;*
- m) *alignment, width, and surface materials (quality, colour and texture) proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;*
- n) *on-street and off-street residential and commercial vehicular parking and/or loading areas;*
- o) *cycle parking and storage;*
- p) *means to discourage casual parking and to encourage parking only in designated spaces;*
- q) *integration of strategic utility requirements, landscaping and highway design.*

The design code is a technical document which sets out guiding principles and mandatory requirements for development on the Barton Farm site. Officers of the Council have been working with the architects John Thompson Partnership and the developer Cala Homes for many months prior to the submission of this document. Consultants, agencies and establishments have all been involved including Hampshire County Council and the South East Regional Design Panel and there has been comprehensive engagement with stakeholders and the community. As a result of this engagement the document has been amended, adjusted and tested at every stage of its development.

The design code will be used by developers, their agents, officers of the Council and by consultees. It is a public document and will be of interest to the community and stakeholders as development progresses and further phases of development come forward. At the beginning of the design code it is made clear that Winchester City Council embraces creativity and innovation in design and that there will be opportunities to design schemes that will not necessarily totally adhere to the codes provided developers and their architects are able to give clear justification demonstrating that enhancements in townscape, landscape and sustainability, will be achieved over and above that required by the design code.

Before submitting reserved matters applications developers will be required to complete a *design code compliance checklist* (included in the design code) and a *compliance statement*, to show that they have applied the codes to their detailed designs, or provided a higher standard of design.

Relevant Planning History

13/01694/FUL - (AMENDED DESCRIPTION) Variation of Conditions to permitted permission-09/02412/OUT; Condition 3; Variation to enable design codes to be submitted at the same time as the first reserved matters submission, Condition 30; Size of individual A Class uses within the local centre-requires variation following feedback from potential operators and Condition 33; Scheme to secure the provision of a medical centre-flexibility in the type and scale of medical facilities following feedback from local medical providers.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Permission granted 15th October 2013.

09/02412/OUT - Development of approximately 93.1 hectares of land at Barton Farm to the east of Andover Road, Winchester to provide 2000 dwellings and associated infrastructure. Granted consent by the Secretary of State on 2nd October 2012.

04/00289/OUT - 2,000 dwellings and supporting infrastructure. The application was the subject of a non-determination appeal in September 2004. The appeal was dismissed in February 2006 by the Secretary of State.

Consultations

WCC Urban Design: No objection following amended details

Sustainability Officer: No objection

Head of Landscape: No objection following amended details

Engineers: WCC Highways: No objection following amended details

HCC Highways: No objections following amended details

HCC Drainage: No objections following amended details

WCC Drainage: No objection

Environment Agency: No objection

Representations:

City of Winchester Trust: Objection to original submission

At the time of writing this report the Trust have not commented on the latest changes to the Design Code. Should further comments be received before Committee an update shall be provided.

The Trust have objected to the corresponding application for the first phase of development and there are many overlaps in their comments that could equally be applied to the design code submission.

For clarity a summary of their comments is copied below (excluding those comments that were exclusively related to the first phase of development):

“The Trust is still convinced that the diversion of the Andover Road is a serious error as it will mix through traffic with local traffic, cycling and pedestrian routes and expose residents to pollution and noise. The resulting delays to through traffic may lead to drivers seeking alternative routes into Winchester. The Trust therefore OBJECTS to this aspect of the development”.

“If, as claimed in the Design & Access Statement, Phase I sets a benchmark for this future sustainable suburb of Winchester, it is important for it to be right from the outset. In

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

the available time it has been impossible for the Panel to study the drawings in sufficient detail to address all the relevant issues, so that further comments will be submitted separately by the Trust's Policy Group".

Further comments submitted on 14th January 2014:

"Overall, we consider that there is much to commend about the proposals, including the level of public consultation in which we have been involved as part of the 2020 Group. However, we feel that there are elements of the brief that have hindered the realisation of its good intent. As we have said from the start (and described in our Strategic Vision of 2001) it is not possible to create an urban extension - as opposed to another land-hungry suburb - at this density and without more emphasis on residents' access to the central areas of the City. We believe that this is very unfortunate now that the need for all aspects of sustainability are increasingly pressing. The layout and high proportion of detached housing cannot give priority to cycle and pedestrian movement rather than the car, nor give sufficient priority to the use of renewable energy in a development likely to be in use well into the 22nd century. Moreover, we believe that this approach would have resulted in an extension of the City with far greater character".

Summary of detailed comments below:

- Landscape – development layout not truly following the topography of the site
- Layout – lack of connectivity within site and to surrounding area including city centre
- Play and Open spaces – challenges play space configuration and question need for MUGA
- Role of existing Andover Road – question design principles, role and function
- Affordable Housing – question mix; comparative floor areas; concentration along Andover Road and lacking along rural edges; lack of RSL

WinACC: Objection to original submission

At the time of writing this report WinACC have not commented on the latest changes to the Design Code. Should further comments be received before Committee an update shall be provided.

Like the City of Winchester Trust WinACC have objected to the corresponding application for the first phase of development and there are many overlaps in their comments that could equally be applied to the design code submission. For clarity a summary of their comments is copied below (unless directly related to Phase1):

"This is a disappointing application for a normal 20th Century estate. The plans do not reflect new thinking about climate change or how to create communities. Despite many intentions of intent to make this a high quality sustainable development, it is not".

Summary of detailed comments below:

- Climate Change – not fully taken into consideration
- Density, alignment and use of space – denser development needed; improved alignment for solar gain required; natural ways to counter overheating not considered

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- The buildings – agree with the “fabric first” principles; accept that the Code for Sustainable Homes level is set by the outline consent but would urge developer to improve level given likely future demands and legislative changes
- Enabling use of renewable power – disappointed that district heating is not provided; increase in PV and solar thermal needed; ability to accommodate wood burning stoves.
- Enabling future use of emerging low carbon technologies
- Convivial, sustainable living – greater emphasis on the way buildings work with the street and open space; affordable housing disproportionately located along the main road; play segregation should be avoided; allotments should be made available early in the phasing; cars to be as unobtrusive as possible; encourage walking and cycling as much as possible
- Low carbon travel – streets should reinforce the message that the area is walkable; confusion over cycle and walking routes in design code and reserved matters and should continue beyond the site

A total of 48 letters of objection have been received for the corresponding detailed planning application. Although the discharge of condition procedure does not require formal public consultation it should be noted that some of the objections on the detailed application are equally relevant to the design code submission and therefore a summary of the comments are provided below (unless directly related to Phase1):

- Object to the diversion of Andover Road through the site causing traffic problems in the immediate and wider highway network; pressure for relief road in future
- Better cycle links and connectivity required
- Traffic speed on Andover Road should be reduced from 50mph particularly due to the likely conflict with construction traffic
- Concerns with traffic modelling exercise and actual traffic generated and impact could be far worse than modelled.
- Round-about should be provided to serve phase 1B.
- Pedestrian link to Worthy Road should never be used for vehicular traffic
- Pedestrian link to Worthy Road should connect to Courtney Road
- Off road cycle scheme should be considered early in development
- Park and ride site should be provided earlier.
- Lack of variation of scale and character of built form
- Poor design that appears to be a standard developer solution
- Poor design of affordable dwellings
- There should be no loss of trees
- Lack of landscaping detail
- Harmful impact due to close proximity and height of new residential dwellings on southern end of phase 1A and lack of planting to overcome overlooking; no solar panels or PV's should face adjoining residents.
- Restrictive covenants should be put in place by Cala Homes to restrict new windows that overlook existing adjoining properties and restrict any new garden structures to be erected

Relevant Planning Policy:

Winchester District Local Plan Review

DP2, DP3, DP4, DP5, DP10, DP12, H3, SF1, SF3, RT16, T2, T3, T4

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Winchester Local Plan Part 1 – Joint Core Strategy

DS1, WT1, WT2, MTRA4, CP1, CP2, CP3, CP6, CP7, CP8, CP10, CP11, CP12, CP13, CP14, CP15, CP16, CP17, CP19, CP21.

National Planning Policy Guidance/Statements:

National Planning Policy Framework – Chapters 4 (promoting sustainable transport); 6 (delivering a wide choice of high quality homes); 7 (requiring good design); 8 (promoting healthy communities); 10 (meeting the challenge of climate changes, flooding and coastal change); 11 (conserving and enhancing the natural environment)

Manual for Streets

Supplementary Planning Guidance

Winchester Parking Strategy – 2009

Hampshire County Council Companion Guide to Manual for Streets – 2010

Planning Considerations

The main assessment is whether the design code submission satisfies the requirements of condition 03 of the outline consent.

The submitted design code is required to meet the objectives of the Design and Access Statement which was approved under the outline consent and set out a number of principles which informed the formulation of the approved master plan and was based upon the underlying policy requirements and vision for the development at Barton Farm as set out in policy WT2 of the LPP1. The vision for the Barton Farm development is as follows:

- *Barton Farm is a neighbourhood of “**order and unity**” reflecting the creation of a new suburb for Winchester, **planned and built as a whole.***
- *Open spaces are designed as a **series of meeting places for all, which vary in character** through a response to context and location.*
- *Buildings enclose and **define** streets and spaces, overlooking and addressing the public realm.*
- *The selective use of housing typologies, materials and external finishes is **restrained** to create “**enclosure, order and cohesion**” within the street scene.*

The following sections shall examine the content of the submitted design code based upon the approved background documents and conclude whether the design code as submitted is acceptable.

Design Code: Overview

The design code is presented in a straight forward and easy to follow format. It contains many drawings (plans, sections, axonometric sketches), tables and a lot of detailed explanation. There are 3 sections:

- Part A explains the background and sets out the underlying design principles that have informed the code set in the context of approved planning policy, the approved master plan, the approved parameter plans and the approved design and access statement.
- Part B explains spatial elements that will be required and focuses on the interface between built form and the public realm.
- Part C sets out standards of detailing that will be required and refers to

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

architecture, building components, materials and the public realm, sports and play, soft landscaping, SUDs and drainage, utilities, sustainability, car parking and cycle parking, secure by design.

The Regulatory Plan sits at the front of the design code (large OA drawing) and sets out in spatial terms the mandatory requirements which must be adhered to in order to achieve the vision for Barton Farm. By referring to the regulatory plan and using the cross reference system it is possible to find quickly the relevant part in the design code that applies to a particular area which should then provide a clear set of requirements that will inform the detailed phase of development. The regulatory plan includes information on the following:

- land uses (residential, extra care facility, mixed uses, self build enterprise units, primary school and expansion land, park and ride, community buildings)
- green infrastructure (10 areas of amenity and open spaces)
- movement and access (design guidance on access points and edge detail to prevent unauthorised parking, a hierarchy of streets, an updated pedestrian and cycle network and the bus route and bus stops)
- edge sections (which establishes the relationship of development parcels where they adjoin streets, open spaces and other parts of the public realm),
- townscape (guidance on the neighbourhood centre, Stoney Lane Square and other key groupings in respect of building heights, typologies)
- Residential layout (this is a large section which provides detailed guidance on how to secure diversity and identity for each character area. It includes many drawings [plans and axonometric sketches], a diverse typologies matrix, parking typologies and boundary typologies)
- Sports and play strategy
- Tree planting strategy
- Technical information relating to the SUDs strategy

There is provision within the outline consent to review the design code prior to the completion of the first 1000 dwellings.

Design Code: Assessment

Following feedback from officer and other interest groups during the application process the developer has updated the design code to reflect the comments. This has mainly involved some minor (but important) changes that assist in improving the content and robustness of the code. Of note is the change made to the Stoney Green roundabout junction which has led to re-siting of the apartment blocks allowing an improved public space and gateway to the main avenue and connection to the adjoining open spaces. The changes also highlight the proposed pedestrian and cycle connections to the City centre and surrounding countryside and introduce bolder aspirational statements in relation to design and sustainability measures for future phases of development.

Following the changes officers are now satisfied with the document. The format and content of the Design code is considered to be comprehensive, legible and user friendly as a stand alone document. It covers all the requirements set out in condition 3. Officers are satisfied that the document will provide clear design guidance to developers and their agents and will secure the vision which has been agreed for Barton Farm to achieve:

- The highest quality of urban design with a strong sense of identity

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- A suburb with a distinct character and an identifiable heart
- A new community with a variety of housing which will accommodate a diverse population
- A low carbon development
- A development which embeds alternatives to the private car including an excellent bus service, and streets and other routes which give priority to pedestrians and cyclists
- A green infrastructure which responds to the landscape character and topography, which increases biodiversity and incorporates sustainable urban drainage,
- A development which will be safe and inclusive and which will integrate and connect with surrounding uses.

Based upon the above conclusions it is considered that the design code is acceptable and will ensure that all subsequent phases of development will achieve a consistently high standard of development that reflects and relates well to each other meeting the original aspirations for the development of Barton Farm. It is therefore recommended that condition 03 of the outline consent is satisfied and can be formally discharged.

Recommendation

Application Permitted

01 That the Design Code be approved pursuant to condition 03 of planning permission 13/01694/FUL.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No:
Case No: 13/02257/REM / W00942/22
Proposal Description: Reserved Matters application for details (layout, scale, appearance and landscaping) of the first phase of development (Phases 1A and 1B) of the Barton Farm site comprising a total of 423 dwellings (200 in phase 1A and 223 in phase 1B) including public open space in pursuance of conditions 05, 11 and 12 of permission 13/01694/FUL (Amended Description)

Address: Barton Farm Andover Road Winchester Hampshire SO22 6AX
Parish, or Ward if within Winchester City: St Barnabas
Applicants Name: Cala Homes (South) Limited
Case Officer: Nick Parker
Date Valid: 30 October 2013
Recommendation: Application Permitted

General Comments

This application is reported to Committee because of the number of objections received and because it is considered by the Head of Development Management to be a significant development, given the strategic nature of development at Barton Farm, which is being recommended for permission.

This application to which the Reserved Matters application refers represents the **first phase** of constructing new housing at the Strategic Development Area known as Barton Farm as allocated of the Winchester District Local Plan Part 1 – Joint Core Strategy.

The Barton Farm site, which is located to the north of Winchester, is designated for residential development for up to 2,000 houses through policy WT2 of the adopted Winchester District Local Plan Part 1 – Joint Core Strategy. The site was granted outline consent by the Secretary of State on 2nd October 2012 ref. 09/02412/OUT and was subject to a number of conditions and two S106 Legal Agreements (WCC and HCC). The outline consent also approved detailed access arrangements to serve the site.

The outline consent has been subject to a Section 73 planning application to vary 3 conditions on the outline permission (ref 13/01694/FUL). This was approved on 15th October 2013 by Committee and has created a new planning permission to which the reserved matters relate.

This application seeks approval of the reserved matters (**layout, appearance, landscaping and scale**) in relation to the first phase of development (Phases 1A and 1B) of the Barton Farm site.

In responding to the various comments following the initial consultation period the developer has submitted amended plans where it was considered necessary to do so and has updated the Design Code and Landscape and Open Space Strategy (LOSS) document required through conditions of the outline consent. The developer has provided a written response to all other matters that explains how the scheme

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

addresses the points raised.

The amendments to the Reserved Matters application were submitted on 20th February 2014 and amount to:

- Revisions to the positions and architectural detail of the apartments and houses at Stoney Green and at the start of the main Avenue to provide more continuity, enclosure, a better entrance from the south into the main avenue and to afford more open views into the dry valley (Public Open Space)
- The provision of additional visitor car parking spaces throughout the first phase of development;
- Small changes have been made to the arrangement of the parking courts;
- Increase in width of the service roads (either side of the main Avenue) to allow more space for passing vehicles and improved visibility splays;
- Increase in size of communal cycle stores;
- General revisions to the pedestrian/cycle route to illustrate connectivity through the site
- Improvements to refuse collection for some plots
- Amendments to the Ecology Mitigation and Enhancement strategy
- Adjustments to the landscape plans
- Revisions to pedestrian and cycle routes to improve connectivity through the site
- Adjustments to garden sizes
- Additional levels' information
- Lined chimneys for wood burners for larger homes
- Increase in the number of terraced dwellings to improve thermal performance and continuity and enclosure
- A small reduction in units overall (2)

Further consultation has been carried out on the amended/updated details and the report and recommendation reflect these changes.

Site Description

The first Reserved Matters site relates to two defined areas of land known as phases 1A and 1B located to the south and north of the larger Barton Farm site allocation respectively. The application comprises the development of a total of 423 dwellings across phase 1A and 1B.

Phase 1A is located to the southern end of the site towards Winchester City, comprises the provision of 200 dwellings and measures approximately 12.09 ha in area. Within this site the land generally falls to the south with the exception of the boundary with the rear gardens at Park Road, where it rises, and where the land falls along the dry valley in an easterly direction towards the raised railway embankment. Phase 1A has a boundary to its south that abuts the rear gardens of properties located along Park Road. The land rises to the boundary and the properties of Park Road are situated on higher ground. A number of trees and other vegetation form the southern boundary. The other boundaries of the site consist of existing agricultural land that will form future phases of development.

Phase 1A would be accessed via the approved two armed junction from Andover Road and Stoney Lane that runs to the west of the application site. For a temporary period, during construction works, access will be provided via a single signalled controlled

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

junction off of Andover Road. The details of the temporary highway works will be the subject of approval by Hampshire County Council through a Section 278 Legal Agreement and are outside of the scope of this application.

Phase 1A also includes land that follows the existing dry valley through to the existing railway line underpass which is to form part of the open space serving the development and includes the footpath/cycle link to the agricultural land beyond the east of the site.

The approved access details for the Stoney Lane junction within the site permitted by the outline consent indicated a standard signalised junction. In order to improve the approach to the development the junction has been re-configured to a three-arm roundabout designed on shared space principles with road markings kept to a minimum and it is intended to have the appearance of an urban square.

Phase 1B is located towards the northern end of the site and comprises the provision of 223 dwellings and measures approximately 13.8 ha in area. The land generally falls towards the north of the site.

Initially access to this phase would be via the approved secondary access onto the existing Andover Road at the point where Andover Road becomes a dual carriageway travelling north. For a temporary period this access will also form the construction access to phase 1B and will involve temporary highway works which would be the subject of approval by Hampshire County Council through a Section 278 Legal Agreement. This phase will also connect with the main avenue which will eventually be served by the new access formed at the Harestock Road/ Wellhouse Lane junction during phase 2 as approved by the outline consent.

Part of this phase would include land that abuts Wellhouse Lane running to the north. The rest of the site would abut existing agricultural land that will form future phases of development.

Proposal

This submission seeks approval of the detailed aspects of the first phase of development (comprising 423 dwellings). In particular approval of its:

- **Layout**
- **Appearance**
- **Landscaping**
- **Scale**

The application is supported with the following plans and details:

- Site layout plans (1:500) (revised Feb 2014)
- Housing typologies (1:100) (revised Feb 2014)
- Parking Strategy (1:500) (revised Feb 2014)
- Tenure Strategy (1:500) (revised Feb 2014)
- Proposed levels details (1:500) (revised Feb 2014)
- Refuse Strategy (1:500) (revised Feb 2014)
- Renewable Energy Strategy (1:500) (revised Feb 2014)
- House types – floor plans, sections and elevations (1:100) (revised Feb 2014)
- Street elevations (1:100) (revised Feb 2014)

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- Detailed hard and soft landscape plans (1:200) (revised Feb/March 2014)
- Tree plans – Tree removal and impact assessment (1:500)
- Transport plans – New Andover Road levels and long sections; Swept path analysis for refuse vehicles; level layout (revised Feb 2014)
- Lighting details
- Stoney Lane modelling report
- Affordable Housing Reserved Matters Strategy (revised Feb/March 2014)
- Code for Sustainable Homes Strategy
- Energy Demand Statement
- Statement on Community Involvement
- Outline Construction Programme
- Updated Ecology Report (revised Jan 2014)
- Design and Access Statement
- Materials Schedule
- Reserved Matters Compliance Statement (revised March 2014)

The first phase of development is split into phase 1A (200 dwellings) and phase 1B (223 dwellings) comprising two separate areas of development towards the southern and northern sections of the overall site. The phases will be linked via a temporary construction route following the alignment of the main Avenue which would also provide access to the new primary school located to the east of the main centre.

Phase 1A is located to the southern end of the site and provides for a total of 200 dwellings. In addition to the new dwellings this phase includes the construction of the southern section of the new tree lined avenue through the development and the provision of a three armed roundabout designed on shared space principles at the new Stoney Lane/Andover Road junction. Vehicular access would be provided via the approved access point from Andover Road.

It is proposed that 75 of the total 200 dwellings in phase 1A would be designated affordable housing (37%) and would be mainly distributed alongside the main avenue and to the north east of the avenue.

In terms of the main landscape features and open space phase 1A shall provide:

- Existing retained trees and bank along Old Andover Walk;
- New tree planting associated with The Avenue;
- Stoney Green open space;
- Winterbourne Meadows open space, including a LEAP play area;
- Footpaths and cycleways connecting to the land east of the railway;
- Cycle path link with Courtney Road to the east beyond the railway; and
- Circular path on the land east of the railway.

Phase 1B is located towards the northern end of the site and consists of a total of 225 dwellings. This phase also includes the construction of the northern section of the new tree lined avenue through the development. Vehicular access would be provided via the approved secondary access point from Andover Road.

It is proposed that 89 of the total 223 dwellings for phase 1B would be designated affordable housing (40%). The distribution of affordable dwellings would be arranged in clusters towards the south west and north east of the main avenue.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

In terms of the main landscape features and open space phase 1B shall provide:

- Existing retained trees along Old Andover Walk;
- New tree planting associated with The Avenue;
- New native tree planting of Well House Woods open space;
- Green fingers extending south into the Site from Well House Woods
- Footpaths and cycleways;
- The pocket park including a LEAP.

The delivery of all the landscape features and open space areas across the phase is secured through the S106 legal agreement associated with the outline consent and requires the laying out and completion of such space within 12 months of the first occupation of the relevant phase.

This submission has been developed in parallel with the Design Code. The application is accompanied with a **Reserved Matters Compliance Statement** that assesses each detail of the reserved matters against the Design Code.

The **Design Code** forms a pattern book that sets out a series of urban design guiding principles and mandatory requirements for all future phases of development to follow. The following key principles set out in the Design Code are of note in relation to the consideration of this reserved matters application:

- **Character areas**
- **Hierarchy of streets**
- **Edge sections**
- **Plot layout rules**
- **Architectural principles**
- **Building components**

There are a total of seven **character areas** identified in the Design Code that are contained within the first phase ranging from urban to rural typologies and these are based upon the character areas established through the Design and Access Statement (DAS) in the outline consent and detailed below. The only area not represented in Phase 1A and 1B is the Local Centre.

- **Suburban** (edges of the Andover Road character area in DAS): Lower density mix of terraced, semi-detached and detached housing with regular gaps between dwellings
- **Formal Urban** (The Andover Road Character Area in DAS): Higher density mix of terraced and semi-detached buildings with landmark elements marking junctions and corners. Uniform and formal buildings lines. Buildings become simpler with cleaner formal lines; greater symmetry and regular openings
- **Avenue** (Main Street Character Area in DAS): A sequence of different character typologies running along the Avenue to provide a graduated response to changing densities and building heights. Constant rhythm of roofline and plot with a range of taller buildings to provide interest
- **Suburban Picturesque** (The middle section of the development taking in the Northern Fringe, Solar Village and Southern Fringe Character Areas in the DAS): Medium density informal layout with curving streets and spaces characterised by natural landscape features
- **Meadow Courts** (the very southern edge of the development. Part of the Southern

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Fringe Character Area in DAS): Lower scale buildings; clustered for a sense of enclosure.

- **Rural Edge** (the rural edge of development): Low Density housing creating an organic edge with large gaps between dwellings. Car barns and individual garages between buildings. Transition between built form and the adjacent countryside.

The Design Code specifies the **street design hierarchy** for the networks of streets of different character and provides cross section drawings and a list of highway and landscape features that make up the typology of the street. It is noted that the Design Code does not fix the alignment of mews or parking courts within any residential parcel.

All street characters are represented in phases 1A and 1B and consist of:

- **The Avenue** –The primary access through the site linking the northern and southern access points. New streets within the site will link to the main route. Its character will change along its length through a difference in edge treatment and degree of enclosure. The avenue is located at the southern and northern sections of the first phase. The main feature will be the avenue of large tree species (London Plane) set within wide grass verges.
- **Neighbourhood Street** – Provides the principal public transport link through the development and has been realigned so that it runs through the residential areas, rather than around the periphery of development. The street follows a similar route to that illustrated at outline stage and connects to the main Avenue in similar locations. In terms of street hierarchy, its proposed location is more appropriate as a key route and it preserves the concept of the overall masterplan. The northern section of the neighbourhood street would be provided in phase 1B.
- **Residential Street** – The residential streets form the secondary routes through the site. Their character varies through the site, with a higher degree of enclosure and minimal set back in the “formal urban” character area with gradually decreasing enclosure and larger set backs in the “suburban” and “suburban picturesque” character area and along the “meadow courts”. Phase 1A has one Residential Street running along the northern edge and Phase 1B has a Residential Street running along the northern edge which will provide vehicular access from Andover Road.
- **Lanes** – Provide direct access to dwellings and connect to the primary and secondary routes across the site. Lanes are provided in both areas 1A and 1B of this phase of development.
- **Green Lanes** – A variant of the lanes but are narrower and located along edges fronting open green edges of the development. Green lanes are provided in this phase of development, although it is proposed to substitute these with the lane typology in the “meadow courts” within phase 1A in order to accommodate better traffic flows.

The Design Code also specifies “**edge conditions**” for edges to development parcels fronting open space. The Design Code provides sections which illustrate how different edges will be treated around the development. The Regulatory Plan defines the following edge treatments for land within Phase 1A and 1B:

- **Well House Woods Edge** (in Phase 1B, on northern edge)
- **Parkland Edge 1** (in Phase 1B, on northern edge)
- **Pocket Park Edge** (in Phase 1B, to the north of pocket park)
- **Meadows Edge 2** (in Phase 1A around Dry Valley)

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- **Green Finger edges** (in Phase 1A and 1B)

Generally all the key elements of each “edge condition” have been incorporated into the layout and reserved matters detail of Phase 1A and 1B. These include minimum setback thresholds, boundary typologies, street design and character, landscape buffer and open space. Where this is not the case then the application provides justification for the departure.

Plot layout rules - The Design Code document specifies ten layout rules which must be followed in all reserved matters submissions. These include:

- Building orientation will relate to routes and space
- Building alignment will be coherent
- Continuity and Enclosure will be achieved
- Routes and spaces will be addressed by active frontages
- Corners and plots sides will be positively resolved
- Groupings will form components of the layout
- Privacy will be maintained
- Connections and permeability will be integrated throughout the layout
- Visual Stops will be established
- Car Parking will have minimal visual impact

Architectural principles - The Design Code specifies ten architectural principles with which all the reserved matters must comply including:

- Recognisable form
- Silhouette
- Landmark
- Aspect and orientation
- Animate frontages addressing the public realm
- Express individuality of linked and terraced properties
- Celebrate entrances
- Honesty
- Create order and unity
- Responding to slope

Building components - The Design Code specifies a set of rules for building components, which must be adhered to including:

- Roof eaves and verges
- Windows and doors
- Porches
- Chimneys and vents
- Rainwater goods

The Design Code provides a **SUDS and drainage strategy** for the Barton Farm development. In accordance with the principles set out in the DAS, the Design Code proposes the following drainage solutions:

- Possible swales along Green Fingers
- Areas of permeable paving
- Filter drains
- Infiltrations basins

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

The Phase 1A and 1B Landscape General Arrangement Plans identify the broad extent and location of the swales and infiltration basins proposed within the areas of open space. The detailed design of these features is subject to technical review and design and can be secured through conditions.

The Design Code is to be read in conjunction with the LOSS document (Landscape and Open Space Strategy) subject to condition 16 of the outline consent. The LOSS document focuses on long term design objectives, delivery and aftercare of the public realm.

Relevant Planning History

13/01694/FUL - (AMENDED DESCRIPTION) Variation of Conditions to permitted permission-09/02412/OUT; Condition 3; Variation to enable design codes to be submitted at the same time as the first reserved matters submission, Condition 30; Size of individual A Class uses within the local centre-requires variation following feedback from potential operators and Condition 33; Scheme to secure the provision of a medical centre-flexibility in the type and scale of medical facilities following feedback from local medical providers. Permission granted 15th October 2013.

09/02412/OUT - Development of approximately 93.1 hectares of land at Barton Farm to the east of Andover Road, Winchester to provide 2000 dwellings and associated infrastructure. Granted consent by the Secretary of State on 2nd October 2012.

04/00289/OUT - 2,000 dwellings and supporting infrastructure. The application was the subject of a non-determination appeal in September 2004. The appeal was dismissed in February 2006 by the Secretary of State.

Consultations

WCC Urban Design Officer: No objection subject to conditions.

“It is clear to me that these phases have been well designed and will produce quality developments. They exhibit good townscape quality which will have a distinct character and identity. They will set high urban design standards for subsequent phases of development. A materials’ schedule has been submitted which is acceptable.

Overall I consider that the reserve matters applications are acceptable in urban design terms.

I recommend the following conditions be attached to reserved matters approval:

- 1:20 scale fully annotated plans, elevations and sections of architectural details (condition 01)
- Sample panel of external materials (condition 02)
- Removal of permitted development rights in relation to certain types of development (condition 03)
- Details of utility buildings (condition 04)”

WCC Head of Landscape: No objection subject to conditions.

“The drawings provide a detailed and comprehensive scheme for the public realm which

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

are generally in accordance with the Design Code and LOSS document. Proposals fulfil the main aspiration to raise standards and ensure the development responds positively to its context and the special character of Winchester and its setting”.

Conditions should secure the following:

- Tree protection during construction works (condition 05)
- Samples of materials to be used in public realm (condition 02)
- Hard and soft landscaping details; implementation and management plan (conditions 06, 07, 08 and 09)
- Hard and soft boundary treatment (condition 10)
- Site levels (condition 11)

HCC Highways Authority: No objection subject to a Construction Management Plan and S278 agreement for detailed matters relating to the adoption of the roads.

The principle of the proposed layout is generally acceptable. There are some matters of design detail that will need to be approved through the technical design checks and these should be secured through a suitably worded condition attached to the planning permission and I understand that the planning authority has agreed to this approach (condition 12).

The Highways Authority accept the principle of the new Stoney Lane Roundabout and its urban design benefits. These benefits should be weighed up against the additional queuing that may result when compared to the approved signalised junction.

(NB. A condition requiring a Construction Management Plan exists on the outline consent (condition 13) and is relevant for all subsequent phases of development. Therefore it is not considered necessary to repeat).

WCC Engineers: Highways: Original concerns have been overcome through the amended plans.

“With regard to the layout of the estate roads beyond the New Andover Road, I can confirm that the parking arrangements are now satisfactory. The access roads have been designed to allow for some on street car parking in strategic locations which can now accommodate the parking demands of visitors and short term car parking.

I had also previously raised concerns regarding refuse collection points, and the swept paths of service vehicles and their ability to manoeuvre within the site without encroaching onto footways and verges.

The revised drawings have now demonstrated that this issue has been overcome. I can therefore confirm that I now raise no objections to the details submitted for Phases 1A and 1B of this proposal”.

Sustainability Officer: No objection – the proposals conform with the sustainability requirements as set out in the outline consent (condition 16).

WCC Head of Historic Environment (Archaeology): No objection subject to condition securing a programme of archaeological investigation and recording, as per the Outline

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Consent (condition 25 of 09/02412/OUT).

WCC Engineers: Drainage: No objection

WCC Head of Environment: No objection subject to adherence to the noise mitigation measures set out in the submitted acoustic report (condition 14).

Specifically it will be necessary to ensure that all properties identified as falling within NEC cat B and C are provided with the scheme of mitigation measure detailed within this report with particular reference to “higher than standard” glazing for NEC C premises and Mechanical Ventilation Heat Recovery for all NEC B and C premises (noise rated to an L_{Aeq} of 30 dB for living rooms and 25dB for bedrooms).

Head of Strategic Housing: No objection

Following amendments satisfied with the numbers, layout, distribution, mix and type of affordable homes proposed in Phase 1A and 1B.

HCC Ecology: No objections subject to further details being secured through conditions relating to lighting (condition 13), landscaping details and maintenance (conditions 6, 7, 8 and 9) all of which are required to conform to the submitted ecology report.

HCC Drainage (SUDS): No objections

Environment Agency: No objection subject to condition ensuring details for the surface water drainage for each parcel are provided (condition 15).

Southern Water: No further comments to make on detailed scheme.

Natural England: No objection

Hampshire Police: Comment

Advice provided in relation to security of parking courtyards and garage positions.

Representations:

City of Winchester Trust: Objection to original submission

At the time of writing this report the Trust have not commented on the latest changes. Should further comments be received before Committee an update shall be provided.

“The Trust is still convinced that the diversion of the Andover Road is a serious error as it will mix through traffic with local traffic, cycling and pedestrian routes and expose residents to pollution and noise. The resulting delays to through traffic may lead to drivers seeking alternative routes into Winchester. The Trust therefore OBJECTS to this aspect of the development”.

“If, as claimed in the Design & Access Statement, Phase 1 sets a benchmark for this future sustainable suburb of Winchester, it is important for it to be right from the outset. In

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

the available time it has been impossible for the Panel to study the drawings in sufficient detail to address all the relevant issues, so that further comments will be submitted separately by the Trust's Policy Group".

Further comments on original submission submitted on 14th January 2014:

"Overall, we consider that there is much to commend about the proposals, including the level of public consultation in which we have been involved as part of the 2020 Group. However, we feel that there are elements of the brief that have hindered the realisation of its good intent. As we have said from the start (and described in our Strategic Vision of 2001) it is not possible to create an urban extension - as opposed to another land-hungry suburb - at this density and without more emphasis on residents' access to the central areas of the City. We believe that this is very unfortunate now that the need for all aspects of sustainability are increasingly pressing. The layout and high proportion of detached housing cannot give priority to cycle and pedestrian movement rather than the car, nor give sufficient priority to the use of renewable energy in a development likely to be in use well into the 22nd century. Moreover, we believe that this approach would have resulted in an extension of the City with far greater character".

Summary of detailed comments below:

- Landscape – development layout not truly following the topography of the site
- Layout – lack of connectivity within site and to surrounding area including city centre
- Play and Open spaces – challenges play space configuration and question need for MUGA
- Role of existing Andover Road – question design principles, role and function
- Affordable Housing – question mix; comparative floor areas; concentration along Andover Road and lacking along rural edges; lack of RSL
- Detailed comments on Phase 1A and 1B
 - The northern approach – weak built urban edge facing Playing Fields and should provide taller continuous built frontage
 - The Avenue – visually poor width to height ratio
 - Stoney Lane Square – General criticism in relation to its visual affect and function; surrounding buildings (siting and architecture) do not reflect the importance of the square
 - Stoney Green – no purpose; should be redesigned in conjunction with Stoney Lane Sq.
 - Southern approach – Similar role to play as the northern approach; unresolved area between junction of old and new road
 - Housing on southern boundary – Plots 169, 175, 176, 184, 185, 186, 199 and 202 set within rising ground to the rear causing sunlight issues; lack of connectivity
 - Southern entrance – buildings on east side form a weak introduction to the site and setting for Stoney green; increase height and density which would assist in the justification remove properties along southern boundary
 - Size of gardens – plots 376-381 very small
 - Generally happy with content of Design Code regarding materials and details for house designs and allows for strong architectural character with variation at selected points of interest
 - Boundary treatments – Not traditionally Winchester (should be sloping and

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- not stepping down slopes)
- Earth works – concern over levels and degree of retaining walls required
- Open watercourses – design of culverts will be important
- Parking courts – question double parking bays
- Location of cycle stores

WinACC: Objection to original submission

At the time of writing this report WinACC have not commented on the latest changes. Should further comments be received before Committee an update shall be provided.

“This is a disappointing application for a normal 20th Century estate. The plans do not reflect new thinking about climate change or how to create communities. Despite many intentions of intent to make this a high quality sustainable development, it is not”.

Summary of detailed comments below:

- Climate Change – not fully taken into consideration
- Density, alignment and use of space – denser development needed; improved alignment for solar gain required; natural ways to counter overheating not considered
- The buildings – agree with the “fabric first” principles; accept that the Code for Sustainable Homes level is set by the outline consent but would urge developer to improve level given likely future demands and legislative changes
- Enabling use of renewable power – disappointed that district heating is not provided; increase in PV and solar thermal needed; ability to accommodate wood burning stoves.
- Enabling future use of emerging low carbon technologies
- Convivial, sustainable living – greater emphasis on the way buildings work with the street and open space; affordable housing disproportionately located along the main road; play segregation should be avoided; allotments should be made available early in the phasing; cars to be as unobtrusive as possible; encourage walking and cycling as much as possible
- Low carbon travel – streets should reinforce the message that the area is walkable; confusion over cycle and walking routes in design code and reserved matters and should continue beyond the site

49 letters received objecting to the application for the following reasons:

- Object to the diversion of Andover Road through the site causing traffic problems in the immediate and wider highway network; pressure for relief road in future; additional air pollution
- Better cycle links and connectivity required
- Concerns over the temporary signalled access proposed to serve phase 1B – opposite number of properties along Andover Road resulting in traffic, noise and pollution; Over engineered for a temporary solution and results in loss of trees; Poor consultation for changes; Alternative arrangements causing far less disturbance should be considered first.
- Traffic speed on Andover Road should be reduced from 50mph particularly due to the likely conflict with construction traffic

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- Concerns with traffic modelling exercise and actual traffic generated and impact could be far worse than modelled.
- Round-about should be provided to serve phase 1B.
- Pedestrian link to Worthy Road should never be used for vehicular traffic
- Pedestrian link to Worthy Road should connect to Courtney Road
- Off road cycle scheme should be considered early in development
- Park and ride site should be provided earlier.
- Lack of variation of scale and character of built form
- Poor design that appears to be a standard developer solution
- Poor design of affordable dwellings
- There should be no loss of trees
- Lack of landscaping detail
- Harmful impact due to close proximity and height of new residential dwellings on southern end of phase 1A and lack of planting to overcome overlooking; no solar panels or PV's should face adjoining residents.
- Restrictive covenants should be put in place by Cala Homes to restrict new windows that overlook existing adjoining properties and restrict any new garden structures to be erected

It is noted that a number of the objections also referred to the high quality of the development proposed.

Relevant Planning Policy:

Winchester District Local Plan Review

DP2, DP3, DP4, DP5, DP10, DP12, SF1, SF3, RT16, T2, T3, T4

Winchester Local Plan Part 1 – Joint Core Strategy

DS1, WT1, WT2, CP1, CP2, CP3, CP6, CP7, CP8, CP10, CP11, CP12, CP13, CP14, CP15, CP16, CP17, CP19, CP20, CP21.

National Planning Policy Guidance/Statements:

National Planning Policy Framework – Chapters 4 (promoting sustainable transport); 6 (delivering a wide choice of high quality homes); 7 (requiring good design); 8 (promoting healthy communities); 10 (meeting the challenge of climate changes, flooding and coastal change); 11 (conserving and enhancing the natural environment)

Manual for Streets

Supplementary Planning Guidance

Winchester Parking Strategy – 2009

Hampshire County Council Companion Guide to Manual for Streets – 2010

Planning Considerations

The main planning considerations relate to whether the proposed development as submitted for both phases 1A and 1B give rise to a form of development appropriate in relation to:

- **Layout**

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- **Appearance**
- **Landscaping**
- **Scale**

(based upon the criteria set out in submitted Design Code).

Clarification shall also be provided on matters that relate to the whole of phase 1 including:

- **Density**
- **Connectivity and ease of movement**
- **Affordable housing**
- **Housing mix**
- **Residential amenity**
- **Drainage and flooding**
- **Highways and parking**
- **Sustainability**
- **Ecology**

The application is supported with a **Reserved Matters Compliance Statement** which assesses the details of the scheme and concludes that the proposals are in substantial accordance with the principles and objectives in the outline permission, DAS and Design Code. The statement recognises that where minor variations or departures occur (code breakers) these are incorporated to enhance the cohesiveness and quality of the public realm and to help establish a strong sense of place.

Principle of development

Outline consent was granted by the SoS in October 2012 for the development of up to 2,000 dwellings and associated infrastructure at land comprising Barton Farm. The site is now designated for 2,000 dwellings in the Local Plan Part 1 under policy WT2 and at the time of the appeal was designated under policy MDA2 of the 2006 Local Plan as a Strategic Reserve Site for 2,000 houses. The outline consent has been subsequently amended through permission 13/01694/FUL which involved the variation of 3 conditions and was granted permission by the Planning Committee in October 2013.

The Outline consent included approval of the access arrangements for the development site including the re-routing of vehicular traffic from the existing Andover Road through the site by the provision of a newly designed road. Details of the new road for the southern and northern section have been submitted in association with Phase 1A and 1B.

The approved access arrangements also fixed the position and configuration of the access points for the site including the Harestock Road/Andover Road North/Wellhouse Lane junction towards the north of the site; the 2 armed junction at the south of the site linking Andover Road and Stoney Lane to the development site. A further secondary access point was approved towards the north of the site from Andover Road North.

The outline consent was supported by a comprehensive Environmental Statement, a Design and Access Statement, a Master Plan and a suite of strategic plans. All of which are required to be substantially followed through any subsequent detailed planning application through conditions 01 and 02 of the outline consent. The approved plans

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

include:

- Master Plan;
- Land Use Parameters Plan;
- Design and Access Statement;
- Detailed access plans
- Developable areas plan
- Residential Density Plan;
- Indicative Building Height Plan;
- Phasing Plan
- Environmental Infrastructure Plan;
- Biodiversity Management Plan for Land to the East of the Railway Line;
- Park and ride light indicative layout plan

The Outline consent is tied to two S106 legal agreements (WCC and HCC) that secure a number of matters including:

- 40% affordable housing (between 35% and 45% in each phase in accordance with the Affordable Housing Reserved Matters Strategy)
- Landscape and Open Space provision, long term ownership and management in accordance with the LOSS document – Provision and completion within 12 months of the occupation of the 1st dwelling of the relevant phase.
- Provision of a Primary School and associated connections
- Community Centre and worker
- Medical provision
- Park and Ride light
- Off site highway works
- Travel Plan and co-ordinator – for primary school, retail and residential
- Car club scheme
- Travel vouchers of up to £300,000
- Construction Routing Management Plan
- Public access across site including public route through to land to the east of the railway line
- Financial contributions towards
 - Public Open Space maintenance
 - Primary and Secondary Education
 - Highways - First City Access (£100,000), First Eastern Access (£100,000) First Western Access (£120,000) and First Non Motorised User (£170,500); Second City Access (£100,000), Second Eastern Access (£100,000) Second Western Access (£120,000) and Second Non Motorised User (£170,500)
 - Bus subsidy of £1,271,288 linked to house occupation
 - Cultural facilities (£50,000 for Discovery Centre)

The Outline consent also required a number of detailed matters to be secured through conditions with the main conditions set out below:

- Design Codes (condition 03)
- Construction Management (condition 13)
- Ecological Amenity Land (condition 15)
- Landscape and Open Space Strategy (condition 16)
- Tree Protection (condition 17)

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

- Ecology (condition 18)
- Drainage and Flooding (conditions 19, 20 and 21)
- Contamination (conditions 22, 23, 24)
- Archaeology (condition 25)
- Sustainability (conditions 26, 27, 28)
- Commercial Uses (conditions 29, 30, 31, 32)
- Community Uses – medical centre and pre-school nursery (conditions 33, 34 and 35)
- Park and Ride Provision (condition 36)
- Noise (conditions 37, 38 and 39)
- Highways and Parking (conditions 41, 42 and 43)

Most of these matters are under discussion with the developer and fall outside the scope of this Reserved Matters planning application.

Matters such as need for the housing, the development of this site for housing and the detailed access arrangements are not therefore material for consideration in the reserved matters assessment.

In conclusion the principle of the residential development of Barton Farm has been established for the long term through its allocation in the 2006 Adopted Local Plan and subsequently through policy WT2 of the LPP1. The site benefits from outline planning consent granted by the SoS in 2012 which approved the principle of housing development of up to 2,000 dwellings and the access arrangements.

Overview of Reserved Matters submission

A comprehensive Design Code (in accordance with condition 03 of the outline consent) has been produced following extensive discussion and meetings between stakeholders, statutory and non-statutory consultees, developer's agents and design team. The detailed Design Code sets out guiding principles and mandatory requirements which should assure a high standard of design throughout the development. The Design Code accords with the design principles as set out in the approved Master Plan and Design and Access Statement associated with the outline consent.

The proposed land use of phase 1A and 1B is predominantly residential which accords with the land use parameters plan approved under the outline consent. The approved master plan sets out an indicative layout of streets, spaces and development parcels and the design code regulatory plan (which sets out the pattern for development of the site as a whole) is in substantial accordance with the approved master plan.

The submission for Phases 1A and 1B is very detailed and includes information on the layout, public open space, house types, elevations (including street scenes), materials, parking, external levels, how the refuse will be dealt with, where solar panels will be positioned on roofs so that they are not intrusive from the public realm, the disposition of private and affordable housing and much more.

The developer has identified some minor variations in both phases to public realm for parkland and green fingers edge sections in the Design Code. The Compliance

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Statement and the Compliance Checklist explain the reasons for the variation. There are no concerns regarding the variation to parkland edge which involves setting back plots 203, 204 and 205 from the footpath of a distance greater than 5.5m providing an enhancement to the space. The amendments for green fingers involve substituting the provision of Green Lanes with Lanes which would create a more urban character as a higher proportion of hard surface area is proposed. Although this is not considered unacceptable in principle, further information has been provided regarding ways to soften any visual impact and to retain semi-rural character, such as the reduction in the width of the vehicular access lane and width of garage drives and sensitive use of permeable hard surface materials including edges to paved areas.

Phase 1A – Layout, Appearance, Landscaping and Scale

Phase 1A is at the southern end of the development and proposes a layout and form of development that makes a very satisfactory connection with Andover Road, which is identified by a strategically important green space (Stoney Green) that currently lies adjacent to the existing road but will, upon completion, become an attractive area of open space and form an integrated part of Old Andover Walk. Stoney Green will be semi-enclosed by new housing, provides an attractive entrance to the Barton Farm development and leads to a new square which is a new junction with the main Avenue and Stoney Lane. Through amended plans the position and design of the apartment buildings facing the square have been reconfigured and the properties to the north of Stoney Green are now shown as a continuous terrace. These changes provide improved enclosure and mark an important entrance into the main Avenue. Furthermore the re-positioning of the apartment buildings has allowed the public open space associated with Winterbourne Meadows (an extensive area of POS incorporating a naturally draining swale situated on the dry valley) to be opened up at its head and improves the visual and physical connection to the public open space at Stoney Green. Winterbourne Meadows will also have a dedicated LEAP (play area) provided which will be set within a series of mounds with no formal boundary treatment to reflect its natural surroundings.

The Stoney Lane roundabout/square - The approved plans for the junction of the New Andover Road with Stoney Lane show a standard signalised junction and bus lane priority. The junction is one of the key arrival spaces into the development and whilst adequate in highway design terms, the approved signalised junction was not considered (by both the developer and Winchester City Council) to provide an appropriate first impression of the development. Consequently, the junction has been re-configured to a three-arm roundabout. The roundabout has been designed on shared space principles with road markings and signage kept to a minimum. The roundabout is situated within a 'square' with pedestrian and cycle crossings located on each arm of the roundabout, which will be depicted through the use of materials to highlight crossing locations. In townscape terms the design approach to the junction is a substantial improvement on the approved signalised junction that was designed to meet the needs of the traffic and not pedestrians or cyclists. The square achieves a more harmonious relationship with pedestrians, cyclists and traffic and has major benefits to the overall appearance and function of the new development in this important location.

The developer's transport consultants have prepared a technical note on the proposed Stoney Green Square and this is included in this reserved matters submission. The technical note concludes that the proposed arrangement can safely and conveniently accommodate the anticipated traffic flows.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Having assessed the new configuration of the Stoney Lane Roundabout the Highways Authority have had regard to the approved signalised junction and have used this as a base to compare the two schemes. The Highways Authority have accepted that the roundabout scheme would generally operate well outside of the peak periods and that the most severe forecast journey times are predicted for a half hour period in the AM Peak, which may be mitigated if drivers adjust their travel patterns to avoid this period.

It is recognised that the additional queuing is mainly due to the priority a roundabout configuration gives to traffic travelling from Stoney Lane through to the City that would have been controlled through the approved signalised junction. This will be of benefit to traffic travelling from Stoney Lane through to the City but at the expense of traffic travelling down along the new main Avenue when compared to the signalised junction. It is recognised that the type of queuing experienced at a roundabout is different to queuing at a signalised junction, generally with more movement and less stationary traffic (particularly in the case of this shared space design).

The concerns of the Highways Authority are noted; so too is their recognition of the urban design benefits that the new roundabout provides for this key entrance into the development and that they support the principle of this approach. On balance it is considered that the townscape benefits associated with the new roundabout, when compared to the highly engineered signalised junction, outweigh the concerns expressed with regard to the increased queuing during the peak AM ½ hour. In reaching this conclusion it is acknowledged that the approved and proposed junctions will operate in different ways and some travellers will benefit from the change in priority such as the pedestrians and cyclists that will gain significantly from the change in design.

For a temporary period during the marketing of the new development (up to 10 years) it is intended to use some of the space associated with the apartment building containing units 100 -108 as a marketing suite. It is also intended to provide a temporary car park for customers to be accessed from the Stoney Lane junction (increasing the junction from three arms to four arms for a temporary period). This area of land is shown as amenity space in the proposed long term plans and it is intended to revert to amenity space once sales have been completed. The Stoney Lane junction has been modelled as a four arm junction in highway capacity terms and the Highways Authority have no objection to the temporary provision of a fourth arm to accommodate the sales car parking area during a temporary period. A condition is recommended (condition 17) to ensure the reversion back to amenity space is provided.

Courtyard Mews: The development to the south of the open space consists of larger detached properties, termed “courtyard mews”, which provide an appropriate transition to the lower density development in Park Road. Local landscape ‘doorstep’ spaces are proposed within the courtyard mews at the southern end of the phase 1A development. They will be planted with a large tree and provide opportunities for informal amenity use and supervised toddlers play with detail to include tree planting, grassed areas and benches, minimum area 200sqm in accordance with the Regulatory Plan. Advanced planting (implemented at the first available planting season on the legal release of the land to the developer) is proposed along the southern boundary of the site bounding the properties of Park Road and also within the new Stoney Green as set out in the LOSS document.

In terms of scale the outline consent (through the DAS) outlined the principles for building

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

heights across the site. The Design Code follows the principles of the outline consent with the tallest buildings (up to four storeys) shown in the local centre. Three storey buildings are indicated along the whole length of the main Avenue in order to create a sense of enclosure around the main public space. The remainder of the development is shown as two and a half storeys. As an exception to these general building heights, the Design Code advocates the use of taller “marker” buildings at terminating points of key views and vistas.

In terms of Phase 1A three storey buildings front onto the main street and in key locations and the remainder are between two and two and a half storeys. The building heights for Phases 1A accord with the design code and are acceptable.

Based upon the above assessment the layout, appearance, landscape and scale of the development of Phase 1A is well considered and accords with the requirements and principles set out in the Design Code. In terms of finer architectural details, materials and detailed landscape matters it is considered appropriate to attach further conditions to secure these matters as set out in the consultation responses.

Phase 1B – Layout, Appearance, Landscaping and Scale

Phase 1B is at the northern end of the Barton Farm site and will be the first development you will see and experience when you enter the city from the north. It includes part of the main Avenue and main entrance for the development from the north which passes alongside the proposed Park and Ride site and the Recreation Ground, a main area of green space to provide formal sports pitches as well as strategically important transitional space between the development and open countryside to the north (both areas to be implemented as part of phase 2B).

Phase 1B includes development which will frame and overlook the new playing fields, at the north of the site and properties which are adjacent to Well House Woods, which is a significant stretch of new planting along the south side of Well House Lane forming the northern boundary of the site with the countryside beyond. The planting will form the advance structure planting for Phase 1B as set out in the LOSS document. Well House Woods comprises a series of native woodland planting belts that form an integral part of the green infrastructure within the site and provide visual cohesiveness between the development and the wider landscape setting. Sustainable Urban Drainage (SUDs) features within this main area include two infiltration basins to capture and slow down surface run-off from grassed swales on slopes north of the Ridge. A dedicated footpath and cycle route provides a connection with the development and adjoining area, including Henry Beaufort School (exact delineation of route and materials subject to condition detail). Properties along this edge are at a lower density and are formed by detached and semi-detached dwellings with space between.

Phase 1B also includes the initial stretch of the main Avenue where the character of development is not dissimilar to that at the southern end in Phase 1A in terms of density, scale, architectural language and street features such as the swales and the tree lined avenue. Other open spaces in this phase include local landscape ‘doorstep’ spaces within the ‘green fingers’ area (refer to comments for phase 1A) and a pocket park with a play area (LEAP). The LEAP is in accordance with the Regulatory Plan of the design code and measures over 400 sqm in size and at least 20m away from the nearest habitable room, in accordance with best practice. To reflect its location it is intended to be set within a more formal park area, where the park itself will be defined by the

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

combination of fencing and hedging, but the play area within the park will not be fenced. The detailed design of the play areas is to be carried-out following a design competition with a local school and new residents.

In terms of scale three storey buildings front onto the main street and in key locations and the remainder are between two and two and a half storeys. The building heights for Phases 1B accord with the design code and are acceptable.

Based upon the above assessment the layout, appearance, landscape and scale of the development of Phase 1B is well considered and accords with the requirements and principles set out in the Design Code. In terms of finer architectural details, materials and detailed landscape matters it is considered appropriate to attach further conditions to secure these matters as set out in the consultation responses.

Matters covering both Phases 1A and 1B

Density

In terms of residential density condition 01 of the outline consent requires that the development be built out at an average of 38.5 dwellings per hectare. The approved DAS provides a broad indication of how the density of the development will vary across the site whilst still achieving the overall 38.5 dw/ha across the whole site. For the areas covered by Phases 1A and 1B the approved DAS indicated that the density would range between 20-50 dw/ha, with densities between 40-50 along the main Avenue and the lowest densities of 20-30 dw/ha located closer to the southern and northern boundaries.

The average density of Phase 1A is 31 dw/ha and for Phase B this amounts to 32 dw/ha. Whilst these densities fall below the required average for the site as a whole, they remain within the ranges quoted within the approved DAS. It is anticipated that later phases of development will include higher densities that will contribute to raising the overall average density across the site.

Connectivity and ease of movement

The layout has followed the principle of maximising connectivity and ease of movement throughout the site with the use of shared surfaces where appropriate and a considered approach to the layout and hierarchy of streets. All streets in this phase of development, including the main Avenue, are to be designed based upon Manual for Streets principles and provide high levels of vehicular, pedestrian and cycle connectivity between the east and west, north and south of the site and links to the neighbouring communities, the city centre and surrounding countryside Rights of Way network.

The scheme has been amended to provide greater emphasis on pedestrian and cycle connections to ensure better integration with neighbouring uses. The changes include dedicated footpaths through Stoney Green and through the southern part of the site, an additional route through the tree lined ridge, clarity provided on the circular leisure route around the site, east west connections clearly meeting the new Andover Walk route, new footpaths introduced to follow natural desire lines and increased connectivity through the public open spaces and play areas.

The layout of the circulation network has been carefully considered in terms of how it fits with desire lines but it is recognised by the developer that not all of these may have been

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

identified at this stage. Therefore the developer has agreed (through the LOSS document) that following the completion of the last phase of development, a review of the movement network shall be carried out to determine whether any desire lines should be formally implemented.

The only streets which do not provide a through-connection are the courtyard mews located on the southern fringe and this is considered appropriate. The southern fringe is shown as culs-de sac on both the Masterplan and Regulatory Plan and this arrangement was designed so as to reflect the lower density development adjacent at Park Road. The detailed design has interpreted this principle by allowing for larger properties within more substantial plots set within a series of "courts" backing on to the southern fringe. The reserved matters have been designed to comply with the access and general street arrangement set out in the Regulatory Plan and is acceptable.

Footpath link on Land East of the Railway: The S106 legal agreement requires the construction of a public footpath on the amenity land east of the railway line, prior to the occupation of 250 dwellings and therefore will be delivered in the first phase of development. The reserved matters submission includes the public footpath linking the site to the amenity land through the railway tunnel and providing a link to the Worthy Road behind the rear gardens of the properties fronting Courtney Road and Colley Close which accords with the outline consent. However through further public consultation with residents a clear preference has emerged for the provision of a direct connection to Courtney Road and this is currently being considered by the developer. In terms of detail the route will accommodate a combined cycle and pedestrian route based on the existing path and will remain unlit.

Based upon the above assessment it is considered that the first phase of development comprises an integrated and ordered network of streets and connections that will allow good ease of movement through the scheme for residents and others passing through. Beyond the site careful consideration has been given to opportunities that align the streets and combined cycle/footways with existing routes allowing easier connections with the surrounding neighbourhoods, city centre and countryside beyond, thereby providing the opportunity for improved integration of the new development with neighbouring uses and other destinations.

Affordable Housing

The total amount of affordable housing is secured through the S106 legal agreement for the outline consent which required not less than 40% of the total number of housing units within the development to be affordable housing (para 3.1 of the WCC S106). Paragraph 3.4 requires between 35% and 45% of the total number of housing units within each phase to be affordable housing units.

Phase 1A provides 75 of the total 200 dwellings as designated affordable housing (37%). Phase 1B provides 89 of the total 223 dwellings as designated affordable housing (40%). This complies with the proportion of affordable housing units required through the S106 legal agreement.

The distribution of affordable housing in Phase 1A would be mainly distributed alongside the main avenue and to the north east of the avenue. Within Phase 1B the affordable housing would be arranged in clusters towards the south west and north east of the main

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

avenue in Phase 1B. The distribution of affordable housing should also be considered in the context of the wider development and therefore it will be expected that future phases integrate well with existing phases, thereby creating a good distribution and mix of tenures.

The affordable housing tenure mix defined in the S106 legal agreement for the whole development is 66% social rented housing and 34% intermediate affordable housing or as agreed by the Council. The tenure mix of affordable housing in Phase 1A and 1B is as follows:

- Phase 1A: Social rented 57%; intermediate affordable housing 43%
- Phase 1B: Social rented 67%; intermediate affordable housing 33%

It will be expected that future phases will address the balance of tenure to comply with the S106 requirement.

The appearance and detailing of the units across this phase have been designed so as to be indistinguishable to the other tenures.

The Council's Head of Housing has reviewed the first phase of development and is satisfied with the proposed affordable housing mix, design, distribution and sizes. On this basis it is considered that the provision of affordable housing is acceptable for this phase of development and accords with the requirements of the S106 of the approved outline consent.

Housing Mix

At the time of the determination of the outline application, saved policy H.7 of the adopted Plan was still relevant and required 50% of all dwellings to be 1 and 2 beds. The indicative list put forward at the time comprised 40% of all dwellings to be 1 and 2 beds and this was considered acceptable.

Significantly this policy has now been formally superseded by the adoption of the LPP1. Policy CP2 confirms that development should meet a range of dwelling types, tenures and sizes, as appropriate to the site size, location and characteristics and is based upon a more up to date assessment on housing needs. The majority of homes are advised to be in the form of 2 and 3 bed houses, unless circumstances indicate an alternative approach.

Phase 1A provides 51% 2 and 3 bed properties:

Type	Unit Total	Bedroom Total
Apartments: 1B2P	8	8
Apartments: 2B3P	16	32
Apartments: 2B4P	18	36
Fog: 2B4P	2	4
2 Bed House	22	44
3 Bed House	44	132
4 Bed House	77	308
5 Bed House	13	65
TOTAL UNITS PHASE 1A	200	629

Phase 1B provides 67% 2 and 3 bed properties:

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Type	Unit Total	Bedroom Total
Apartments: 1B2P	8	8
Apartments: 2B3P	22	44
Apartments: 2B4P	12	24
Fog: 2B4P	1	2
2 Bed House	40	80
3 Bed House	75	225
4 Bed House	56	224
5 Bed House	9	45
TOTAL UNITS PHASE 1B	223	652

Furthermore it is considered that a good range of property sizes are proposed across the phase which should meet the need of a wide range of the population and meets the requirements of policy CP2 of the adopted LPP1.

Residential amenity

In terms of proposed buildings in both Phase 1A and 1B a refined range of housing sizes and typologies are proposed with associated garden sizes provided proportionate to the size and location of the property. For instance the larger properties shown within the Meadow Courts area within Phase 1A and the larger properties facing Well House Woods in Phase 1B are more suburban in typology have larger garden amenity spaces that reflect the property size and location. Whereas the town houses located alongside the main Avenue are more urban in typology and the amenity spaces are smaller but still commensurate with the house typology and location. Careful attention has been paid to privacy within the development with houses and flats positioned to avoid close back-to-back elevations, thereby avoiding potentially adverse overlooking issues occurring.

The approved master plan and resulting Design Code/Regulatory Plan indicate that the character of the housing development along the southern end of the development site would consist of "Meadow Courts". The character of the Meadow Courts area is described as including lower scale buildings, clustered to create intimate feel through enclosure. The southern boundary of Phase 1A borders the rear gardens of the existing properties that front onto Park Road. There is a significant drop in levels between the sites with the properties along Park Road set a much higher slab levels than the level proposed along the southern boundary of the site. The residential development along the southern section of Phase 1A has been designed at a lower density and accommodates larger houses with spaces between buildings to reflect the transition with the established residential area of Park Road. Properties and associated buildings are set a minimum of 10m from the boundary and it is proposed that a retaining wall is built towards the rear of the proposed properties to deal with the change in levels. It is intended to erect a 1.8m high close boarded fence along the rear boundary of the site and the proposed planting along this boundary stretch is indicated as advanced planting in the LOSS document. This means that it will be planted at the first available planting season following the legal release of the land to the developer. The LOSS document is accompanied by a series of sections of the southern boundary of the site at appendix B. The sections indicate the proposed treatment of the change in levels through retaining wall structures and root protection zones for existing trees, the details of which will be controlled through further conditions.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

It is accepted that the new development will alter the outlook of the existing residents that back onto Barton Farm and this is unavoidable if the development of Barton Farm is to be realised. However careful attention has been given to the character, layout and boundaries of the development adjacent Park Road and it is considered that the proposal limits any unacceptable impacts in residential amenity terms.

Overall the development for Phases 1A and 1B has been designed to respect the residential amenities of the new residents and protects the residential amenities of existing residents that adjoin the site.

Drainage and flooding

Surface water drainage - The proposed surface water drainage for the Barton Farm site has been designed in accordance with the principles set out in the approved Flood Risk Assessment (FRA) by Parsons Brinckerhoff (reference FSE97115A - 1.5) dated November 2009. The approved FRA advocated the use of Sustainable Drainage through the creation of a network of grassland swales to remove the need to install a piped system. The Environment Agency had no objection to this approach and recommended this be dealt with through condition (condition 20 of the outline consent).

The site generally lies within Flood risk zone 1, as defined by the EA mapping, which is the classification identifying that the site lies outside the 1:1000 year flood plain. The approved FRA makes reference to Environment Agency (EA) advice that a portion of the existing dry valley to the southern area of the site (falling within Phase 1A) has historically been subject to ephemeral flows from Andover Road towards the railway embankment to the east, which appears to be mainly due to run off from the existing Andover Road highway drainage network. As part of the first phase of development there will be significant junction works to this area, as such the majority of overland flooding that currently occurs will be reduced or ultimately negated with surface water runoff collected and conveyed within the new Andover Road drainage system to the proposed regional control features.

The approved Masterplan, the layout of Phase 1A and the surface water drainage strategy makes provision for the existing ephemeral flow route to be maintained through the dry valley which is to be left undeveloped and used as public open space known as the Winterbourne Meadows. Anticipated exceedence flows from the existing highway have been assessed by the developer's drainage consultant with the worse case catchment area included within the surface water calculations for the proposed development site.

The principle of the drainage proposals for the site is that all surface water is infiltrated in to the chalk strata below the site via soakaways and SUDS infiltration areas. This in effect replicates the current undeveloped situation where rainfall will naturally permeate the strata in to the underlying chalk strata on the site. Therefore there would not be any increase in discharge from the site in to the ground for the developed situation, compared to the undeveloped as all rainfall will be directed to the underlying strata as currently. The infiltration features proposed for the site are designed for the 100 year plus climate change event as required by the Environment Agency. This climate change event is approximately equivalent to a 1 in 200 year return period.

It should also be noted that the groundwater flow direction, as modelled by the Environment Agency, is to the South East, hence any rainwater falling on the Barton Farm site and infiltrating in to the Chalk would travel to the South East and away from the

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

low point represented by the dry valley to the north of Wellhouse Lane which has been flooded over the last month or so. Hence the impact of any solution for drainage on the Barton Farm site should not impact flows within this dry valley to the north of the site. It should also be noted that groundwater monitoring information and the EA modelling indicates that groundwater levels on the site are substantially below ground level in the Southern Dry Valley and approx 5m below site level at Wellhouse Lane taking in to account site levels.

In accordance with the approved FRA the surface water strategy will manage surface water at source wherever practicable. Individual houses will be drained via soakaways within the boundary of the properties. Where rear garden soakaways are not feasible or routing cannot be achieved (i.e. mid terraced plot) then roof runoff would be routed to a swale. Attenuation ponds will be created to manage surface water runoff for the development highways as well as any exceedence flows from the more extreme storm events. The attenuation ponds will be located and integrated within the informal green space known as Winterbourne Meadows (Phase 1A) and the natural green space known as Well House Woods (Phase 1B), as defined in the Landscape and Open Space Strategy (LOSS).

The Design Code confirms that the swales are to be designed as naturalistic features, laid to grass with slope profiles no greater than 1:3 with a depth not greater than 1.0m. It confirms that they will be unfenced and temporary wet features only. In terms of Phases 1A and 1B the landscape plans identify the broad extent and location of the swales and infiltration basins proposed within the areas of open space. Phase 1A indicates a swale running through the area of open space termed the "Winterbourne Meadows" which follows the direction and fall of the existing dry valley. The main Avenue will be drained either side by a swale that will run along the southern (Phase 1A) and northern (Phase 1B) sections of the Avenue alongside the Avenue trees. A further swale is proposed running west to east across the main Avenue alongside a residential street. Phase 1B includes a Green Finger running west to east alongside a residential street and continuing through the development down the northern slopes towards the area of open space termed "Well House Woods".

Foul Drainage Proposals - The management and disposal of foul water within the Barton Farm development has been subject to negotiations between Southern Water Services (SWS), who are the drainage undertaker for the Winchester area, and the applicant's drainage consultant.

Southern Water Services have carried out investigations into the capacity of the existing drainage network and Harestock Waste Water Treatment Works (HWWTW) adjacent to the site and have confirmed that the HWWTW has capacity for the first 1000 units from the development site. Southern Water Services has confirmed that further capacity at the HWWTW will be provided by them for the remainder of the development as part of their capital works programme.

Southern Water Services has determined that an existing length of foul water sewer that discharges to the HWWTW at the Andover Road/Well House Lane junction will need to be upgraded from a 300mm diameter pipe to a 450mm diameter pipe and these works will be carried out by SWS under Section 98 of The Water Industry Act 1991, on behalf of the Developer.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Within the development site the topography dictates that there will be a Northern Area Catchment and a Southern Area Catchment for foul water flows within the development site. The Southern Area Catchment will consist of a drainage network that will collect foul water sewage for approximately 50% of the development site and these flows will fall under gravity to a new pumping station that is to be located to the southeast of the public open space, adjacent to the existing railway embankment. Foul water flows from this network will be pumped to a foul water sewer located in the primary spine road through the development site which will pick up the Northern section of the development and which will discharge via the upgraded foul water sewer that connects to the HWWTW.

The Environment Agency, Southern Water, HCC Drainage and WCC Drainage have been consulted on this phase of development and offer no objection to the proposals. The Environment Agency recommend that each subsequent phase of development accords with the SUDS strategy and that details of this can be provided through condition 15. Based upon this advice the proposed development is considered acceptable from a flooding and drainage perspective and accords with the relevant policies of the LPP1.

Highways and parking strategy

It is established that the detailed access arrangements in terms of the re-routing of vehicles from the existing Andover Road through the new development via the main avenue and all new vehicular access points into the site have been approved through the outline consent and fall outside of the scope of this reserved matters application.

The detailed design of the main avenue and other adoptable roads within the development will be subject to agreement with the Highways Authority through the S278 agreement and secured through condition 12.

The details submitted through the reserved matters application indicate that the important matters such as the alignment and hierarchy of the street network, the use of shared surfaces, the provision of large street trees along the avenue, the revised Stoney Lane roundabout, edge detail to deter unauthorised parking on open spaces and the provision of swales alongside the main Avenue can be accommodated and have the approval in principle of the Highways Authority.

In terms of the internal street network and parking arrangement for Phases 1A and 1B following the submission of amended plans the Highways Engineer has confirmed that the parking arrangements are now satisfactory. The Highways Engineer confirms that the access roads have been designed to allow for some on street car parking in strategic locations which can now accommodate the parking demands of visitors and short term car parking.

The Highways Engineer also previously raised concerns regarding refuse collection points, and the swept paths of service vehicles and their ability to manoeuvre within the site without encroaching onto footways and verges. The revised drawings have now demonstrated that this issue has been overcome.

In terms of highway and parking matters pertaining to the proposed first phase of development it is considered that the proposed development is now acceptable and accords with the transportation and parking policies/standards as set out in the LPP1 and the saved policies of the WDLPR.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Sustainability

The Design Code sets out to encourage sustainable patterns of living and energy efficiency across the Barton Farm development, including the following:

- Provision of neighbourhood centre with a range of facilities to minimise off-site trips
- Incorporation of an accessible public transport strategy
- Provision of a well connected network of footpaths and cycle routes within the site and the wider network
- Optimise energy-efficiency of urban structure to maximise daylight and passive heat from the sun
- Minimise energy demand of the buildings
- Maximise efficiency of energy supply and share of renewable energy sources

The development is required to meet code 4 of the Code for Sustainable Homes (condition 26 of the consent).

A Code for Sustainable Homes Report has been submitted with this reserved matters application which confirms that all dwellings within the phase are to be built to Code for Sustainable Homes Level 4. It is intended that Code 4 shall be met by a mix of fabric improvements and other measures including:

- Improved insulation standards to floors, walls, roofs and windows
- Improved thermal junction details
- Heat Recovery units
- Improved airtightness to homes
- Energy display device
- Dedicated space for drying clothes
- Low energy external lighting
- Dedicated areas for cycle storage
- Dedicated area for home office
- Water conservation measures including water butts and flow restrictors
- Dedicated space for recycling bins
- Dedicated area for composting bins

The measures outlined in the report can be secured through condition 16.

In addition the development is required to provide at least 10% of its energy supply from decentralised, renewable or low carbon energy sources (condition 28 of the consent).

An Energy Statement prepared by Abbey Consultants has been submitted with the reserved matters submission for Phase 1A and 1B. The report confirms that the percentage of energy displaced by renewables across Phase 1A and 1B is 10.26%. This is achieved through the installation of solar panels to roofs of dwellings, where appropriate. The report includes a site wide strategy, as required by condition 28, which confirms that the requirement to meet 10% of energy demand through renewables can be met across the whole site. The measures outlined in the report can be secured through condition 16.

Since permission was granted Policy CP11 of the Core Strategy has been adopted. This expects new residential development to achieve Code 5 for the energy aspect and Code 4 for the water aspect. However, as a reserved matters application pursuant to the Outline permission there is no obligation to meet these policy requirements. In any

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

case the combination of Code 4 development with the 10% renewable energy proposed takes the development closer to Code 5 levels. In addition it is anticipated that the neighbourhood local centre (forming part of phase 2 of the development) shall provide a biomass or gas Combined Heat and Power system to heat and power the various buildings and the Design Code emphasises these aspirations for future phases of development.

The proposed development therefore meets the sustainability requirements as set out in the conditions of the outline consent and is therefore acceptable.

Ecology

The outline consent was supported with ecological information which established that the development of Barton Farm would have an acceptable impact on ecology. Furthermore, through securing the land east of the railway land as ecological mitigation land and ensuring that appropriate biodiversity enhancement measures would be implemented on the development site (secured through conditions) it was concluded that the development would have a positive impact on ecology.

Conditions 15 (ecological amenity land) and 18 (ecological mitigation and enhancement measures) of the outline consent are currently under consideration and good progress is being made in order to satisfy these conditions through discussions with the HCC Ecologist. However these matters fall outside of the scope of this reserved matters application.

The reserved matters application is supported with an updated Ecology Survey Report (ESR) (RPS, January 2014) covering Phase 1A and 1B. The report provides an up to date census of the ecology present on these parcels of land and concludes that subject to the measures outlined in the report being implemented then the proposals will have a positive impact on the ecology of the site contained in Phase 1A and 1B. Measures set out in the report include:

- Retention and protection of existing hedgerows (other than H12 and 13 to be lost through development)
- Provision of new hedgerow planting with the scheme (full details are to be conditioned and shall align with the Ecology Mitigation and Enhancement Strategy submitted under condition 18 of the outline consent)
- Gradual two-stage clearance of vegetation at the appropriate time of year to encourage reptile translocation to the mitigation land east of the railway
- Sensitive clearance of vegetation within areas 1A and 1B only ensuring existing habitat is retained for as long as possible. Only exception relates to the area of set aside land that forms the area of land needed to link the 1A with 1B via the new road.
- No trees/building with bat roost potential to be lost through the development
- Direct lighting of the woodland should be avoided to ensure minimal impact on bat roosts

Based upon the recommendations set out in the ecological survey, in combination with the ecological enhancement measures secured through conditions 15 (land to the east of the railway) and condition 18 (site wide ecological mitigation and enhancement measures) and through further conditions requiring the landscaping detail, maintenance regimes, detailed lighting plans and adherence to the updated Ecology Survey Report,

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

the proposal is considered to have a positive impact on ecology. The County Ecologist offers no objection to the proposed development based upon this information.

Conclusion

The submitted application marks the first phase of development at Barton Farm and is considered to generally accord with the mandatory standards of the approved Design Code. Where it does not accord, clear justification has been given to accept the departure. The proposal also accords with the relevant policies of the Winchester Local Plan Part 1 and the saved policies of the Winchester District Local Plan Review (where relevant) in relation to design, amenity, green infrastructure, landscape, ecology, parking and highways and sustainability.

The scheme will deliver a distinctive, attractive and well considered development that maximises the opportunities of the site for housing in terms of its location, topography, landscape setting and connections with its neighbours. The architecture and public realm will be of a high quality and conditions are proposed to ensure the finer details such as external materials in both the housing and the public realm are high in quality. The scheme will deliver much needed market and affordable housing, whilst contributing to the character of the area without harming existing amenity. The sustainability credentials of the proposal are fixed by the outline consent but are still good with the provision of over 10% of energy generation from renewable sources.

Overall it is considered that the proposed first phase sets a high standard of development that provides a strong benchmark for future phases to follow.

Recommendation

Application Permitted subject to the following condition(s):

Conditions

Architectural details

01 Before development of this phase commences 1:20 scale fully annotated plans, elevations and sections for each house type, garage and other buildings, of the following details shall be submitted to and approved in writing by the local planning authority:

- Eaves, verges, bargeboards, fascias, parapet walls, ridge tile profiles, parapet roof divisions, valleys, hoppers and rainwater goods
- Chimneys
- Windows including oriels, bays and dormers which shall include materials (NB all windows frames shall be recessed from the face elevation by 75mm)
- Doors including garage doors which shall include materials
- Canopies/porches and supports including eaves and cladding materials
- Standing seam zinc cladding and their junctions with other elevation material
- Timber cladding and the junctions with other elevation material
- Balconies including supports
- Solar panels including their positions within the roof planes and the fixings to the roofs
- Metre boxes/cabinets including positions, colours and materials
- Decorative brick detailing on the apartment buildings
- All boundary treatment including garden gates

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

The above details shall be implemented in accordance with the approved details before each building is occupied.

Reason: To ensure that the external appearance of the building and the public realm is of a high order and complies with the guiding principles and mandatory requirements of the approved design code.

Sample panel of materials

02 Before development of this phase commences samples panels of all the external materials of the building and external hard landscaping surfaces shall be set out on site for inspection the details of which shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that the external appearance of the building is of a high order and complies with the guiding principles and mandatory requirements of the approved design code.

Removal of permitted development rights

03 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A-H of Part 1, Class A of Part 2 and Classes A and B of Part 40 of the Order shall be carried out without the prior written consent of the Local Planning Authority, including:

- Means of enclosure (walls, fences, railings, gates and other boundaries) which are adjacent to the public realm or across access roads and drives)
- Extensions
- Alterations to roofs (include dormer windows)
- Solar panels

Reason: To protect the amenities of the locality and to maintain a good quality environment to ensure that the development complies with the guiding principles and mandatory requirements of the approved design code.

Details of utility buildings

04. Prior to the commencement of this phase of development details of any sub-stations, gas governors or any other associated utility buildings and structures for this phase of development shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To protect the amenities of the locality and to maintain a good quality environment to ensure that the development complies with the guiding principles and mandatory requirements of the approved design code.

Tree Protection during construction works

05. An Arboricultural Method Statement, Arboricultural work method statement and tree protection plan in accordance with BS5837:2012 for this phase of development shall be

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

submitted to and approved in writing by the Local Planning Authority, prior to any demolition, tree works, construction or groundwork commencing on the site.

- Inspection of fencing: the Arboricultural Officer shall be informed as soon as the construction exclusion zone has been fenced so that it can be inspected and deemed appropriate and in accordance with the approved Method Statement. Contact Ivan Gurdler on 01962 848403.
- Construction of special engineering surface treatment under tree canopies: the Arboricultural Officer shall be informed prior to the commencement of construction of special surfacing under tree canopies so that a pre commencement site visit can be carried out. Telephone 01962 848403.
- Limit of Arboricultural work: no Arboricultural works shall be carried out to trees other than those specified and in accordance with Method Statement.
- No deviation from agreed method statement: any minor deviation from works prescribed or methods agreed in accordance with the Method Statement shall be agreed in writing to the Local Planning Authority.
- Arboricultural Supervision: a person (Arboricultural Supervisor) who is suitably qualified and experienced in Arboriculture and who has a sound knowledge of BS 5837 (2012) shall be employed to write the Arboricultural Impact Assessment , Arboricultural Work method statement and tree protection plan. The appointed Arboricultural supervisor shall supervise the installation of the tree protection measures.

Reason: To retain and protect the trees which form an important part of the amenity of the area.

Hard and soft landscaping details

06. No development shall take place until details of both hard and soft landscape works for this phase of development have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The landscaping works shall be in accordance with the ecological enhancement measures outlined in the approved Ecology Survey Report (RPS, January 2014) covering Phase 1A and 1B.

These details shall include the following:

- existing and proposed finished levels, contours and gradients with any changes of level for all external hard and soft amenity spaces
- details of retaining walls including exact location, material, colour and manufacturer
- exact location and detail of edge treatment in adoptable highway margins. To include material, colour and manufacturer.
- exact delineation of footpath and cycle routes with surface materials and edgings. To include routes within land to the east of the railway and details of link with Courtenay Road.
- written specification for hard surfacing materials within public realm, including kerbs and path edgings. To include colour, material and manufacturer.
- written specification for minor artefacts and structures including exact locations (eg. street furniture, play equipment, refuse or other storage units, signs, lighting, fencing etc).
- type and location of proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines, including lines,

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

manholes, soakaways etc.) To include SuDs features eg check dams as set out in the Design Code.

Soft landscape details shall include the following as relevant:

- detailed planting plans
- written landscape specification (including cultivation and other operations associated with plant and grass establishment
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
- exact location of instant hedging
- implementation programme.

Reason: To improve the appearance of the site in the interests of visual amenity and to maintain a good quality environment to ensure that the development complies with the guiding principles and mandatory requirements of the approved design code.

Implementation of landscaping works

07. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out in accordance with the ecological enhancement measures outlined in the approved Ecology Survey Report (RPS, January 2014) covering Phase 1A and 1B. The works shall be carried out before the use hereby permitted is commenced and prior to the completion of the development or in accordance with the programme agreed with the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

08. Construction of the last four dwellings (details of which shall be specified) of each phase as shown on the approved plans, shall not continue above slab level until the landscaping on the remainder of the application site has been planted in accordance with the approved landscape details.

Reason: To ensure the implementation of the approved landscape scheme in the interests of visual amenity.

Maintenance schedules for hard and soft landscaping

09. Detailed maintenance schedules for all hard and soft landscape areas (other than small, privately owned, domestic gardens) shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The maintenance schedules shall accord with the measures outlined in the approved Ecology Survey Report (RPS, January 2014) covering Phase 1A and 1B. The landscape management plan shall commence at Practical Completion and apply during the 10 year construction period or

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

until completion of the development (whichever is the later) and be carried out in accordance with the details hereby approved.

Reason: A landscape management plan for each phase of the site is required to deliver long term design objectives and management responsibilities as set out in the Design Code and LOSS document. This condition will ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation and historic significance.

Boundary treatment

10. No development of this phase shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected (including permanent or temporary treatment). The boundary treatment shall be completed before the buildings are occupied or in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

Levels details

11. No development, or works of site preparation or clearance, of this phase shall take place until details, including plans and cross sections of the existing and proposed ground levels of the development and the boundaries of the site and the height of the ground floor slab and damp proof course in relation thereto, have been submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details.

Reason: To ensure a satisfactory relationship between the new development and adjacent buildings, amenity areas and trees.

Details of the main Avenue

12. No development of this phase shall take place until details of the width, alignment, gradient and type of construction proposed of the main Avenue serving the development including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels, together with details of street lighting, landscaping, the method of disposing of surface water, and details of a programme for the making up of the roads and footways has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety

Lighting scheme

13. No development shall take place until details of the lighting scheme for this phase of development is submitted and approved in writing by the Local Planning Authority. The lighting scheme shall accord with the ecological enhancement measures outlined in the approved Ecology Survey Report (RPS, January 2014) covering Phase 1A and 1B. The development shall then be carried out in accordance with the approved plans prior to the occupation of the dwellings or in accordance with a programme agreed with the Local Planning Authority.

Reason: In the interests of the visual amenity of the area and to protect wildlife interests.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Noise mitigation measures

14. The development hereby permitted shall be implemented in accordance with the noise mitigation measures as set out in the submitted acoustic report by Philip Acoustics Ltd (Report Ref 13162-002). All properties identified as falling within NEC cat B and C shall be provided with the scheme of mitigation measure detailed within this report with particular reference to “higher than standard” glazing for NEC C premises and Mechanical Ventilation Heat Recovery for all NEC B and C premises (noise rated to an L_{Aeq} of 30 dB for living rooms and 25dB for bedrooms).

Reason: In order to protect the amenities of future residents from noise sources associated with the development.

Surface water drainage

15. The development hereby permitted shall not begin until final surface water drainage plans, based on the sustainable drainage principles included within the Surface Water Drainage Strategy Report for the overall site (RSK, 131910-1 (03), November 2013), have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the completion of this phase of development and thereafter managed and maintained in accordance with the Surface Water Drainage Strategy Report.

Those details shall include:

- information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater;
- supporting surface water drainage calculations.

Where the drainage scheme relies on drainage features outside of the phase boundary these features must be completed to a point where that particular phase can be serviced.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance.

Sustainability

16. The development hereby permitted shall be carried out in accordance with the measures as set out in the submitted Code for Sustainable Homes Report (Abbey Consultants 26th September 2013) and Energy Demand Statement (Abbey Consultants 3rd October 2013).

Reason: In order to ensure a sustainable development in accordance with the requirements of the outline consent.

Temporary Car Park for Sales Area

17. Following a period of ten years from the commencement of development (or an alternative time to be agreed with the Local Planning Authority), the marketing suite car parking area as shown on the approved drawing D2097_LAN_PH1A_28 shall return to amenity space as shown on approved drawing ref. D2097_LAN_PH1A_127.

Reason: In the interests of the amenity of the area.

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Approved plans and documents

18. The development hereby permitted shall be carried out in accordance with the approved plans and documents set out below:

Masterplans: Detailed Planning Phase 1A and Phase 1B - JTP

555_MP01 Rev P3 1:2000@A0 Existing Topographical Survey
555_MP02 Rev P3 1:2000@A0 Redline Plan: Phase 1A_Phase 1B
555_MP03 Rev P3 1:2000@A0 Masterplans in Context: Phase 1A_Phase 1B
555_MP04 P2 1:500@A0 Detailed Masterplan: Phase 1A
555_MP05 P2 1:500@A0 Detailed Masterplan: Phase 1B
555_MP06 P2 1:500@A0 Housing Typologies: Phase 1A
555_MP07 P2 1:500@A0 Housing Typologies: Phase 1B
555_MP08 P2 1:500@A0 Parking Strategy: Phase 1A
555_MP09 P2 1:500@A0 Parking Strategy: Phase 1B
555_MP10 P2 1:500@A0 Tenure Strategy: Phase 1A
555_MP11 P2 1:500@A0 Tenure Strategy: Phase 1B
555_MP12 P2 1:500@A0 Proposed Levels: Phase 1A
555_MP13 P2 1:500@A0 Proposed Levels: Phase 1B
555_MP14 P2 1:500@A0 Refuse Strategy: Phase 1A
555_MP15 P2 1:500@A0 Refuse Strategy: Phase 1B
555_MP16 P2 1:500@A0 Renewable Energy Strategy: Phase 1A
555_MP17 P2 1:500@A0 Renewable Energy Strategy: Phase 1B

House Types Plans Sections Elevations - JTP

555_FOG P2 1:100@A1 Flat Over Garage - Plans & Elevations
555_HT_A.2.1 P2 1:100@A1 House Type A.2.1 - Plans & Elevations
555_HT_A.3.1 P2 1:100@A1 House Type A.3.1 - Plans & Elevations
555_HT_A.3.2 P2 1:100@A1 House Type A.3.2 - Plans & Elevations
555_HT_A.4.1 P2 1:100@A1 House Type A.4.1 - Plans & Elevations
555_HT_P.2.1 P2 1:100@A1 House Type P.2.1 - Plans & Elevations
555_HT_P.2.2 P2 1:100@A1 House Type P.2.2 - Plans & Elevations
555_HT_P.3.1 P2 1:100@A1 House Type P.3.1 - Plans & Elevations
555_HT_P.3.2 P2 1:100@A1 House Type P.3.2 - Plans & Elevations
555_HT_P.3.3 P2 1:100@A1 House Type P.3.3 - Plans & Elevations
555_HT_P.3.4 P2 1:100@A1 House Type P.3.4 - Plans & Elevations
555_HT_P.3.5 P2 1:100@A1 House Type P.3.5 - Plans & Elevations
555_HT_P.3.6 P2 1:100@A1 House Type P.3.6 - Plans & Elevations
555_HT_P.3.7 P2 1:100@A1 House Type P.3.7 - Plans & Elevations
555_HT_P.4.2 P2 1:100@A1 House Type P.4.2 - Plans & Elevations
555_HT_P.4.4 P2 1:100@A1 House Type P.4.4 - Plans & Elevations
555_HT_P.4.5 P2 1:100@A1 House Type P.4.5 - Plans & Elevations
555_HT_P.4.6 P2 1:100@A1 House Type P.4.6 - Plans & Elevations
555_HT_P.4.6B P1 1:100@A1 House Type P.4.6 B – Plans & Elevations
555_HT_P.4.8 P2 1:100@A1 House Type P.4.8 - Plans & Elevations
555_HT_P.4.9 P2 1:100@A1 House Type P.4.9 - Plans & Elevations
555_HT_P.4.10 P2 1:100@A1 House Type P.4.10 - Plans & Elevations
555_HT_P.4.11 P2 1:100@A1 House Type P.4.11 - Plans & Elevations
555_HT_P.4.12 P2 1:100@A1 House Type P.4.12 - Plans & Elevations
555_HT_P.4.13 P2 1:100@A1 House Type P.4.13 - Plans & Elevations
555_HT_P.4.13B P1 1:100@A1 House Type P.4.13 B - Plans & Elevations
555_HT_P.4.14 P2 1:100@A1 House Type P.4.14 - Plans & Elevations
555_HT_P.5.1 P2 1:100@A1 House Type P.5.1 - Plans & Elevations
555_HT_P.5.2 P2 1:100@A1 House Type P.5.2 - Plans & Elevations
555_HT_P.5.3 P2 1:100@A1 House Type P.5.3 - Plans & Elevations
555_HT_P.5.4 P2 1:100@A1 House Type P.5.4 - Plans & Elevations
555_HT_P.5.5_a P2 1:100@A1 House Type P.5.5_a - Plans & Elevations
555_HT_P.5.5_b P2 1:100@A1 House Type P.5.5_b - Plans & Elevations
555_HT_P.S P1 1:100@A1 House Type P.S Phase 1b sales –Plans and Elevations

Flat Blocks Plans Sections Elevations - JTP

555_FBA1_P P2 1:100@ A1 Flat Block A1 - Plans
555_FBA1_E P2 1:100@ A1 Flat Block A1 - Elevations
555_FBA2_P P2 1:100@ A1 Flat Block A2 - Plans
555_FBA2_E P2 1:100@ A1 Flat Block A2 - Elevations

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

555_FBB_P P2 1:100@ A1 Flat Block B1 and B2 - Plans
555_FBB_E P2 1:100@ A1 Flat Block B1 and B2 - Elevations
555_FBC_P P2 1:100@ A1 Flat Block C1 and C2 - Plans
555_FBC_E P2 1:100@ A1 Flat Block C1 and C2 - Elevations
555_FBD_P P2 1:100@ A1 Flat Block D1 and D2 - Plans
555_FBD_E P2 1:100@ A1 Flat Block D1 and D2 - Elevations

Details - JTP

555 AS_01 P2 1:100@ A1 Garage Details
555 AS_02 P2 1:100@ A1 Car Barns and Substation Details
555 AS_03 P2 1:100@ A1 Refuse & Cycle Storage Details
Street Elevations -JTP
555_SE_01 P3 1:100@ A0 Phase 1A Street Elevations 1&2
555_SE_02 P2 1:100@ A0 Phase 1A Street Elevations 3&4
555_SE_03 P2 1:100@ A0 Phase 1B Street Elevations 1&2
555_SE_04 P2 1:100@ A0 Phase 1B Street Elevations 3&4
555_SE_05 P3 1:100@ A0 Phase 1B Street Elevations 5&6
555_SE_06 P2 1:100@ A0 Phase 1B Street Elevations 7&8
555_SE_07 P2 1:100@ A0 Phase 1B Street Elevations 9

Landscape Plans Phase 1A - Fabrik

Ph1A_110 Rev C 1:200 @ A1 Legend & Plant Schedule for Phase 1A Hard and Soft General Arrangement Drawings
Ph1A_111 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 1 of 17
Ph1A_112 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 2 of 17
Ph1A_113 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 3 of 17
Ph1A_114 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 4 of 17
Ph1A_115 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 5 of 17
Ph1A_116 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 6 of 17
Ph1A_117 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 7 of 17
Ph1A_118 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 8 of 17
Ph1A_119 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 9 of 17
Ph1A_120 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 10 of 17
Ph1A_121 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 11 of 17
Ph1A_122 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 12 of 17
Ph1A_123 Rev C 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 13 of 17
Ph1A_124 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 14 of 17
Ph1A_125 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 15 of 17
Ph1A_126 Rev B 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 16 of 17
Ph1A_127 Rev A 1:200 @ A1 Phase 1A Hard and Soft General Arrangement Drawing 17 of 17
Ph1A_128 1:250@A3 Phase 1A Hard and Soft GA – Sales and Marketing area
Ph1A_131 1:1000@A0 Phase 1A Footpath and Cycleway Network Drawing
Landscape Plans- Phase 1B - Fabrik
Ph1B_110 Rev C 1:200 @ A1 Legend & Plant Schedule for Phase 1B Hard and Soft General Arrangement Drawings
Ph1B_111 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 1 of 14
Ph1B_112 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 2 of 14
Ph1B_113 Rev C 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 3 of 14
Ph1B_114 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 4 of 14
Ph1B_115 Rev C 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 5 of 14
Ph1B_116 Rev C 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 6 of 14
Ph1B_117 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 7 of 14
Ph1B_118 Rev C 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 8 of 14
Ph1B_119 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 9 of 14
Ph1B_120 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 10 of 14
Ph1B_121 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 11 of 14
Ph1B_122 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 12 of 14
PH1B_123 Rev B 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 13 of 14
PH1B_124 Rev C 1:200 @ A1 Phase 1B Hard and Soft General Arrangement Drawing 14 of 14
PH1B 131 1:1000@A0 Phase 1A Footpath and Cycleway Network Drawing

00555 Material Schedule Rev P1 Phase 1 Materials Schedule (JTP)

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Informatives

1. In accordance with paragraphs 186 and 187 of the NPPF Winchester City Council (WCC) take a positive and proactive approach to development proposals focused on solutions. WCC work with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service and,
- updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

The application was submitted following an extensive and comprehensive pre-application process that involved officers and Members of the City Council and the County Council and other Agencies and the local community. The submitted scheme was amended following further advice from the City Council and has resulted in the approved scheme.

2. This permission is granted for the following reasons:

The development is in accordance with the Policies and Proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

3. The Local Planning Authority has taken account of the following development plan policies and proposals:-

Winchester District Local Plan Review

DP2, DP3, DP4, DP5, DP10, DP12, H3, SF1, SF3, RT16, T2, T3, T4

Winchester Local Plan Part 1 – Joint Core Strategy

DS1, WT1, WT2, CP1, CP2, CP3, CP6, CP7, CP8, CP10, CP11, CP12, CP13, CP14, CP15, CP16, CP17, CP19, CP20, CP21.

4. During Construction, no materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Protection Team, an Abatement Notice may be served under The Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through the burning of materials is a direct offence under The Clean Air Act 1993.

5. The applicant is advised that one or more of the Conditions attached to this permission need to be formally discharged by the Local Planning Authority before works can commence on site. Details, plans or samples required by Conditions should be submitted to the Council at least 8 weeks in advance of the start date of works to give adequate time for these to be dealt with. If works commence on site before all of the pre-commencement conditions are discharged then this would constitute commencement of development without the benefit of planning permission and could result in Enforcement action being taken by the Council.

The submitted details should be clearly marked with the following information:

The name of the planning officer who dealt with application

The application case number

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Your contact details

The appropriate fee.

Further information, application forms and guidance can be found on the Council's website
- www.winchester.gov.uk.