

Consultation comments on Policy W2 – Sir John Moore Barracks

- Support - 10
- Neither support of object - 22
- Object - 27

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

Comments in support of Policy W2 – Sir John Moore Barracks		
Respondent number	Comment	Officer comment
ANON-KSAR-N83S-W BHLF-KSAR-N8BR-B	In broad I think the policy is reasonable, especially the policy that the 'Gaps' throughout Winchester are to be maintained. If implemented with the support of the LOCAL communities (Littleton, Harestock, Weeke, Barton Farm) then development as suggested within this policy could be advantageous for all, but have significant concerns a number of areas: Despite being mentioned elsewhere in the plan I am sure that the developers will push for maximal housing whether this is on previously built on land or not and will try very hard to railroad local concerns. I suspect the developer will have a very low threshold to say that the sports facilities are viable and I have additional concerns that any 'mitigation' for pollutants that are produced from the site will be a different land use elsewhere but without the long term security that this land can not change its purpose without addressing its 'mitigation' role. Also I suspect that there will be scant attention to the potential impact of developments on this site to The Littleton Stud (which curates a significant	Recommended Response: No change. A Local Plan Viability Assessment is being undertaken alongside the Local Plan. A masterplan is also being developed which is being informed by a Landscape analysis that will identify which areas of land could be developed on and which areas of land should be safeguarded from development.

	<p>greenspace area). In short, I think the plan is reasonable but, the enforcement of the plan based on current experience is of considerable concern</p>	
<p>ANON-KSAR-N8U2-X</p> <p>BHLF-KSAR-N8BR-B</p>	<p>We strongly support the inclusion of Policy W2 within the Draft Local Plan, which relates specifically to the Sir John Moore Barracks site and provides requirements for its future residential-led development, to deliver between 750 to 1,000 homes. The approach set out in Policy W2 will help to ensure that this key and significant previously developed landholding is suitability and sustainably planned for in the future and make effective use of land in accordance with Paragraph 119 of the National Planning Policy Framework (NPPF). Further, we recognise that it would be appropriate to bring forward the development as part of a site-wide masterplan led approach commensurate with the level of housing to be delivered.</p> <p>Closure of the site is programmed for 2026 and the DIO is keen to work collaboratively with the Council and other stakeholders to deliver development on the site.</p> <p>Notwithstanding this, we would like to make the following minor comments on the current draft policy, all of which are geared towards ensuring that it is ultimately prepared as soundly as possible (in accordance with the NPPF test of soundness).</p> <p>Part (i) of the policy requires that any application for development is preceded by, and consistent with, a comprehensive site wide masterplan (informed by relevant evidence base reports and assessments) which demonstrates how high quality design, green spaces and settlement gaps will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority.</p>	<p>Support welcomed and comments noted.</p>

	<p>The policy is not currently clear as to the mechanism by which this masterplan should be 'agreed' by the Local Planning Authority, nor the required timing for this agreement.</p> <p>We suggest the following amended wording is introduced:</p> <p>Any planning application should be consistent with a comprehensive and evidence based site wide masterplan which demonstrates how high quality design, green spaces, and settlement gaps will be delivered for the whole site. The preparation of the masterplan should have involved and engaged stakeholders and interested parties, and be informed by pre-application consultation with the Council.</p> <p>A single planning application covering the whole of the allocated site is preferred. If a planning application covers part of the site only, the proposals should not in any way prejudice the implementation of the masterplan for the whole site which should have been agreed by the Council prior to the submission of the application, in order to ensure comprehensiveness.</p> <p>Part (xv) of the policy requires that the proposals include a Park and Ride of approximately 850 spaces, which would need to be connected operationally to the 200 Space 'Park and Ride Light' at Kings Barton. The assessment of the provision of a site for a Park and Ride site would need to be considered as part of the masterplan led approach including proposed size and location. It may be less likely that a Park and Ride of that scale would be appropriate to integrate into a masterplan for the lower level of development identified. It is therefore important that the requirement is flexible reflecting both the scale of development and the findings of the masterplan process. Nevertheless, we support the principle of seeking to include the site for a Park and Ride on-site, and welcome</p>	<p>A Masterplan Governance paper on agreeing masterplans has been agreed at a Cabinet meeting in June 2023. It is not possible to put a timing on this agreement as this is not known at this stage. Recommended response: No Change as this is already covered by the criteria.</p> <p>It is likely that there will be an outline planning application for the whole site.</p> <p>Support welcomed and comments noted.</p>
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	<p>the aspiration to promote sustainable travel modes in general throughout the District.</p> <p>However, the matter of how the Park and Ride facility will operate is a matter for the operating entity to determine – it is not a matter for planning policy. Accordingly, we recommend the following minor amends:</p> <p>The proposals include a Park & Ride facility of up to 850 spaces that would be in addition to the 200 space Kings Barton Park & Ride light. The scale and location of the Park & Ride facility should be determined through the master planning process and include the provision of electrical charging points.</p> <p>Part (x) of the policy requires that the proposals retain and record any features of heritage significance. It is the intention to retain heritage features on site where possible. However, it is unlikely that it would be possible to both retain and record heritage features and furthermore this requirement is not in accordance with national and local policy which require a balanced judgement to be applied, depending on the significance of the heritage asset (e.g Draft Policy HE2). Therefore we consider the policy should be reworded as follows:</p> <p>The proposals record or retain any features of heritage significance and incorporates them into any re-development of the site as part of a wider heritage trail that celebrates the sites military history. Any applications should be accompanied by a heritage statement describing the significance of affected heritage assets and/or their settings, the degree and nature of impact upon that significance and how the proposals minimise or mitigate any harm.</p>	<p>The exact capacity/need for a P&R is yet to be determined which is why the word ‘approximately’ has been used in criteria xv. Recommended response: No change.</p> <p>As part of validation checklist a heritage statement would need to be submitted as part of the planning application. As such there is no need to refer to a heritage statement in criteria x. Recommended response: No change.</p>
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	<p>In relation to flooding impacts, Paragraph 12.19 currently states that the redevelopment of the Site will need to include a Flood Risk Assessment to ensure that the proposed development is located outside of Flood Zone 2 and 3. As parts of the Site are in Flood Zones 2 and 3 there will be elements of the development infrastructure less vulnerable to flooding that will need to cross areas of these Flood Zones, for example the existing internal road network which is proposed to be reused. We therefore consider that Paragraph 12.19 should be reworded as follows:</p> <p>The redevelopment of the Site will need to include a Flood Risk Assessment. Proposed development should be directed to areas of lowest flood risk in line with the Sequential Test set out in national planning policy. Paragraph 12.19 also currently states that and any surface water should not drain or have a detrimental impact on the SINC or other protected sites. There are existing surface water flows towards the SINC which will be unaffected by the development and are part of the SINC's existing hydrology. This requirement is also contained in part (ix) of Policy W2 which states that the development should include the provision of multifunctional green/blue links throughout the site and out to the adjoining area and ensure that it does not drain or have a negative impact on the SINC;</p> <p>We consider Paragraph 12.19 and part (ix) should be reworded as follows: Any additional surface water resulting from the development does not have a detrimental impact on the SINC or other protected sites.</p>	<p>Paragraph 12.19 includes important background information to flood risk which has been updated on the advice of the EA. Any planning application would need to follow the sequential test that is set out in national planning policy and there is no need to repeat this in the Local Plan policy. Recommended response: No change.</p> <p>Change accepted as this would make the policy clearer. Recommended response criteria ix reworded as follows: ... this should include the provision of multifunctional green/blue links throughout the site and ensure that any additional surface water resulting from the development does not have a detrimental impact on the SINC or other protected sites;</p>
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Comments which neither support nor object to Policy W2 – Sir John Moore Barracks

Respondent number	Comment	Officer comment
ANON-KSAR-NKYP-K	<p>As noted previously, we wish to reiterate the importance of retaining the sports facilities on this site as it is developed. Specifically:</p> <ul style="list-style-type: none"> - the open space and sports pitches should be protected through Local Green Space designation; - the built facilities should be retained for community use, specifically the main sports building with its swimming pool and activity hall, the adjacent standalone sports hall building, and the assault course (which could be repurposed as a high ropes and outdoor activity centre). 	<p>The masterplan work is currently ongoing and as such, until this process has come to a conclusion it is not possible at this stage to designate Local Green spaces even if this was considered to be the right approach for this site.</p> <p>Recommended response: No change.</p> <p>Assessment is currently underway of all of the buildings on the site in order to determine their condition (criteria xiii) and whether they are suitable to be retained and how they are going to be operated/managed and maintained in the future. There are a number of key buildings on the site that the city council would like to see retained and incorporated into the development but this needs to be informed by the</p>

	<p>We would prefer to see a community-oriented operating model in place for these facilities, which will enable affordable use by the city's many community sports clubs and groups and ensure that any operating surplus is retained and reinvested locally.</p>	<p>evidence base. Recommended response: No change.</p> <p>Who and how any community buildings would be operated and maintained is extremely important but at this work is ongoing. Recommended response: No change.</p>
<p>ANON-KSAR-NK2G-3</p>	<p>References: 1. Draft Winchester District Local Plan 2. https://lhpc.org.uk/wp-content/uploads/2021/10/Flowerdown-Sir-John-Moore-Barracks-A-Planning-Overview-.pdf 3. https://lhpc.org.uk/wp-content/uploads/2021/10/Flowerdown-Heritage-and-Country-Park-.pdf 4. Flowerdown Military Base 1912-2021 Hampshire Record Office Accession number 11A20dl 30/01/2020</p> <p>Much of the site comprises 'previously developed land'. This is certainly not the case. The only previously developed land is that occupied by Sir John Moore Barracks. Formed MoD built establishments on the site were largely in the same footprint as today's SJM. The entire MoD Flowerdown Estate size is about 85 Ha The Non-Brownfield area North of Sir John Moore extending to Church Lane Footpath (Flowerdown Heritage and Country Park) is about 25 Ha. The Non-Brownfield SINC site is about 20 Ha. Brownfield Sir John Moore Built site 40 Ha</p> <p>Reference: Flowerdown Heritage and Country Park https://lhpc.org.uk/wp-content/uploads/2021/10/Flowerdown-Heritage-and-Country-Park-.pdf</p>	<p>The supporting text is trying to make the point that unlike a number of other sites the SJM Barracks site consists of previously developed land. The exact make up of the site is subject to detailed work as part of the masterplanning process. Recommended response: No change.</p>

	<p>Paragraph 12.15. This description of the military presence is not quite accurate*. Between the wars it was used by the RFC/RAF as the Electrical & Wireless School founded by Lord Trenchard. During WW2 it was a vital Y station along with Scarborough feeding Enigma-coded intercepts to Bletchley Park. From 1967 it was occupied by the Royal Corps of Signals who carried out intercept training but also present at that time were the 223 Signal Squadron (SigInt) with comms aerials and a central secured area within the footprint of the present SJM. Their role was intercepting signals from the Eastern Mediterranean.</p> <p>*Reference: Flowerdown Military Base 1912-2021 Hampshire Record Office Accession number 11A20dl 30/01/2020</p>	<p>It is accepted that the site had a much wider role in the WW2 and given its importance this in WW2 it would be a useful addition to the text but some of the detail would be more appropriate in a Heritage Statement. Recommended Response: Change the wording of paragraph 12:14: 'The site has been in military ownership since 1914 and has been occupied by a transitional camp during the First World War and HMS Flowerdown, which was a naval Listening Station, during the Second World War. During WW2 it was a vital Y station along with Scarborough feeding Enigma-coded intercepts to Bletchley Park. From 1967 it was occupied by the Royal Corps of Signals for intercept training. Also present on the site were 223 Signal Squadron (SigInt).</p>
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	<p>Paragraph 12.15. The eastern edge of the Flowerdown site lies alongside the Roman road to Marlborough and can be accessed by the Three Maids Hill footpath recently established by the Hampshire County Council.</p> <p>There are in fact two distinct MoD fences. The inner high security fence of the SJM Brownfield built site and the outer low security Countryside area partially fenced by the MoD along the Church Lane footpath.</p> <p>12.23. Agree</p> <p>12.24. I would like to see more emphasis placed on protecting the existing Church Lane to Andover Road footpath that passes through the Stud and then on to Andover Road. I would NOT like to see a 'lighting scheme' implemented along this rural way. It adjoins the Littleton Stud along most of its way and is a charming rural walk and only one of two accessible paths in Littleton (the other being the Bridle Way to Crawley off Stud Lane. The Littleton VDS identifies this lack of</p>	<p>Recommended response: Change. Paragraph 12.15 can be updated to reflect the recently established footpath. As a result there are no Public Rights of Way routes through the site but The eastern edge of the Flowerdown site lies alongside the Roman road to Marlborough and can be accessed by the Three Maids Hill footpath. There are also public footpaths along the northern boundary and from the Southern Water treatment works towards South Wonston. Andover Road has a narrow footway on the west of the site.</p> <p>Support welcomed.</p> <p>The wording of 7th bullet point is very clear that any lighting of a PROW should be appropriate for the specific location – in some cases this may mean that lighting is not appropriate but this analysis has not yet</p>
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	<p>footpaths so please keep them with a rural feel (no lighting).</p> <p>I urge the WCC to give active support to the idea of a large nature reserve/park in the northern end of the site. The LHPC propose that 25 Ha be devoted to this and I and the Hampshire & IoW Wildlife Trust support this.</p> <p>12.26 Park & Ride Facility. To devote a large area of scarce Hampshire downland with its attendant flora and fauna is unthinkable in this age of increasing sensitivity to our green environment. If the P & R is used during hours of darkness which clearly it will then it must be lit. This lighting will be enormously intrusive in this hitherto rural spot, impacting Littleton which has no street lighting and importantly, the Littleton Stud. Many in Littleton enjoy watching the night sky, escaping upward glare will be seen from a distance and will be a major source of light pollution. Please consider a P & R built on several floors (layered) to reduce the footprint and lighting impact</p> <p>Policy W2. Please add to this Policy:-</p> <p>X1. The need for a wildlife area of say 25 Ha at the northern end to protect and enhance the rural feel of the site. The SINC site flora and fauna also dwells in the other undeveloped parts of the Flowerdown site and deserve our protection. The LHPC has identified many of these wildlife assets.</p>	<p>been completed. Recommended response: No change.</p> <p>The masterplan work that is still ongoing will investigate the future use of land. Recommended response: No change</p> <p>Discussions are currently still underway in terms of the P&R on the site, the location and design of the facility. Recommended response: No change</p> <p>The masterplan work that is still ongoing will investigate the future use of land. Recommended response: No change</p>
ANON- KSAR-N8EF- 2	Brown Field Site. In support of the development of the existing brown field site there is concern that the stereotype development at Barton Farm should not be repeated here.	Support welcomed and comments noted.

	<p>Light pollution. Littleton has no street lighting and we do not want second hand light pollution from the development. Open space outside brown field site. There is no mention of what access there will be to the area between the JMB and the Littleton Recreation Grounds. It should be restricted to pedestrians only.</p>	<p>The lighting of site and ensuring that the development protects the dark night skies are important considerations that will be addressed at the planning application stage. The masterplanning of the site will also investigate and identify the permeability of the site and these matters will be addressed in the planning application. Recommended response: No change</p>
<p>ANON- KSAR- NK9M-G</p>	<p>Already Winchester is often in gridlock. With so many houses proposed in addition to Barton Farm it's only going to get worse. Are any more doctors surgeries planned? Shops? I am pleased that leisure facilities, including the pool are to be retained for use by the public.</p>	<p>The number of homes that the city council has to make allocate in a Local Plan is set out by the Government. A Stage 2 transport assessment is underway that will assess the cumulative impacts of the sites that have already been granted planning permission and the allocated sites in the emerging Local Plan and this is a key part of the evidence base that supports the Local Plan. An Infrastructure Delivery Plan is also being</p>

		prepared with the involvement of infrastructure providers. Recommended response: No change
ANON-KSAR-N8QM-N	<p>It should be confirmed that the recreational facilities on the site are to be retained for use of future residents on this site and open to the adjoining areas of Barton Farm, Littleton and Harestock. 'Viability' should not be dependent on the likely cost exceeding the developers desired budget. With the population in the area there would be the possibility of a low cost subscription to the facilities to allow for proper provision and maintenance of facilities. This would allow residents in the area currently poorly served by public transport to have access to local facilities, rather than the making the difficult journey to the new leisure centre. It would also reduce the need for residents to subscribe to private and energy inefficient exercise facilities, many of which are appearing in the town centre and reducing the spaces available for other less lucrative businesses. Transport for a suitably placed (ie not an historically undeveloped site, free of any evidence of building etc) should include access for Littleton residents to supplement the current low level of public transport.</p>	<p>The masterplan work that is still ongoing will investigate the future use of land including the location and the amount of open space. An assessment is being undertaken of the existing facilities on the site and how they can be managed and maintained in the future. Permeability through the site is a key issue that will be addressed as part of the masterplanning process. Recommended response: No change</p>
ANON-KSAR-NKJC-Q	<p>It is unclear from the reasoned justification accompanying this policy if or when this site will become available. We are also unclear why, given the sites current use, this site would not be better diversified to other employment generating uses, as guided by draft Policy NE2. The site is particularly sensitive to intensification given its location in the gap between Winchester and Littleton. We therefore question the suitability and reliance placed on this source of supply until its availability is formally confirmed and suitability for housing assessed in more detail.</p>	<p>The Defence Infrastructure Organisation (DIO) have stated publicly that they will vacate the site in 2026. Whilst the site is being allocated for residential development there would still be the need for services and facilities to serve the redevelopment of the site. Bushfield Camp (on the</p>

		<p>opposite side of the city) is allocated for employment use. The masterplanning process will identify which parts of the sites can be redeveloped and as part of this, it will be looking at the gap between Littleton and Winchester. Recommended response: No change</p>
<p>ANON-KSAR-N8QS-U</p>	<p>Sir John Moore Barracks, is the only new major strategic residential site proposed in Winchester District over a nominal 15 year period to 2039. The site is owned by the Military of Defence and is currently still operational. The site also, positively, provides housing close proximity to the City, which is a principle Stagecoach strongly urges a greater focus on within the Plan. The delivery of the allocation is therefore critical to the success of the spatial policy of the draft Local Plan.</p> <p>Leaving aside its location with regard to the City and the existing public transport network, which present some real challenges, Stagecoach has substantial concerns that around several factors that impinge on the timing of delivery of the Barracks redevelopment; and, even if it does come forward, the amount of housing it can accommodate. The reliance of local plans elsewhere on large-scale redevelopment of former military installations is one that has demonstrated how unreliable this source of housing land often is. Within the now-adopted Gloucester, Cheltenham and Tewkesbury Joint Core Strategy, which took 8 years to prepare, a site at MOD Ashchurch was among the largest sites allocated, and the confidence of its availability had even led to the selection of a development partner by the Defence Infrastructure Organisation. However it was becoming apparent from other publicly available official information that concerns about the timing of its release were rising, while substantial capital investments were being made in the site during the plan-making process to support and ongoing military operation. Its allocation had to be removed at the 11th hour during the</p>	<p>Support welcomed and comments noted.</p> <p>The Defence Infrastructure Organisation (DIO) have stated publicly that they will vacate the site in 2026. The city council is having ongoing discussions with the DIO about the deliverability of the site and this is a key element that will need to be demonstrated as part of the Local Plan process.</p>

	<p>Examination in Public – which itself was protracted. It now looks unlikely that any but a small portion of the site will be available for redevelopment for the foreseeable future. Even where sites are largely or wholly abandoned, this is no guarantee of timely delivery. An even larger number of sites of this kind are allocated for development – such as Vauxhall Barracks in Didcot and Dalton Barracks north of Abingdon, both in Oxfordshire, where no apparent progress has been made towards seeing these sites come forward. Chalgrove Airfield in the same broad area, has a particular set of problems regarding its availability as a site – despite it being out of use as a military facility for many years and in the control of Homes England. The Sir John Moore Barracks site largely but not exclusively, consists of previously developed land, and Paragraph 12.13 of the Consultation Draft confirms that it is not currently known how much of the site would be suitable for development. Draft Policy W2 ‘Sir John Moore Barracks’ sets out that the land could deliver between 750 and 1,000 homes within the plan period. However elsewhere in the plan text a quantum of 900 dwellings is set. It is clear that a good deal more work needs to be done to establish the achievable development parameters for the site. Even where large military facilities do come forward such as at Bordon/Whitehill in East Hampshire, large parts of the Aldershot Military Town (now referred to as Wellesley) in Rushmoor Hampshire, and DLO Caversfield (now known as Gravenhill) near Bicester, the costs and complexities of progressive decant and remediation are usually substantial. This almost always delays the availability of large parts of the sites concerned, and creates significant problems with overall development viability, depressing the amount of affordable housing that can be provided.</p> <p>In the absence of a great deal more due diligence and clarity about the Sir John Moore site, Stagecoach urges that a very prudent approach should be taken to make sure that it is demonstrably suitable and available, as well as deliverable. Moreover, given the nature of the geo-political situation, the amount of risk in allocating any existing military facility should surely to be considered to be elevated.</p>	<p>Whilst this point is valued, as mentioned above, the city council is in ongoing discussions with the DIO and its consultants regarding the delivery of the site. The DIO have made it very clear that</p>
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		<p>they need an exit plan in place for when the Barracks closes in 2026.</p> <p>Recommended response: No change</p>
<p>ANON- KSAR-N85J- P</p>	<p>Sir John Moore Barracks, is the only new major strategic residential site proposed in Winchester District. The site is owned by the Military of Defence and is currently still operational. Bloor Homes, raise concerns with several factors regarding the delivery of the Barracks and its total provision, notwithstanding this Bloor recognise the Barracks is a logical development site.</p> <p>The site largely consists of previously developed land, and Paragraph 12.13 of the Consultation Draft confirms that it is not currently known how much of the site would be suitable for development. Therefore Draft Policy W2 ‘Sir John Moore Barracks’ sets out that the land could deliver between 750 and 1,000 homes within the plan period. However, within the Table at 12.4 which sets out the no. of dwellings provided from Winchester Town sites, the Barracks is noted to deliver 900 dwellings. As such, Bloor question the potential for 150 dwellings to fall away from the supply and as such consider that the no. of dwellings within the table should reflect the ‘minimum’ provision. Furthermore, the potential for further delay to the release or retention of Sir John Moore Barracks has the ability to cause significant risk to the deliverability of housing supply.</p>	<p>Work on the masterplan is still ongoing and given that part of the site is previously developed the city council is keen to make the best of this regeneration opportunity. 750 -1,000 dwellings has been included in the Local Plan but every indication from the work that has been undertaken to date is that the Barracks can accommodate 900 dwellings. The Defence Infrastructure Organisation (DIO) have stated publicly that they will vacant the site in 2026. Recommended response: No change</p>

	<p>Further analysis of the above points is set out within the submitted (emailed) representations titled 'Manor Parks Regulation 18 Representations' and accompanying appendices.</p>	<p>The Manor Parks representation has been assessed under omission sites.</p>
<p>BHLF-KSAR-N8SX-2</p> <p>National Highways Link here</p>	<p>Chapter 11 details the identified Site Allocations that form the Regulation 18 Consultation Plan, many of which are carried forward from the current plan, such as Policy W1 (Barton Farm Major Development Area). Policy W1 is a major development for 2,000 dwellings that sits close to the SRN A34, including its junction with the SRN M3. Policy W1 provides several items that detailed proposals must accord with, one of which is item vi, which states “Measures to improve accessibility to the town centre and the railway station by sustainable transport systems to reduce the need to travel by car, including public transport provision and enhancement, footpaths, cycleways, bridleways, and green corridors. Measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks should be included and funded by the development, including the provision of a park and ride ‘light’ scheme within the northern part of development”. This highlights the need to mitigate traffic impacts on the SRN, which is welcomed. A new site allocation, Sir John Moore Barracks (Policy W2), is proposed on the outskirts of Winchester for up to 1,000 dwellings with the site boundary approximately 725 metres from the SRN A34 junction with the A272. Whilst a traffic impact assessment has yet to be performed there is an expectation for a potential impact on the strategic road network due to its size and proximity. Therefore, but based on the results of the future traffic impact assessment for the Local Plan, that if it is demonstrated that the inclusion of the site allocation would adversely impact the SRN that wording similar to that used for Policy W1 be provided for Policy W2 to reinforce the need for mitigation on the strategic road network.</p>	<p>A Strategic Transport Assessment will support the Local Plan is currently underway in discussion with National Highways. If this work concludes that there would be an impact on the SRN similar wording can be included in Policy W1.</p> <p>Recommended response: No change</p>

<p>BHLF-KSAR-N8R9-2</p>	<p>The MOD have an interest within the area covered by Policy W2, in a new technical asset known as the Central WAM Network, which contributes to aviation safety by feeding into the air traffic management system in the Central areas of England. There is the potential for development to impact on the operation and/or capability of this new technical asset which consists of nodes and connecting pathways, each of which have their own consultation criteria. Wherever the criteria associated with the Central WAM Network are triggered, the MOD should be consulted in order that appropriate assessments can be carried out and, where necessary, requests for required conditions or objections be communicated. In order to provide a broader representation of MOD interests, and to ensure prospective developments are aware of the implications of developing within an area containing MOD safeguarded zones, it is requested that the diction of Policy W2 is supplemented with a statement that explains that applications for development that would not compromise, restrict or otherwise degrade the operational capability of safeguarded MOD sites and assets will be supported. In summary, the MOD have no concerns with the Winchester District Council Local Plan Regulation 18 Consultation but would wish to be consulted on any potential development within the statutory safeguarding zones that surround RAF Odiham, DARA Fleetlands heliport, AAC Middle Wallop, and the Central WAM Network, which consists of structures or buildings exceeding statutory safeguarding height and/or technical criteria, or any development within the Birdstrike Safeguarding Zones surrounding RAF Odiham, DARA Fleetlands heliport and AAC Middle Wallop which includes schemes that may result in the creation of attractant environments for large and flocking bird species hazardous to aviation. Policy wording which alerts developers to this potential would be welcomed.</p>	<p>Recommended Response: Add an additional bullet point underneath paragraph 12.24:</p> <p>Ensure that any development or the use of the land do not interfere, compromise or degrade an air traffic control signal that runs between a series of ground radio antennas which are used by the Ministry of Defence.</p>
<p>BHLF-KSAR-N8RX-1 BHLF-KSAR-N87A-F</p>	<p>We need to seek confirmation from the Council that the following elements will be guaranteed in the masterplan for the site.</p> <ul style="list-style-type: none"> o Maintaining the Northern Fields as a well landscaped public open space and wildlife habitat, having a positive impact on the environment in addressing the climate crisis o Maintaining the village identity of Littleton by retaining the existing Settlement 	<p>The masterplanning process is currently underway and this will be used to determine the extent of the development and area of land and any parts of the site</p>

	<p>Gap between Littleton and Harestock, including all areas adjoining Harestock Road, Stockbridge Road and Andover Road, but excluding the currently developed area of the Barracks</p> <ul style="list-style-type: none"> o Retain the existing Littleton Development Boundary o Involving and engaging with the Parish Council and Ward Members during the development of the plan o Ensuring the proposed 850 space Park and Ride is located in the area of the existing Barracks car park by the Main Gate and constructed as a layered car park to achieve the required number of spaces 	<p>that should be safeguarded from development. The settlement gap is currently defined in the adopted Local Plan and until this work has been completed this will be rolled forward to the new Local Plan. The DIO have employed a Coms company and the city council has reiterated the point to the DIO that there does need to be engagement with the Parish Council, Ward members and the local community on the redevelopment of this site. The location/size of the Park & Ride site is still under discussion and will be fully considered in the masterplan for the site. Recommended response: No change</p>
<p>BHLF-KSAR-N8BE-X Environment Agency Link here</p>	<p>See SP for colours</p> <p>Comments Green text: No specific comments/generic comments apply - We welcome the recommendation to ensure development is located outside of FZ 2&3 Orange text: Action to be taken Red text: Concern over deliverability without further work/information</p> <p>2. Sir John Moore Barracks (New Site) 750-1000 dwellings</p>	<p>Further work has been undertaken with the assistance and support of the EA/HCC as the lead flood authority to prepare a Stage 2 SFRA and a site sequential and exceptions test – these are available on the website. There have ben changes to the wording of</p>

	<p>Based on the information currently available, the site raises some environmental concerns that need to be addressed. Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts.</p> <ul style="list-style-type: none"> • FZ 2 & 3 • Main river- Nunswalk Stream • Principal Aquifer • Land use contamination risk (military) <p>Flood Risk</p> <p>Notwithstanding our concerns regarding the sequential test, and for the policy to be sound we would advise that a level 2 SFRA is undertaken to provide a greater degree of certainty as to the level of flood risk, both now and with climate change. The LPA have not demonstrated that this site allocation provides wider sustainability benefits to the community that outweigh flood risk.</p> <p>We welcome the recommendation through a Flood Risk Assessment (FRA) to avoid proposed development in Flood Zones 2 & 3, and to address and mitigate against the high risk of flooding from surface water and groundwater through the use of SuDS.</p> <p>We do however also recommend hydraulic modelling is undertaken to determine the flood extents more accurately. This modelling should include appropriate climate change allowances, which may increase the flood extent further. We would suggest that the recommendation to avoid Flood Zones 2 & 3, both present day and future extents, becomes a development requirement.</p> <p>A site-specific Flood Risk Assessment should demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. This should include the measures identified in the Level 2 SFRA (2020) and a SuDS scheme to provide mitigation and opportunities to achieve a reduction in overall flood risk.</p> <p>It is good to see policy of a buffer zone, however, we recommend a value is given to this proposed buffer zone, such as 8 metres or more to ensure structural integrity of the watercourse and access requirements are maintained which will</p>	<p>Policy W2 to address the EA comments. Recommended response: See policy changes below.</p>
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	<p>both ensure flood risk is not increased. The value given should be specific to the site and justified by site specific reasons.</p> <p>Water Quality</p> <p>The protection of the groundwater will need to be considered as part of this site - specific policy.</p> <p>There may be contamination issues with this site. This may include PFAS issues from former military activities. The site is not in any SPZ but on principal aquifer, so would be regarded as sensitive.</p>	
<p>BHLF-KSAR-N8BG-Z</p> <p>BHLF-KSAR-N8BG-Z</p> <p>Link here</p>	<p>Sir John Moore Barracks</p> <p>12.19 - In terms of flood risk, there have been recorded flood events at the main access to the site. Surface water flooding (from Littleton) is most prominent in the lower parts of the site such as around the existing shooting range and the adjacent car park off the main access road. In order to mitigate against this the main access road off Andover Road has been raised and drainage improvements have been undertaken along Andover Road. As some parts of the site have a high risk of flooding from surface water and groundwater from Littleton, any plans for the redevelopment of the site will need to address and mitigate against this through the use of a Sustainable Drainage System (SuDS) hierarchy strategy, a Flood Risk Assessment to ensure that the proposed development is located outside of flood zone 2 and 3 and any surface water does not drain or have a detrimental impact on the SINC or other protected sites. It will also be important to demonstrate how the proposals for the site would be in accordance with the Hampshire County Council Catchment Management Plans which identify and prioritise the areas within each river catchment in Hampshire that are at highest risk of flooding.</p> <p>The mechanism for flooding in the first sentence is not quite correct. During very wet years, groundwater rises to the surface and flows towards the Itchen via the Nuns Stream. The Nuns Stream flows all the way from Littleton through the St Johns Moors Barracks site during these very wet winters. This rising groundwater can't be prevented; the design should ensure groundwater can flow down gradient and without impediment. The location of Sustainable Drainage Systems need to</p>	<p>Change. Recommended Reponse: In terms of flood risk, there have been recorded flood events at the main access to the site. during very wet years, groundwater rises to the surface and flows towards the Itchen via the Nuns Stream. The Nuns Stream flows all the way from Littleton through the Sir John Moore Barracks site during these very wet winters. As this rising groundwater cannot be prevented the design and layout of the proposed development should ensure groundwater can flow down gradient and without impediment. The location of Sustainable Drainage Systems need to</p>

	<p>account for the high groundwater levels under parts of the site (not just Flood zones 2 and 3) to ensure they remain effective during all months of the year.</p>	<p>take into account for the high groundwater levels under parts of the site (not just Flood zones 2 and 3) to ensure they remain effective during all months of the year. Surface water flooding (from Littleton) is most prominent in the lower parts of the site such as around the existing shooting range and the adjacent car park off the main access road.</p>
<p>BHLF-KSAR-N86Z-7</p> <p>NHS Hampshire and Isle of Wight ICB - Primary Care</p>	<p>Main & Branch St Pauls, St Clements Partnership</p> <p>The GP surgeries that serve these potential sites are currently over subscribed by 10,900 patients of October 2022. The additional dwellings from the local plan will add a further 11,100 patients and in order to mitigate this the NHS will be seeking financial contributions to increase the primary care space by a further 888 m2</p> <p>The ICB has invested significant revenue and capital funding from its limited budget into the Winchester City practices to enable them to grow their infrastructure to meet local need.</p> <p>St Clements Surgery is being supported by the ICB to build new premises through a third party developer, which the ICB will fund through the rental reimbursement of the lease upon completion. This will provide 1003m2 of General Medical Services space, an increase of 283m2, and 78m2 of new Winchester City Primary Care Network General Medical Services space, in order to grow local primary care services to meet current demand, and up to 2,300 of additional population. This is based on the currently adopted Local Plan. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed.</p> <p>St Paul's Surgery have been supported in 2022/23 through an NHS Improvement</p>	<p>Officers have held a number of meetings with the ICB to understand further this representation and others on proposed site allocations in the regulation 18 draft Local Plan. Further information has been sought from the ICB to provide more detail on the nature and scope of any deficit in GP surgery facilities and how it may be resolved. This includes confirmation of which surgeries serve proposed allocations and which may require improvement. At this point it is considered prudent</p>

	<p>Grant, to complete Phase 3/3 of their expansion plans, enabling the practice to create three new treatment rooms. Previous phases, some of which have been self funded, has enabled the Surgery to add three additional consultation rooms and a new waiting room. These capital investments have enabled the practice to grow with their increasing patient list, in line with the currently adopted Local Plan. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed.</p> <p>Friarsgate Surgery moved to purpose-built leased accommodation in 2009, which included additional space for the practice to grow into to meet additional housing development, including the multiple phasings of Barton Farm. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed.</p> <p>The three Winchester surgeries and PCN have been clear with the ICB that it does not feel able to absorb any further increases in population due to agreed development without significant further investment in primary care infrastructure. We are pleased to note:</p> <p>Ref policy W10: "Plans are being developed to improve health care provision in the wider area"</p> <p>Ref Policy W11: "The planning authority will permit the development and redevelopment of land within and adjoining the University of Winchester and Royal Hampshire County Hospital, as shown on the Policies Map, for development to consolidate, expand and improve academic provision, health care, student housing and residential development"</p> <p>"Planning permission will be granted provided that detailed proposals accord with the Development Plan and meet the following specific development requirements: Nature & Phasing of Development</p> <ul style="list-style-type: none"> i. A masterplan establishing a development strategy for the provision of improved health, education, student housing and residential development within the area ii. Priority should be given to retaining and improving academic and health provision, and providing student housing. Subject to these being adequately catered for, residential development or other appropriate uses will be permitted on 	<p>for the Plan and associated Infrastructure Delivery Plan to note this position and set out a mechanism to deal with any necessary infrastructure requirements arising from this request. The Infrastructure Delivery Plan will include the most recent information received from the ICB regarding the capacity of infrastructure and identified need for any improvements.</p> <p>Recommended Response: No Change.</p>
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	<p>suitable surplus land or buildings;”</p> <p>Due to the additional healthcare activities that will derive from the Local Plan we believe that there should be references to healthcare in the following policies W1,2,3,4,7,8 and 9 to inform potential developers of the requirement for these impacts to be mitigated.</p>	
<p>BHLF-KSAR-N86T-1 Hampshire County Council (Transport)</p>	<p>This brownfield site is located on the northern edge of Winchester. Although it has challenging topography and flood risk, the site would be well suited to accommodating a new strategic Park and Ride site and has been identified as a suitable location within the Winchester Movement Strategy Park and Ride feasibility studies. The delivery of a strategic Park and Ride site would intercept and reduce traffic entering Winchester via B3420 Andover Road/Winchester Avenue, helping to ensure that the road would have the capacity needed to accommodate additional trips generated by the development.</p> <p>Winchester Movement Strategy studies suggest that, in combination with the Kings Barton 200 space Park and Ride lite site and other Winchester Movement Strategy improvements, this would result in demand for around 700-750 Park and Ride spaces on the Andover Road corridor by 2030. Further Park and Ride capacity may be required beyond this as further complementary Winchester Movement Strategy traffic reduction, movement and place plan measures and car park capacity reduction measures in the city centre are implemented.</p> <p>It is envisaged that as with all other existing Park and Ride sites, the new Strategic Park and Ride site would be served by an express bus service operating every 10-12 minutes that would connect the site to the city centre and railway station, and potentially to the Royal Hampshire County Hospital site on Romsey Road. It would be important that, as part of the Park and Ride service, the interchange time penalty incurred by Park and Ride users is largely offset by providing faster, reliable journey times into the city centre that save time compared to onward travel by private car. It will also be important that the access strategy for the site facilitates Park and Ride bus service access with the minimum journey time penalty.</p> <p>Ensuring good pedestrian and cycle connections from the site west to Littleton</p>	<p>Supported welcomed and comments noted.</p>

	<p>and south to Harestock will be very important. Provision of direct, safe, well-lit active travel links will be important as part of a strategy to minimise car journeys from the development.</p>	<p>Recommended Response: Change. Criteria vii. Access should be off Andover Road. and the proposals must be permeable to a range of sustainable travel modes of transport that maximises the opportunity for walking, cycling and public transport that is connected to the surrounding area/PROW/cycle network;</p> <p>Add new criteria The proposals include direct, safe and lit, where appropriate, active travel links as part of a strategy that minimises car journeys from the development by providing opportunities for walking, cycling and public transport that is connected to the surrounding area/PROW/cycle network;</p>
<p>BHLF-KSAR-N86F-K Natural England Link here</p>	<p>This site contains Flowerdown Site of Importance for Nature Conservation (SINC) identified as supporting chalk grassland habitat. Whilst this is mentioned in paragraph 12.17, there is no specific mention of this SINC in the W2 policy wording. We advise that this policy includes specific reference to this SINC and requires retention and management of this SINC and woodland on-site in perpetuity, e.g. incorporated as part of green infrastructure provision. Any</p>	<p>Recommended Response. Change. Add new criteria: The proposals consider the importance, retention and management of the</p>

	<p>forthcoming planning application should be supported by a management and monitoring plan for these habitats.</p>	<p>Flowerdown Site of Importance for Nature Conservation (SINC) in perpetuity by including a management plan for the maintenance and monitoring of these habitats.</p>
<p>BHLF-KSAR-N863-Z</p>	<p><u>Winchester Area</u></p> <p>Sir John Moore Barracks is identified as a mixed use development under Policy W2 of the Plan and is shown to be capable of delivering 750-1,000 dwellings. The supporting text to this policy (and the table on page 325), however, state that the site could deliver around 900 units with this figure will be refined through a master planning process as part of any forthcoming planning application. Masterplanning of the site will be particularly important given the sensitive nature of the site located within countryside, strategic gap, adjacent to Littleton Conservation, within a nitrates and phosphates</p>	<p>Initial masterplanning work has been undertaken which demonstrates that 900 dwellings can be accommodated on the site. The Local Planning Authority has entered into a Planning Performance Agreement with the DIO and is having a active discussions with them regarding the deliverability of this site. The Local Plan Viability Assessment is also specifically looking at this site in terms of the infrastructure requirements and the viability of the site. Whilst the site is located within Littleton & Harestock Parish Council, the proposed development will contribute towards the Winchester housing allocation.</p>

	<p>vulnerable area and includes as a SINC and swathes of woodland. As a crude estimate of capacity, if land affected by the above constraints is excluded, and assuming development at 30pdh across the remainder of the site (as per SHELAA assumptions), the site would only be capable of delivering c.750, which is consistent with the Council lower end estimates for the site. In the absence of a masterplan for the site at the plan-making stage, and order for the Council to have confidence that it has identified sufficient housing for development, the lower end of this range (i.e. 750 dwellings) should be applied to the site's capacity and additional sites identified through the Plan to meet the 150 dwellings shortfall. As the NPPF seeks to boost housing supply and as Local Plan housing requirement is expressed as a minimum, should the masterplan process show that the site can deliver more than 750 dwellings, this should be welcomed as additional supply over and above the minimum requirements.</p> <p>The Council has undertaken a high-level viability assessment of the John Moore Barracks site. Notwithstanding Persimmon other comments on the Main Cost Assumptions, it is noted that the Council has not include costs associated with a number of key infrastructure items (i.e. park and ride, school, building conversions). In the absence of this information, at this stage, the site cannot be considered viable and should be removed from the Plan.</p> <p>The Plan identifies the site as contributing towards the Winchester Town's housing needs, but the SHELAA (December 2021) indicates that the site is within the Market Towns and Rural areas. To allow for effective monitoring of housing delivery within each of the plan's areas, the Council should define the boundaries of these areas on its Policies Map.</p>	<p>Recommended Response: No change.</p>
<p>BHLF-KSAR-N86M-T Hampshire County Council (Schools)</p>	<p>Expected to generate between 225 and 300 primary age pupils. It may be possible to expand one of the local primary schools to serve the development or potentially a new school, subject to walking routes, site constraints, and the distribution of places across existing schools once the development commences. The development would also be expected to generate between 158 and 210 secondary age pupils. It is likely that an expansion of the catchment secondary school (the Henry Beaufort) would be required.</p>	<p>Discussions are still ongoing with the DIO regarding the need for primary and secondary education. Criteria v regarding the proposals to demonstrate how the primary and secondary education needs will be met. Recommended Response: No change – comments noted.</p>

Comments which object to Policy W2 – Sir John Moore Barracks

Respondent number	Comment	Officer comment
ANON-KSAR-NK52-H	<p>We have no objection in principle to Policy W2 identifying the Sir John Moore Barracks site for housing and a park-and-ride site. But we object to the main route for traffic between this development site and the City Centre and points beyond the City Centre being through the Kings Barton development. This is contrary to all conventional land use and transport planning best practice.</p> <p>We also object to the Sir John Moore Barracks park-and-ride site (see para. 12.26) and the park-and-ride site in Kings Barton being just “operationally connected” rather than being served by the same park-and-ride bus service (see comments on Policy W1) .</p>	<p>A key part of the redevelopment of this site will be reduce the need for travel by the private motor car and to encourage active travel and to include a Park & Ride facility to the city centre. The re-routing of traffic through the Kings Barton development was a decision that was taken by Hampshire County Council and is not in the control of the Local Plan. Recommended Response: No change</p> <p>There are ongoing discussion with Hampshire County Council regarding the operational and the need for Park & Ride sites to the north of the city centre. The key defining principle for a P&R site is that in order to be attractive to potential users it must offer a fast and frequent service. In this respect, whilst linking the two P&R site would seem logical there are operational reasons why this option has not been pursued. Recommended Response: No change</p>

<p>ANON- KSAR- NKWX-S</p>	<p>Whilst supportive of the development of this site, we (Winchester Hockey) strongly believe there is an absolute need for additional sporting facilities to be provided and developed in this area of Winchester. The WCC Playing Pitch Strategy & Action Plan 2018 clearly identifies the need for additional sporting facilities within Winchester both currently and in line with the additional housing development plan.</p> <p>The ATR has extensive existing sporting facilities and sports fields that have been built using tax-payers money, including gyms, swimming pool, sports hall and pitch areas. A meeting with the Chairs of over 7 key sporting clubs within Winchester identified and agreed an approach that justifies the retention and WCC support for the ongoing use and development of these facilities within this development plan.</p> <p>The WCC plan itself notes the importance of re-using existing facilities where possible; (carbon footprint benefit, let alone economic benefit), so the retention and ongoing use would be hugely desirable. Furthermore, the location, with planned parking would enable good access by visiting & home teams across all sports, reducing the travel impact within the city centre.</p> <p>From a hockey perspective (Winchester Hockey now having over 700 playing members and in process of attaining England Hockey Talent Centre of excellence accreditation, & continues to grow), there is urgent need for an additional sand based artificial grass pitch (AGP) which could be successfully located at this site, and critically, land or facility allocation for the building or utilisation of a building for a much-needed clubhouse. (It is possible an existing building / Mess could provide this).</p>	<p>In terms of the future use of the existing sporting facilities and whether they could be used for hockey, it is recommended that these are issues that should be raised with DIO/consultants as part of the masterplanning process.</p> <p>Recommended Response: No change.</p>
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	<p>We note that in Test valley, Romsey, the Ganger Farm sports centre funded totally by the Developer Barratt homes has produced a perfectly world class multi sports facility that would provide a perfect blueprint of what could be possible within this ATR site.</p> <p>The facilities and land at the ATR present a once in a lifetime opportunity for Winchester CC to generate and allocate an area for multi-sport use that will provide a long-term solution to an important community need.</p> <p>Currently (without any further housing development) Peter Symonds College Hockey have to travel to Southampton to play matches and Winchester HC have to travel to Romsey to access training and coaching pitch resource.</p>	
<p>ANON- KSAR- NKG5-6 Crawley Parish Council</p>	<p>Crawley PC supports the development of brownfield sites. However, the Crawley PC does not yet have enough detail in order to support the specific plan for the Sir John Moore Barracks site. Particular concerns:</p> <p>(12.20/12.23) Need clarity on where the Winchester city boundary lies. Important for villages outside Winchester to preserve a healthy settlement gap as this development will change the character of the area from countryside to urban. More consultation with stakeholders needed. Many of the new developments in the area - this one and more industrial activity at Three Maids Hill - will significantly alter the landscape and character of the local area. How best can rural nature be preserved.</p> <p>(12.17) Areas of grassland and woodland should be protected within the development to maintain character of area and promote/protect/support biodiverse nature of the site.</p>	<p>As the masterplanning process is ongoing it is not possible at this stage of the process to define the settlement boundary for Winchester. This is a similar situation to Kings Barton where the settlement boundary will be set once the development has progressed.</p> <p>Recommended Response: No change</p> <p>Existing areas of grassland and woodland will be assessed as part of the masterplanning process. Biodiversity Net Gain is also a key requirement (Policy NE5). Recommended Response: No change</p>

	<p>(12.26)Scale of the Park and Ride - 850 spaces. Are there figures that demonstrate the demand for a park and ride of this scale? Is this for commuters? Is there demand for this from WCC district residents who live in the outlying villages for this type of facility?</p> <p>Littleton Parish Council's proposal to establish a 25 hectare Local Nature Reserve as part of the redevelopment project should be supported. Please it is important to protect new planting (sub 20 years) just as much as established biodiverse areas of the site.</p>	<p>There are ongoing discussion with Hampshire County Council regarding the operational and the capacity of the Park & Ride site. The key defining principle for a P&R site is that in order to be attractive to potential users it must offer a fast and frequent service. It is for new residents of the SJM Barracks, local residents and commuters. Recommended Response: No change</p> <p>This proposals by the Parish Council should be raised as part of the masterplanning process. Recommended Response: No change</p>
ANON-KSAR-NK21-D	<p>Object We raise significant concerns in relation to allocating this site for development. Firstly, there is no certainty that the site is available, and can be developed out in the quantities envisaged (900 houses), in the plan period. There is a long history associated with this site, in terms of the sites' availability for redevelopment. The plan is silent on the timescales for the site to be available, nor any contingency in the event of a phased release and how this might interface with a residential led redevelopment given, for example, there is only a single vehicular access point serving the site. Self evidently, ongoing MOD operations and civilian construction and operation traffic are incompatible. The latest evidence is that the site will be available from 2024, however this is not a binary date and the plan will be submitted before the site is vacated and available – any delay in availability cannot be integrated in to the plan. This is a serious risk. Secondly, the development quantum is as yet untested. There is no</p>	<p>Initial masterplanning work has been undertaken which demonstrates that 900 dwellings can be accommodated on the site. The Local Planning Authority has entered into a Planning Performance Agreement with the DIO and is having a active discussions with them regarding the deliverability of this site. The DIO have made a public statement that the site will be available in 2026. The Local Plan Viability Assessment is also specifically looking at this site in terms of the infrastructure requirements and the viability of the site. Recommended Response: No change</p>

	<p>detailed heritage assessment for the site, it is not clear what net development zones are appropriate, and as a result yield could significantly reduce.</p> <p>As drafted Policy W2 leaves a significant amount of assessment work to the planning application stage, when in fact this is key evidence base assessment work to inform the extent to which features need to be retained and incorporated, and in turn the implications for development yield. We are aware of numerous examples where existing above and below ground heritage assets on MOD land have significantly limited the extent of redevelopment. At present we consider it premature to include this site in the plan, pending full assessment of a range of issues.</p> <p>Thirdly, we do not consider that a residential led scheme is appropriate for this site, a view shared by key stakeholders such as the local MP. The nature of the site, and former operations, lend themselves to a knowledge based employment led proposal, in favour of the residential led proposal being planned for. Good examples of this approach can be seen at Bicester Heritage and Upper Heyford (both Cherwell District) where former MOD land has been put to high technology new employment uses, building upon the heritage of the site and incorporating above and below ground heritage assets. Such an approach needs to be considered carefully for this site.</p>	<p>Work is being undertaken by the DIO/Consultants on a range of studies in order to support the allocation of this previously developed site for residential development. This is no different from any of the other sites and has lead to the policy being drafted in order to address this point. Recommended Response: No change</p> <p>Whilst the site is being allocated for residential development there would still be the need for services and facilities to serve the redevelopment of the site. Bushfield Camp (on the opposite side of the city) is allocated for employment use and there is no evidence to indicate that both sites are needed for employment use. Recommended Response: No change</p>
ANON-KSAR-NKJQ-5	<p>1) Links to Littleton. Apart from mentions of Chestnut Avenue and Kennel Lane there is no mention of any other connections to Littleton. It's essential that more pedestrian and cycle access is provided in order to help the communities on the barracks site and Littleton to interact. For example, there should be pedestrian access to the Littleton sports fields, and Church Lane (and perhaps more, e.g. from the east end of Pitter</p>	<p>Ensuring that there are active links and the proposed development is based around sustainable transport measures. In order to ensure direct, safe and lit, where appropriate, active travel links a new criteria has been added to Policy W2. Recommended Response:</p>

	<p>Close). It would be a tragic error to isolate the barracks site with the only pedestrian access being via Chestnut Avenue.</p> <p>2) Park & ride A multi-level parking facility for park & ride has the potential to be a huge eyesore for the area. I also question the overall need for extra park & ride - all this does is encourage people to use cars to access the Winchester area. Car use should be discouraged and providing more parking just send the wrong message. Public transport links to the city are what should be encouraged, not cars.</p>	<p>additional criteria has been added to Policy W2.</p> <p>There are ongoing discussion with Hampshire County Council regarding the operational and the need for Park & Ride sites to the north of the city centre. See above point about ensuring that as part of the masterplanning process there are active travel links. Recommended Response: No change</p>
<p>ANON-KSAR-NKDW-5 Littleton and Harestock Parish Council</p>	<p>1. The policy proposes the Sir John Moore Barracks (SJMB) site as a housing allocation. It sets out some broad requirements in terms of how it would want to see the site developed with the details to be included in a masterplan. Littleton and Harestock Parish Council has a number of issues with the policy and the approach taken by WCC.</p> <p>2. The first issue is the lack of detail set out in the policy to guide the preparation of a masterplan. The number of homes is presented as a range of 750-1000 dwellings however a figure of 900 dwellings is assumed by WCC in its estimates of sources of supply (ref paragraph 12.13). It is considered that this figure should be the one referred to in the policy to be consistent with the tables However, any figure which is presented must be informed by an understanding of both the potential and the constraints of the site.</p> <p>3. The second issue is the graphic used to identify the site. The whole of the site is shaded which gives the impression that all of it could be developed. The supporting text to the policy</p>	<p>Masterplanning work is still ongoing. Initial masterplanning work has been undertaken which demonstrates that 900 dwellings can be accommodated on the site. The Local Planning Authority has entered into a Planning Performance Agreement with the DIO and is having a active discussions with them regarding the deliverability of this site.</p> <p>Recommended Response: No change</p> <p>The whole of site is allocated for development but this not imply that all of</p>

	<p>states that not all of the site is proposed or suitable for development (ref paragraph 12.13) and in that context in order to provide clear guidance in the Plan the graphic should more accurately reflect the site constraints, some of which are set out in the policy or supporting text e.g. the Flowerdown SINC (ref paragraph 12.17) and the Winchester-Littleton Settlement gap (ref paragraph 12.24). The settlement gap is also included in Policy NE7 but is not shown in the Plan. The land to the north and west of the site is of ecological importance and should also be shown as a constraint.</p> <p>4. The site includes land which is currently providing much-needed green space within the Littleton Gap, as well as offering the potential for access to wildlife and outdoor pursuits for residents in the adjacent areas, such as Harestock where residents have very little green space within easy reach. The relatively unspoilt nature of this green space is likely to mean that the land has potential for supporting a wide range of flora and fauna, the loss of which would have an adverse impact on biodiversity."</p> <p>5. The third issue is the lack of clarity on the area which WCC considers would be required to deliver 900 homes. In Policy W2 (iv), WCC make a clear distinction between previously developed land and undeveloped land within the site. In paragraph 12.13, WCC describes the site as 'much of the site comprises of previously developed land' but in paragraph 12.23 it is described as 'part of the site is previously developed land'. Paragraph 12.13 states that 'it is important to make full use of</p>	<p>the site will be developed. This is ensure that there is a comprehensive masterplan for the whole of the site. The masterplanning process that is currently underway will identify which parts of the site can be developed and which parts of the site need to be safeguarded. Settlement gaps would need to be identified on the Policies Map and at this moment in time, it would have to remain the same as it is on the adopted Local Plan. Recommended Response: No change.</p> <p>The Littleton Gap includes undeveloped part of the site that is used for wildlife and outdoor pursuits and it considered important as part of the masterplanning process to retain this gap. Change. Recommended Response: At the moment the Littleton Gap does cover part of the SJM Barracks site that has been developed and there is an opportunity to refine this as part of the new Local Plan.</p> <p>Change: Recommended response. Ensure that wording is consistent in the Local Plan change the wording to state 'part of the site comprises of previously developed land'. Work is still ongoing as part of the masterplanning process in terms of identifying the extent of the</p>
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	<p>the site's potential within the constraints existing'. The site clearly has areas of built development, open areas, particularly along the north and western boundary which have a countryside character and areas of woodland. Littleton and Harestock Parish Council considers that there should be a consistent approach to describing the extent of the site which could be developed and that the existing constraints should be identified in the policy and shown on a detailed proposals map for the site.</p> <p>6. The fourth issue is the reliance on a masterplan prepared by the landowner/developer to provide the planning framework for an important strategic site. See the relevant response to Policy D5</p> <p>7. Within Policy W2 WCC propose a park and ride facility of approximately 850 spaces. Littleton and Harestock Parish Council have a number of issues with respect to this proposal.</p> <p>8. It would be an extensive area of hard surfacing with associated infrastructure and lighting located in the countryside which would have a significant impact, on the landscape and drainage on a key approach to Winchester. The need for such a large facility has not been fully demonstrated by WCC. The existing park and ride sites are operating below their capacity. The projected demand for additional spaces is based on work which pre-dates the Covid pandemic which is having a significant impact on working practices and the need to travel to work (ref The Winchester Movement Strategy Feasibility Study July 2020 drafted in the early months of 2020). The Winchester Movement Strategy Feasibility Studies Phase 2 summary Report, July 2021, is the most recent report on the park and</p>	<p>developable area which means at this stage it is not possible to identify the constraints on the policies map.</p> <p>The masterplan process would need to involve and engage with all interested parties. Recommended Response: No change.</p> <p>There are ongoing discussion with Hampshire County Council regarding the operational and the capacity of a Park & Ride site. See above point about ensuring that as part of the masterplanning process there are active travel links. Recommended Response: No change</p>
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	<p>ride proposals for the City. The long-term case for a site at the Sir John Moore Barracks (SJMB) is re-affirmed despite the report stating that the likely demand scenarios on which the case is based are likely to be lower than the lower range of projected demand.</p> <p>9. There is a lack of detail on how the park and ride scheme would be delivered and of its long-term viability. The Feasibility Studies Phase 2 estimated the cost of two schemes at the Sir John Moore Barracks (SJMB), one for 650 spaces at £6m and a second phase of a further 250 spaces at £2.3m. The consultants commissioned by WCC to consider the viability of the Sir John Moore Barracks (SJMB) site, as at September 2022, have not made any provision for the cost of the park and ride in their calculations. There is no indication of how the proposal would be funded and therefore there must be doubt as to the deliverability of the scheme.</p> <p>10. In terms of the number of spaces proposed in Policy W2 and the studies which have informed the allocation there is an inconsistency which should be addressed. If the studies looked at 650-900 why does the policy propose 850?</p> <p>Object to Policy W2. The capacity of the site should be set out as 900 dwellings.</p> <p>Object to Policy W2. There is a lack of detailed policy requirements to guide any future master planning process.</p>	<p>See above response.</p> <p>See above response. The figure of approximately 850 spaces allows for some headroom. Recommended Response: No change.</p> <p>The exact number of homes will be established through the masterplanning process. Recommended Response: No change.</p> <p>Recommended Response: Further detail/text has now been provided to provide more detail on the masterplanning process in terms of what would be required as part of the masterplanning process.</p> <p>Change. Recommended Response: The Winchester-Littleton Settlement Gap will be identified on the Policies Map.</p> <p>The extend and how the site will be developed will need to be agreed through the masterplanning process. Whilst the text has been amended to provide more</p>
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	<p>Object to Policy W2. The Winchester-Littleton Settlement Gap should be shown on a detailed site allocation plan.</p> <p>Object to Policy W2 to the lack of an accurate graphic presentation of the existing site constraints and extent of previously developed land.</p> <p>Object to Policy W2 and the supporting text which is inconsistent in terms of the description of the extent of previously developed land.</p> <p>Object to Policy W2 and the reliance on a masterplan to provide the detailed planning framework for the site</p> <p>Object to Policy W2 and the proposal for an 850 park and ride scheme, the need for which has not been demonstrated, is not funded and therefore its delivery is uncertain.</p>	<p>clarification on the points that need to be addressed it is not considered appropriate to put this level of detail in a Local Plan. Recommended Response: No change.</p> <p>The supporting text has been changed to ensure that it is consistent with the wording in Policy W2. It would not be appropriate for the LP to include a graphic illustration of the constraints as this would come out of the masterplanning process Recommended Response: No change.</p> <p>Local Plan Policy W2 provides the policy for site and it normal practice to require further detail of how the site will be developed on masterplanning process. Recommended Response: No change.</p> <p>See above point that has been made in connection with the need for a P&R facility and that discussions are still ongoing regarding the provision of this facility. Recommended Response: No change.</p>
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<p>ANON-KSAR-NKJP-4</p>	<p>Firstly, I wish the redevelopment of the St John Moore Barracks site to be more limited re housing than in this draft Local Plan and to recognise further the conservation value of this site. I agree with the Littleton & Harestock Parish Council’s preferred vision (communicated in autumn 2021) for a new 25 hectare Local Nature Reserve in the countryside area located to the north of the Flowerdown Estate. The area is home to a vast array of wildlife, including endangered and protected species. The Parish Council wishes to preserve and enhance the biodiversity of the site which is home to hedgehogs, rare butterflies, fireflies, slow worms, glow worms, deer, owls, bats and dormice. In addition to a new Local Nature Reserve, the council also proposed integrating a heritage trail, highlighting the important military history of the site.</p> <p>With the North of Winchester facing further development, so too will the need for green spaces that people can interact with from an environmental, health & wellbeing, education, arts, and cultural heritage perspective. These proposals will serve to protect the identity of Littleton as a village and ensure that the recreation ground does not become locked by development. The goals are clear and timely and are as follows: (a) Protect and enhance the biodiversity of the site. (b) Help combat climate change. Think globally, act locally. (c) Provide a place of mental and physical wellbeing for our community. I do not oppose in principle the redevelopment of the legitimate 40 hectares of brown field (previously developed) part of Flowerdown.</p> <p>2) Secondly, I also understand the need for a Park and Ride, but not in an area designated as countryside when there are other more compelling options in the north of Winchester.</p>	<p>The main focus of the redevelopment of SJM Barracks will be residential development but there will other community facilities to support this development. As part of the masterplanning process this will identify the parts of the sites that could be redeveloped and which parts of the site are appropriate for nature conservation/biodiversity. Recommended Response: No change.</p> <p>Providing biodiversity net gain and ensuring that this development is integrated with PROW/cycle links are all important parts of bringing forward a masterplan for this site. Recommended Response: No change.</p> <p>There are ongoing discussion with Hampshire County Council regarding the operational and the need for Park & Ride sites to the north of the city centre. See above point about ensuring that as part of the masterplanning process there are</p>
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	<p>3) Thirdly Section 12.24 mentions access between the St John Moore Barracks site and Littleton via Chestnut Avenue / Kennel Lane being limited to pedestrian, cyclists and emergency access purposes only. I agree with this, and also wish to see additional pedestrian access between Littleton and the site into the recreation ground and also via Church Lane. This will aid more integration between these 2 communities.</p>	<p>active travel links. Recommended Response: No change</p> <p>Supported welcomed and comments noted.</p>
<p>ANON-KSAR-NKJ4-8</p>	<p>See accompanying Representations</p> <p>Deliverability of Sir John Moore Barracks 4.23 The draft Local Plan includes an allocation for 900 homes at Sir John Moore Barracks. The wording in the Local Plan suggests an indicative number of homes on the site to be 750-1,000 dwellings. This is a significant range with a disparity of between 250 homes. Furthermore, we note that at paragraph 12.13 of the Draft Local Plan the figure of 900 homes is stated for the site, and that this is only a 'working assumption' . The ability of the site to provide either 750 homes or 1,000 homes has a significant impact on the delivery of the spatial strategy of the Local Plan and the potential need to identify further sites for development.</p> <p>4.24 The draft Local Plan sets out a number of constraints within the site, which would impact the overall quantum of deliverable development and are summarised below:</p> <ul style="list-style-type: none"> • Need to mitigate against the potential to impact upon the River Itchen Special Area of Conservation (SAC) in terms of nutrients; • Part of the site has high risk of flooding from surface water and groundwater flooding; • Part of the site is located within a settlement gap; and 	<p>Masterplanning work is still ongoing. Initial masterplanning work has been undertaken which demonstrates that 900 dwellings can be accommodated on the site. The Local Planning Authority has entered into a Planning Performance Agreement with the DIO and is having a active discussions with them regarding the deliverability of this site.</p> <p>Recommended Response: No change</p> <p>See above response.</p>

	<ul style="list-style-type: none"> • Site includes the Flowerdown Site of Importance for Nature Conservation (SINC). <p>4.25 In addition, there is a Scheduled Ancient Monument to the west of the site and the ‘Development Strategy and Site Selection’ document recommends that development is restricted along this boundary. With such a high number of constraints, Vistry Partnerships consider additional detailed work should be carried out to understand how many homes can realistically be accommodated on the site to prevent such a large range in capacity and evidence the site’s deliverability and or developable status, and to further ensure the proposed policy is positively prepared (i.e. based on the most up-to-date evidence).</p> <p>4.26 The site is currently owned by the Ministry of Defence and is a functioning Military Barracks.</p> <p>4.27 The draft Plan is clear that brownfield sites are to come forward earlier in the Plan Period, with greenfield sites to come forward at a later stage. It is therefore assumed that this is the assumption for development of the Barracks. However, the Plan is silent on any justification or evidence on the availability of the Sir John Moore Barracks to come forward for development. The Evidence Base document ‘Development Strategy and Site Selection’ states that the Defence Infrastructure Organisation (DIO) have announced their intention to de-commission the military base in 2026. This de-commissioning is already delayed compared to original predictions. In 2016, within a document entitled ‘A Better Defence Estate’ the Ministry of Defence identified Sir John Moore Barracks for disposal in 2021. The evidence base documents now suggest 2026. The Local Plan needs to provide justification and reassurance regarding when the Barracks will be released. For example, if they are to be ‘de-</p>	<p>See above response.</p> <p>The DIO have advised the city council that they want an exit plan in place so that when they leave the site in 2026 there is already planning permission in place to enable the development to come forward. This has been accounted for in the phasing plan for the delivery of homes on this site. Recommended Response: No change</p>
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	<p>commissioned' in 2026, does that mean development can commence in 2026 or will it take a couple of years afterwards until the site is empty and ready for development.</p> <p>4.28 Indeed, if the development of the site is delayed until 2026 or later, it is reasonable to assume that WCC will be dependent on greenfield sites coming forward earlier in the Plan than assumed within the draft Local Plan.</p> <p>4.29 Appendix 3 of the 'Development Strategy and Site Selection' document sets out the initial assessment of the Sir John Moore Barracks. Within the assessment it is noted that the site does not contain any SINC. However, this is at odds with the text within the draft Plan which states that the site encompasses the Flowerdown SINC. It is vital that the evidence base and the text within the draft Local Plan are consistent, otherwise Vistry Partnerships would call into validity the site selection evidence base.</p>	<p>Change. Recommended Response: The SJM Barracks site does include a SINC and as such this inconsistency has been addressed and the report will be reissued.</p>
<p>ANON-KSAR-NKYT-Q</p>	<p>The area is almost as large as Kings Barton, so why not, apart from the large P & R facility which needs to be built before anything else to alleviate traffic & congestion in central Winchester. Like all other 'mixed use' areas there should be a 'holistic' approach centred round infrastructure essential for living/working/leisure in an 'eco-friendly' 'green' environment which will mitigate against the effects of climate-change and encourage biodiversity. Social housing should be a priority on this site, and to serve not only people on this site but also Kings Barton & the surrounding villages & settlements, e.g. Kings Worthy, a large supermarket could be built as well. This would echo the location of large supermarkets close to other P & R sites, e.g. Winnall. It has convenient access to the A34, which would also mean that large vehicles delivering goods and materials to this site would not have to cross central Winchester to do so. Other small shop/facilities including workshop/studio spaces and maybe a garden</p>	<p>The masterplanning process will consider and assess the site from a range of different disciplines. Any proposals coming forward for this site will need to deliver a range of housing including meeting the council's affordable housing policy. The masterplanning process will also consider the need for other community facilities. Whilst the site may require a small convenience store it is unlikely given its proximity to Kings Barton site that will be provided on this site (there will be a supermarket on the Kings Barton site). Recommended Response: No change</p>

	centre could also be considered to add to the 'mix' of essential facilities needed for this area.	
ANON-KSAR-NKJV-A	It is noted that Land at Mill Lane, Wickham site scores better than Sir John Moore Barracks from a sustainability perspective within the Regulation 18 Integrated Impact Assessment Report (published October 2022).	The IIA has a set of criteria that sites are assessed against. However, it is important to note that whilst the IIA has these criteria there are also distributional issues that are also important to consider in that Winchester Town is a sustainable location for additional housing and it is a higher order settlement in terms of the facilities and services that it has on offer when it is compared to Wickham. Allied to this, the SJM Barracks is a partly brownfield site and there are opportunity through for example, the P&R facility to reduce the need to travel. Recommended Response: No change
ANON-KSAR-N8E7-K	The policy omits to mention the education demands that will be created by the development. A passing mention of primary and secondary education does not provide any confidence educational requirements will be considered. When you consider the Barton Farm development of c. 2000 homes with only a primary school provided if the Barracks site is developed with another 900 homes local secondary schools, in particular Henry Beaufort, will not have the capacity for the additional pupils. Henry Beaufort is 'land locked' and will not have the appropriate amount of external space for any more than the current number of pupils. It to not be joined up thinking by not considering then Barracks site as a relocation opportunity for Henry Beaufort school as the site has buildings easily converted, playing fields etc required for a school. The existing Henry B site sits within a residential area and so the infrastructure is there to support more	Discussions are currently ongoing to HCC Education/DIO/city council in terms of the educational requirements for this. Criteria v of Policy W2 includes a specific requirement relating to this. Land has been set aside as part of the Kings Barton site for playing fields for the Henry Beaufort school. There are ongoing discussion with Hampshire County Council regarding the operational and the need for Park & Ride sites to the north of the city centre. See above point about ensuring that as part of the masterplanning process there are active

	<p>houses. Additionally as a specialist technical school there would be an opportunity to encourage businesses to locate to to the site. The idea of positioning a 'park and ride' here is curious as the Barton Farm site and road infrastructure is much more suitable. If there is to be a park and ride it should tildes the existing site access, the proposed location to the north of the site would bring the traffic out onto the Andover road closer to the Three Maids Roundabout where the road is at its narrowest. Considering the above the housing allocation would still work but with fewer houses on the barracks site but the approximately 14 acres of the Henry Beaufort site would have the capacity to provide at least 100 homes.</p>	<p>travel links. Recommended Response: No change</p>
<p>ANON- KSAR- N8M8-V</p>	<p>Policy W2 – Sir John Moore Barracks is the most significant new allocation proposed at Winchester Town within the Draft Local Plan, with a dwelling capacity assumption of 900 homes applied; it is placed third in the hierarchy of contributions to housing delivery at the town behind the residual component of Barton Farm (1,680 dwellings) and the windfall allowance (1,035 dwellings) , which is notable in itself in the context of the affordable housing challenges outlined earlier in the Plan. However, the uncertainties surrounding the actual availability of the site and its potential capacity should it be vacated during the plan period render the reliance placed upon it ill-advised.</p> <p>In identifying this site as the only major new planned component of housing supply at the main settlement in the district, which is treated as the primary location for growth and change, the Council is inviting a significant risk factor into the deliverability of its entire housing strategy. In the context of a pressing affordability crisis that is worsening year-on-year, and a declared climate emergency driven in large part locally by transport related carbon emissions the Council should be designing a robust, certain, strategically scaled policy response that is able to guarantee continuous housing delivery at the principal settlement in the district, which is acknowledged to be the most appropriate location for growth and change.</p>	<p>The DIO and city council are in active discussions and have entered into a Planning Performance Agreement regarding the future disposal of the site. The DIO have advised the city council that they want an exit plan in place so that when they leave the site in 2026 (i.e. they want a planning permission in place when they exit the site). This has been accounted for in the phasing plan for the delivery of homes on this site.</p> <p>Recommended Response: No change</p>

	<p>Instead, the Council has ignored the opportunity to make the necessary step-change in housing policy it requires and has chosen to identify an operational military facility as the only new strategic residential site at Winchester. The site was identified initially following a review of the Defence Estate that took place in November 2016 aimed at significantly rationalising and reducing the scale of military infrastructure arising out of the Strategic Defence and Security Review (SDSR) that was carried out in 2015. Much has changed in the period since these studies were commissioned.</p> <p>In November 2016 it was estimated that the Sir John Moore site would be vacated in 2021. That date has now been revised in 2022 to 2026, with the House of Commons database relating to the disposal programme for the Defence Estate currently describing the status of the site as being under 'assessment'. The team acting for the DIO promoting the site as a development opportunity forecast in December 2020 that a planning application for redevelopment would be made in 2021, with on-site delivery occurring from 2022. Clearly, such predictions were completely inaccurate.</p> <p>In the context of ongoing conflict in Europe and heightened concerns globally about security and military capability, it is highly likely that the conclusions drawn regarding the necessity and functionality of the Defence Estate in 2015 will require significant revision. The reliance placed on this site as the only new strategic residential allocation at Winchester within the Draft Plan is entirely misplaced and imprudent. Plan-making should provide certainty and should be based on policies that are 'unambiguous', for which assume that there should be clarity when sites are identified that they will be both available for development and can contribute as expected in the prosecution of the strategy upon which the plan is based. When such sites are intended to perform as the main strategic residential allocation at the principal</p>	<p>See above response.</p> <p>See above response.</p>
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	<p>settlement, which is identified as the most sustainable location in the district for accommodating growth and change, it is reasonable to expect that the land will be available. The evidence shows that this level of certainty is not achieved in respect of the Sir John Moore Barracks site. The Council should not be relying on this site as the key new component of its housing strategy for Winchester Town. Questions about the availability of the site apart there are other significant factors that compound this view when the supporting text to the draft policy is scrutinised.</p> <p>Attention is drawn particularly to a number of factors identified by the Council from paragraph 12.12 onwards:</p> <ul style="list-style-type: none"> • Half of the site lies within the NE7 settlement gap the objective of which is to maintain separation between Littleton and Winchester (12.12, 12.23) • The site is obviously contained and separate from surrounding land uses being fenced, screened, and secured commensurate with its use as a military base (12.14 – 12.17) • The site contains a SINC and is adjacent to the Littleton Conservation Area (12.17) • There is no clarity provided on how the site will be developed, or the areas that will be incorporated into the settlement boundary highlighting the sensitivity of the location, the propensity for harmful coalescence to take place, and the lack of understanding that exists regarding the true potential of the opportunity (12.20) • The site has potential historical significance as a military facility dating from WW1 (12.14, 12.23) • There is landscape, biodiversity and conservation value to the site (12.23, 12.24) • A masterplan will be required to demonstrate how any scheme could respond sensitively to the constraints that exist – settlement gap, 	<p>A masterplanning process is currently underway which will identify how the site will be developed and which part of the site could be redeveloped. Policy W2 has been drafted to pick up on all these important points and it will ensure that any redevelopment of this important site is sensitivity addressed as part of the masterplanning process. Recommended Response: No change</p>
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	<p>sensitive countryside location, military history/historical significance (12.23, 12.24)</p> <ul style="list-style-type: none"> • The masterplan should demonstrate how strong integration can be achieved for pedestrians, cyclists and public transport (12.24) <p>The particular characteristics that are highlighted show that the opportunity that exists for development is far from certain; most importantly in terms of the availability of the site for development at all, the timetable for the departure of military personnel being unclear; and in respect of the potential of the site to provide a cohesive, integrated, and well-connected neighbourhood that respects its sensitive setting,</p> <p>The particular characteristics that apply to the site, notably its high degree of containment and separation from surrounding land suggests that it would be extremely difficult to integrate new homes and facilities with neighbouring development, without dramatically altering the landscape setting of the site (a factor afforded significance in initially selecting the site for development – see Appendix 3) and without compromising the integrity of the settlement gap protected under the terms of Policy NE7. In this regard the Littleton Gap is a long-established policy tool carried forward through successive plans that would be greatly compromised if the site is comprehensively developed. The range of sensitivities and uncertainties highlighted within the supporting text to the policy demonstrate clearly that the level of reliance placed on the Sir John Moore Barracks site is imprudent. The Council should not be relying on it as the core new component of its housing strategy for Winchester Town.</p> <p>Noting the lack of clarity surrounding the future of the military facility it</p>	<p>The separation between Winchester and Littleton is an important issue that will be fully addressed as part of the masterplanning process. The site is extremely well contained and in this respect, it is considered that redevelopment will not compromise the integrity of this. Part of the site consists of previously developed land and if this site is not allocated for development, land will need to be allocated on a greenfield site(s) to be able to meet the housing requirements that have been set by Government. The DIO have stated that the site will be vacated by 2036 and they want an exit plan in place so that this site is not just left empty/derelict.</p> <p>Recommended Response: No change.</p> <p>See above response.</p>
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	<p>would be more robust to treat it as a potential opportunity/contingency site the potential of which should be treated as uncertain in the context of a defined allocations strategy. Should it become during the plan period it could be developed as a partial previously developed parcel of land that is an adjunct to the housing strategy for the Winchester Town area.</p> <p>Vistry and Taylor Wimpey recognise that if the site becomes available for development during the plan period, as a partially previously developed land resource within the public sector, it would be appropriate to investigate its potential for supplementary residential, or other alternative non-military uses as part of the development of a new northern neighbourhood for Winchester. In principle therefore if the site becomes available the redevelopment opportunity it presents should be taken, subject to the multiple constraints identified by the Draft plan being successfully resolved.</p> <p>However, it is not appropriate to treat the site as the main new strategic development opportunity that underpins the housing strategy of the new Local Plan. The numerous caveats applied to the draft policy show that this is an entirely reasonable and proportionate conclusion to draw.</p> <p>It is recommended that the site is identified only as a reserve housing/mixed-use opportunity to be brought forward once its availability for redevelopment is confirmed as a component of a Winchester Town-focussed growth strategy that responds positively to the key structural challenges identified within these representations.</p>	<p>The city council needs to identify land to meet Government housing requirement. There is already a 'buffer' within the housing land supply calculations and there are no planning reasons why the site should not be allocated for residential development in this Local Plan. Recommended Response: No change.</p> <p>See above response.</p> <p>See above response.</p>
ANON-KSAR-N8YV-6	<p>Sir John Moore Barracks Why build even more houses on the outskirts of Winchester requiring the residents to travel 3 miles to use the shops, cafes, entertainment, sports facilities, library, offices, station, etc in the city? Why not have a</p>	<p>The city council needs to identify land to meet Government housing requirements. Winchester Town is the district's most sustainable location as it is where all of</p>

	<p>strategy that will really make a difference and support the plan's opening statement – 'The biggest challenge of all is climate change etc.' - in a very practical and effective way?</p> <p>Winchester hospital dates from 1868. Constructed on a hillside in the city centre, its labyrinth of buildings is awkward for patients and staff to use and the congested roads delay constantly needed ambulances. Winchester prison, opposite, is even older and does nothing for the rehabilitation of inmates or to inspire staff.</p> <p>Why not re-site both the hospital and the prison on the Sir John Moore (Flowerdown) site – there's plenty of room. The hospital will benefit from a modern design and will have very easy access to all major trunk roads and the surrounding districts. It would even be possible to have a heliport for air ambulances. A modern spacious prison would do wonders for its users.</p> <p>The two vacated sites in the city centre could then be used for housing and, extraordinarily, the residents could WALK to the cafes, station, sports facilities, shops, offices, etc.</p> <p>Expecting people to walk, bike or bus from Flowerdown to the city centre will only appeal to a very few. The elderly, families, those in a rush and those who just don't want to walk, bike or wait for a bus will prefer to use a CAR, especially when its cold or wet.</p> <p>Placing housing next to where people want be rather than 3 miles away must be better especially if the architects of the Local Plan really mean what they say about pollution and climate change.</p> <p>I have no doubt that it is perfectly possible for the various councils, the Ministry of Defence, the hospital and the prison service to talk to each other and agree a plan that would tangibly improve the city's facilities.</p>	<p>the jobs, facilities are located. A key part of the redevelopment of this site is not only connections to local facilities and schools but also a P&R facility which will not only benefit this site but it will also benefit people accessing Winchester from the north – cutting down CO2 emissions and improving air quality in the city centre. Discussions have been ongoing with the Hospital Trust regarding the future of the hospital but this site is not on their shortlist. No decisions have taken place recently regarding the prison site so this is not an option on the table. A key part of the Winchester City Movement Strategy is to provide an increase in P&R facilities and to redevelop car parks that are located in the city centre (see Policy W3 St Peter's car park). Recommended response: No change.</p>
ANON-KSAR-N8Y6-6	<p>The plan is very general and doesn't explain how the boundaries will be integrated into the existing landscape. The Harestock Road currently benefits from a band of trees which could be retained to conceal any new development. If the trees are not to be retained, then I'd like reassurance that any development visible from the Harestock</p>	<p>One of the major benefits of this site is that it has a number of trees/wooded areas which will all be assessed and integrated into the redevelopment of the site as part of the masterplanning</p>

	<p>Road would be residential and of a complementary nature to the housing already in place along the southern side of the Harestock Road.</p> <p>I'm also concerned that such a large development would significantly increase the traffic going into town, and with the closure of the Andover Road in mind a substantial component of this new traffic will use Harestock Road, either via Priors Dean Road and Berewecke Avenue, or via the Stockbridge Road. I realise that the park and ride is intended to mitigate this traffic load, but traffic is already forced into single file to pass parked cars along Priors Dean Road, Berewecke Avenue and Stoney Lane, which causes traffic to back up. These routes will be shared with substantial service vehicles, as this is a major route for heavy lorries into the city. Further, when the M3 is closed, these local roads are expected to handle the diverted motorway traffic. I question if the roads have sufficient capacity. Experience with working in Winchester town centre and using the four times an hour number 3 bus service indicates that it takes about 40 minutes to get from the Harestock Road to the town centre during rush hour. Assuming the park and ride will have a similar service, the public will be faced with longer commutes and may prefer to shop and work in other more accessible towns, leading to further decline in the town centre.</p> <p>My last point is that the plan makes no provision for public services such as GP surgeries, schools, local shops or community facilities e.g., halls, parks, public meeting places etc. Currently there is no such</p>	<p>process along with views into and out of the site. Public connections in the form of walking and cycling routes will need to be created to connect the site to the community of across Harestock Road but this will need to be undertaken in a sensitive manner. Recommended response: No change.</p> <p>As part of the masterplanning process and the subsequent planning application a Transport Assessment will need to be undertaken and submitted to the city council. The cumulative impact of all of the allocations that have been include in the draft Local Plan is also being undertaken and will be available as part of the Evidence Base that supports the Local Plan. Recommended response: No change.</p> <p>As part of the Evidence Base for the Local Plan an Infrastructure Delivery Plan</p>
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	<p>provision at Kings Barton apart from a primary school, making the case even stronger to provide community services and amenities for a further large development in the same vicinity. I don't believe that Winchester's existing public services has the capacity to serve the population growth borne out of this second development in addition to that of Kings Barton, which directly impacts all Winchester residents.</p>	<p>is being prepared. There are currently ongoing discussions with for example, HCC Education and Hampshire & Isle of Wight Trust regarding the provision of GP facilities. Recommended response: No change.</p>
<p>ANON-KSAR-N85K-Q</p>	<p>Sir John Moore Barracks</p> <p>6.17 At Policy W2, the Draft Local Plan proposes an allocation for 900 homes at Sir John Moore Barracks. The policy wording (and associated text) indicatively suggests that 750 to 1,000 dwellings could potentially be delivered at the site. This cited range of 250 dwellings highlights the lack of certainty around this proposed allocation. Indeed, at paragraph 12.13, the Draft Local Plan identifies a figure of 900 homes, going onto state this is merely a working assumption.</p> <p>6.18 A number of constraints are identified at Policy W2, relating to potential impacts on the River Itchen SAC, an on-site SINC and areas of flood risk. A Scheduled Ancient Monument is also located near this site, with the 'Development Strategy and Site Selection' evidence base document suggesting that this precludes development along the western boundary.</p> <p>6.19 It is also not clear when this site will become available for redevelopment. In this respect, the Development Strategy and Site Selection document states that the Defence Infrastructure Organisation (DIO) has announced their intention to de-commission the military base in 2026. However, this de-commissioning is already</p>	<p>Masterplanning work is still ongoing. Initial masterplanning work has been undertaken which demonstrates that 900 dwellings can be accommodated on the site. The Local Planning Authority has entered into a Planning Performance Agreement with the DIO and is having a active discussions with them regarding the deliverability of this site. Recommended Response: No change</p> <p>All of these constraints have been identified in Policy W2 and will be taken into consideration and assessed as part of the masterplanning process. Recommended Response: No change</p> <p>The DIO and city council are in active discussions in terms of having entered into a Planning Performance Agreement regarding the future disposal of the site. The DIO have advised the city council</p>

	<p>delayed compared to original predictions and it is also suggested that the vacation of the site will be phased.</p> <p>6.20 Croudace have no in-principle objection to the redevelopment of this brownfield site. However, given the uncertainties about its availability and development capacity, it should not be assumed that it will be capable of coming forward from 2026. Indeed, given the degree of uncertainty, this site is only likely to represent a ‘developable’ source of supply in the final 10 to 15 years of the Plan-period. This is appropriate, when taking account of the Planning Practice Guidance (PPG) .</p> <p>6.21 The Draft Local Plan’s assumptions regarding Sir John Moore Barracks are concerning, given the number of homes this allocation is expected to contribute. However, the approach to this allocation highlights a further issue. Namely, and as detailed below, the Plan places a heavy reliance on housing completions at previously developed sites and the related assumption that such sites can (and should) come forward before allocations proposed on greenfield land.</p>	<p>that they want an exit plan in place so that when they leave the site in 2026 (i.e. they want a planning permission in place when they exit the site). This has been accounted for in the phasing plan for the delivery of homes on this site.</p> <p>Recommended Response: No change</p> <p>See above response.</p> <p>See above response.</p>
<p>ANON- KSAR- NK2C-Y Southern Water Link here</p>	<p>Southern Water is the statutory water and wastewater undertaker for Winchester city. In accordance with this, we have undertaken an assessment of the existing capacity of our infrastructure and its ability to meet the forecast demand for this proposal. The assessment reveals that local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater</p>	<p>The provision of water and wastewater are both important consideration and as such the inclusion of the additional criteria would be a positive addition to the policy. Recommended Change. Include additional criteria:</p> <p>Occupation of development will be phased to align with the delivery of</p>

	<p>infrastructure.</p> <p>Proposals for up to 1,000 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity to serve the development. This reinforcement will be provided through the New Infrastructure charge, but Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development at this site ahead of new infrastructure delivery could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation.</p> <p>Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2021).</p> <p>Having regard to the above, Southern Water proposes the following additional criterion to site policy W2:</p> <p>Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider.</p>	<p>sewerage infrastructure, in consultation with the service provider.</p>
ANON-KSAR-N8XB-H	<p>There is a chronic shortage of sports pitches (especially artificial with lighting) in the area. With the proposed developments in this document, existing facilities will be even more oversubscribed over time. The barracks are a unique opportunity to fill some of that shortfall and it is bizarre that this hasn't been proposed in the document.</p>	<p>In terms of the future use of the existing sporting facilities/pitches it is recommended that these are issues that should be raised with DIO/consultants as part of the masterplanning process. Recommended Response: No change.</p>

<p>ANON-KSAR-N8XX-7</p>	<p>After ploughing through eight pages of text, I would like a straight assurance that the only development will be on brownfield areas. This “brownfield” may not be a definition that suits but extending the coverage of buildings on the site beyond the current level seems highly undesirable.</p>	<p>A masterplanning process is currently underway which will identify how the site will be developed and which part of the site could be redeveloped. Policy W2 has been drafted to pick up on all these important points and it will ensure that any redevelopment of this important site is sensitivity addressed as part of the masterplanning process. Recommended Response: No change</p>
<p>ANON-KSAR-N83K-N</p>	<p>I find this plan very general and therefore it doesn't explain how the boundaries will be integrated into the existing landscape. Harestock Road currently benefits from a line / border of trees on the North side adjacent to the road. These could be retained to conceal any new development. If the trees are not to be retained, then I'd like reassurance that any development visible from Harestock Road would be residential and of a complementary nature to the housing already in place along the southern side of the Harestock Road.</p> <p>I'm also concerned that such a large development would significantly increase the traffic going into Winchester, and following the planned closure of Andover Road, a substantial component of this new traffic will use Harestock Road (via Priors Dean Road and Bereweeke Avenue, or Stockbridge Road). I realise that the park and ride is intended to mitigate this traffic load, but traffic is already forced into single file to pass parked cars on Priors Dean Road, Bereweeke Avenue and Stoney Lane, which causes traffic queues & congestion as well as increased pollution. These routes will be shared with substantial service vehicles, as this is a major route for heavy lorries into the city. Further, when the M3 is closed, these local roads are expected to handle the diverted motorway traffic. I don't believe these roads have sufficient capacity to cope with this level of increased</p>	<p>One of the major benefits of this site is that it has a number of trees/wooded areas which will all be assessed and integrated into the redevelopment of the site as part of the masterplanning process along with views into and out of the site. Public connections in the form of walking and cycling routes will need to be created to connect the site to the community of across Harestock Road but this will need to be undertaken in a sensitive manner. As part of the Reg 18 LP consultation organisations that represent GP surgeries and HCC Education have all been consulted and the criteria in Policy W2 has been updated to reflect any feedback. The LP will also be supported by an Infrastructure Delivery Plan.</p> <p>Recommended response: No change.</p>

	<p>traffic and am further concerned by the impact on both pollution levels and pedestrian (child) safety given the speeds that vehicles reach (often over 40mph on Harestock Road).</p> <p>Experience with working in Winchester city centre and using the four times an hour number 3 bus service indicates that it takes about 40 minutes to get from Harestock to the city centre during rush hour. Assuming the park and ride has a similar service level, such a long commute is likely to encourage the public to shop and work in other more accessible towns, causing further decline in Winchester city centre.</p> <p>Lastly, the plan makes no provision for public services such as GP surgeries, schools, local shops or community facilities e.g., halls, parks, public meeting places etc. Currently there is no such provision at Kings Barton apart from a primary school, making the case even stronger to provide community services and amenities for a further huge development in the same vicinity. I don't believe that Winchester's existing public services have the capacity to serve the population growth borne out of this second development in addition to that of Kings Barton - directly impacting all Winchester residents.</p>	
ANON-KSAR-N8GA-Y	<p>Please see the introductory comments to T1</p> <p>Suggested revised text. We will send a tracked changes version which will highlight the changes we are suggesting:</p> <p>vii. Access should be off Andover Road and the proposals must be permeable to a range of sustainable travel modes of transport that maximises the opportunity for walking, cycling and public transport that is connected to the surrounding area/PROW/cycle network. If the whole 86 hectares is to be developed the network of on-site active travel infrastructure should be at least 10.4 miles of disability scooter and cycle routes and 10.4 miles of walking routes. This distance would</p>	<p>A new criteria has been added to Policy W2 to ensure that the proposal is accessible to a range of active and sustainable modes of travel. Criteria vii has been included text to ensure to ensure that the design is permeable to a range of sustainable travel modes. The masterplanning process will consider and need to able to demonstrate how the site needs to be connected to nearby services and facilities. Recommended response: see new criteria.</p>

	<p>be reduced in proportion to the area to be developed. In addition the developer should provide good, direct and safe access to at least:</p> <ul style="list-style-type: none"> • Flowerdown Barracks bus stops, • the walking and cycling route to South Wonston, • the Convenience Store in Priors Dean Road, • the Buriton Road Bus stops, • Littleton Village Pond, • the bus stop on Burley Road and • a safe cycle route to the shopping centre at the junction of Stockbridge Road and Stoney Lane. • Improvement of waiting and cycle parking facilities at the bus stops specified above will be required with a contribution to the installation of real-time bus displays. <p>xv. If, as it must be, LTP4 is successful in reducing volumes of cars visiting Winchester, there will be no need to pursue proposals for a park-&-ride here, and the land can be reallocated for a better use. Indeed, by providing a park-&-ride and encouraging greater volumes of traffic, the development will be undermining the Winchester District Carbon Neutrality Action Plan and increasing transport emissions. Developer contributions to frequent bus services north of Winchester to a level equivalent to cost of the so far proposed park-and-ride will be a more climate-friendly gesture. The space released by the abandonment of the 850-place car park can then be allocated to rewilding or housing.</p>	<p>Support welcomed and comments noted.</p>
<p>ANON-KSAR-N89U-5</p>	<p>Reference to the use of Chestnut Avenue in Policy W2, as a means of access to and from the potential development site should be removed. Para. 12.16 of the supporting text for this potential Housing Allocation, refers to secure gated access to the Sir John Moore Barracks off of Chestnut Avenue/Kennel Lane 'for military vehicles only', but there is no mention of the fact that Chestnut Avenue is actually a Private Road enjoyed by the respective residents, which will limit the availability of</p>	<p>An important part of place making is to ensure that the redevelopment of the site is linked (via pedestrian and cycle links) to Littleton and equally the services, facilities and the green spaces can be accessed by the residents of Littleton. This is an important issue that will be</p>

	<p>access to the Barracks site. Para 12.24 then highlights that to safeguard residential amenity and character of the countryside, ensure that access to the potential development site via Chestnut Avenue/Kennel Lane 'is only used for pedestrian, cyclists and potential emergency access purposes only', but again, this statement does not acknowledge that Chestnut Avenue is a Private Road. In fact the statement makes a broad assumption that the Road itself can indeed be used in the manner suggested to serve the development, when it is not Public Highway and there has been no dialogue with the landowner.</p> <p>The above statement is then effectively repeated in Para viii of Policy W2.</p> <p>The point that Chestnut Avenue is a Private Road needs to be made clear within the supporting text for this potential allocation and until the position over the use of the Road to serve the potential allocation is fully established, through contact with the landowner, all reference should be removed from the Policy, given this uncertainty.</p>	<p>addressed through the masterplanning process. Recommended response: the text at paragraph 12.24 can be updated to state that Chestnut Avenue is a private road.</p>
<p>ANON- KSAR- NKQN-9</p>	<p>Point (vii) needs clarifying: motor vehicle access should be off Andover Road. The development should not be permeable to motor traffic as this would allow its use as a rat-run. The development should be permeable for active travel journeys, with safe, direct high-quality active travel routes linking it to Littleton, Harestock, Andover Road/Kings Barton, South Wonston (via an upgraded path) and the existing rights-of-way. These active travel routes must integrate with the Winchester City LCWIP and District LCWIP.</p> <p>The development must include plans to prevent any negative impact on rural roads in the surrounding area, especially those through Littleton and Crawley and the Harestock Lane.</p>	<p>A new criteria has been added to Policy W2 to ensure that the proposal is accessible to a range of active and sustainable modes of travel. Criteria vii has been included text to ensure to ensure that the design is permeable to a range of sustainable travel modes. The masterplanning process will consider and need to able to demonstrate how the site needs to be connected to nearby services and facilities.</p>

	<p>The development should be designed on “people-first” principles, with walking and cycling getting the most direct, safest routes in front of buildings while cars go behind (see Secure by Design standards for more). The recreational cycling use of the wooded strip alongside Three Maids Hill should be protected.</p> <p>It is suggested that item (xv) should read: “(xv) The Park & Ride should be designed to encourage active travel with secure cycle parking, e-bike charging facilities and hire facilities for personal mobility devices. It should link into the active travel network (see City LCWIP) to enable easy cycle-commuting into town.”</p>	<p>It is important to read the Local Plan as whole as sustainable and active travel is dealt with in a separate topic. These are very specific issues that can be dealt with as part of the design process. As part of the design process, an applicant will be required to prepare and submit a Design and Access Statement that will have needed to consider and take into account all users’ needs irrespective of gender, age or disability. Recommended response: see new criteria.</p>
<p>ANON-KSAR-NK6N-E</p>	<p>We do not support the Park and Ride element of this allocation. Park and Ride is traffic-generating and adds to the carbon burden of the District. It is thus directly in contradiction with the Climate Action Plan and with CN1 Key Issue vi). The task of reducing city centre traffic is better addressed through public and active transport initiatives. LTP4 promises traffic reduction generally across the County and is thus incoherent with the traffic generation of P&R. It also logically signifies that fewer cars should be accessing Winchester and hence that less parking provision should be necessary. This part of W2 is a major waste of land that can have more useful, more social or more ecological potential. It is unnecessary and should be removed.</p>	<p>There are ongoing discussion with Hampshire County Council regarding the operational and the need for Park & Ride sites to the north of the city centre. See above point about ensuring that as part of the masterplanning process there are active travel links. It fully accepted that the P&R facility needs to be accompanied by a range of other active transport measures which will be addressed as part of the masterplanning process. The city council is required to meet a housing requirement that is set by Government. Allocating this previously development site for residential</p>

		development is considered to be the best use of this site. Recommended Response: No change
ANON-KSAR-N8GG-5	<p>Flood-water from Littleton is known to wash onto this site. HOW MUCH Funding have Winchester City Council set aside to Repair Flood-Damage to this site and to nearby sites ?</p> <p>St John Moore Barracks is a Valuable previously-used "BROWNFIELD" Army-Training-Regiment site : Winchester City Council MUST build ONLY on "Brownfield" Land. => Countryside earns income - 78% of Cotswolds Tourism Day Visits are Countryside visits (4,113,000 Countryside Day Visits out of 5,240,000 Total Day Visits), => and about 2/3 (68%) of Cotswolds Tourism Day Visits income is from Countryside visits (£123,720,000 Countryside out of £180,764,000 Total Day Visits income)</p> <p>BUT => Flood-water from Littleton is known to wash into "St John Moore Barracks" Winchester City Council MUST ENSURE Flood Water does NOT damage properties here NOR nearby. How MUCH funding have Winchester City Council set aside for Flood-Damage repairs?</p>	<p>Paragraph 12.19 has been updated to reflect the representation from the Environment Agency. Recommended Response: see updated text.</p> <p>The city council needs to identify land to meet Government housing requirement. Whilst the city council has prioritise the use of previously developed land unfortunately, there is not enough previously developed land in the district to meet the Government's housing requirement. Recommended Response: No change</p>
BHLF-KSAR-N8BD-W	<p>Policy W2 - Sir John Moore Barracks Objections and comments As stated in paragraphs 12.22 and 12.23, a masterplan for the development of this site has yet to be prepared and the buildings and structures on this site built in the 1980s are predominantly for military training use. A masterplan should explore the opportunities for giving</p>	<p>The DIO are undertaking an assessment of the buildings that are on the site and they will need to demonstrate whether any of these buildings could be reused/adapted (criteria iv). Discussions are ongoing regarding the TA building on</p>

	<p>these buildings new uses and comply with Policy D1 – development proposals should consider the role of embodied carbon as part of the design process to reuse/refurbish existing buildings.</p> <p>The Local Plan should be proactive by identifying existing needs and opportunities that could be accommodated on this site such as:</p> <ul style="list-style-type: none"> a. Relocating the TA building in Newburgh Street to assist the regeneration of the Station Approach Area b. Employment uses c. Expansion needs of the University of Winchester d. The impact of development on traffic flows on Andover Road 	<p>the Station Approach, future employment uses are being directed to Bushfield Camp, the University of Winchester have not expressed a desire to be on the site and the impact of traffic flows will be assessed as part of the Strategic Transport Assessment that supports the Local and in the TA that will support any subsequent planning application. .</p> <p>Recommended Response: No change</p>
<p>BHLF- KSAR- N8BQ-A Historic Environment Link here</p>	<p>Para 12.24 We suggest reworking this paragraph to recognise that archaeological remains are part of the historic environment, rather than in addition to heritage</p> <p>Full doc in SP for marks ups - Assess the site’s archaeological remains, historic buildings and historical development archaeology, heritage and history of the site and how this can be incorporated into the proposed development in order to create a ‘sense of place’;</p> <p>Policy W2 - object While we do not object to allocation of this site, the policy needs to mention the adjacent scheduled Round Barrows and in particular their setting. Despite being located in a residential area, they current enjoy a tranquil and semi-rural setting which could be harmed by the visual impact of any large developments above the tree line that encircles them.</p> <p>Full doc in SP for mark ups</p>	<p>Recommended response: Alter criteria x as follows:</p> <p>The proposals record and retain any features of heritage significance and incorporates them into any re-development of the site as part of a wider heritage trail that celebrates the sites military history and helps the general public to understand and appreciate how the site has evolved. The proposals will need also to minimise harm to the setting of the adjacent Round Barrows;</p>

	The proposals record and retain any features of heritage significance and incorporates them into any re-development of the site as part of a wider heritage trail that celebrates the sites military history and helps the general public to understand appreciate how the site has evolved. The proposals will need also to minimise harm to the setting of the adjacent Round Barrows;	
BHLF-KSAR-N86G-M	<p>write with reference pages 331-338 of the attached Local Winchester District Draft Local Plan relating to the Sir John Moore Barracks and the proposed access along Chestnut Avenue. Please note that is road is privately owned by who used to live at Chestnut Avenue. It should be noted that this road is privately maintained by the residents alone.</p> <p>Currently the Barracks does not use this access and neither does its visitors. Opening up the access would indeed be a substantial change. The 900 homes mentioned (with multiple occupancy) would be a great deal of footfall along with members of the public using that access and bicycles coming up and down the road and cars turning and parking (whether erroneously or not). There is considerable repair outstanding to the road and in this situation the residents do not agree to continue to fund these ongoing repairs.</p>	An important part of place making is to ensure that the redevelopment of the site is linked (via pedestrian and cycle links) to Littleton and equally the services, facilities and the green spaces can be accessed by the residents of Littleton. This is an important issue that will be addressed through the masterplanning process. Recommended response: the text at paragraph 12.24 can be updated to state that Chestnut Avenue is a private road.

Comments which didn't answer whether they support, object or neither support nor object to Policy W2 – Sir John Moore Barracks		
Respondent number	Comment	Officer comment
BHLF-KSAR-N878-6	<p>The issues I am most concerned with are:</p> <p>a) supporting affordable housing where there is majority in favour, and discounting the dissenters!</p>	It is important that the LP is read as whole. Policy H6 deals with affordable housing. Recommended Response: No change

	<p>b) in favour of a 850 space Park and Ride at the St John Barrack site for a nominal charge and a heavily discounted bus service to the city centre. This would ensure that the traffic and parking problems are much reduced at the city centre.</p>	<p>Support welcomed and comments noted.</p>
<p>BHLF- KSAR- N87C-H</p>	<p>We need to seek confirmation from the Council that the following elements will be guaranteed in the masterplan for the site.</p> <ul style="list-style-type: none"> o Maintaining the Northern Fields as a well landscaped public open space and wildlife habitat, having a positive impact on the environment in addressing the climate crisis o Maintaining the village identity of Littleton by retaining the existing Settlement Gap between Littleton and Harestock, including all areas adjoining Harestock Road, Stockbridge Road and Andover Road, but excluding the currently developed area of the Barracks o Retain the existing Littleton Development Boundary o Involving and engaging with the Parish Council and Ward Members during the development of the plan o Ensuring the proposed 850 space Park and Ride is located in the area of the existing Barracks car park by the Main Gate and constructed as a layered car park to achieve the required number of spaces 	<p>The masterplanning process is currently underway and this will be used to determine the extent of the development and area of land and any parts of the site that should be safeguarded from development. The settlement gap is currently defined in the adopted Local Plan and until this work has been completed this will be rolled forward to the new Local Plan. The DIO are currently in the process of employing a Coms company and the city council has re-iterated the point to the DIO that there does need to be engagement with the Parish Council, Ward members and the local community on the redevelopment of this site. The location/capacity of the Park & Ride site is still under discussion and will be fully considered in the masterplan for the site. Recommended response: No change</p>
<p>BHLF- KSAR- N87Z-8</p>	<p>10.10 Policy W2 – Sir John Moore Barracks is the most significant new allocation proposed at Winchester Town within the Draft Local Plan, with a dwelling capacity assumption of 900 homes applied; it is placed third in the hierarchy of contributions to housing delivery at the town behind the residual component of Barton Farm (1,680 dwellings) and the windfall allowance (1,035 dwellings)²⁸, which is notable in itself in the context</p>	<p>The DIO and city council are in active discussions in terms of having entered into a Planning Performance Agreement regarding the future disposal of the site. The DIO have advised the city council that they want an exit plan in place so that when they leave the site in 2026 (i.e.</p>

	<p>of the affordable housing challenges outlined earlier in the Plan. However, the uncertainties surrounding the actual availability of the site and its potential capacity should it be vacated during the plan period render the reliance placed upon it illadvised.</p> <p>10.11 In identifying this site as the only major new planned component of housing supply at the main settlement in the district, which is treated as the primary location for growth and change, the Council is inviting a significant risk factor into the deliverability of its entire housing strategy. In the context of a pressing affordability crisis that is worsening year-on-year, and a declared climate emergency driven in large part locally by transport related carbon emissions the Council should be designing a robust, certain, strategically scaled policy response that is able to guarantee continuous housing delivery at the principal settlement in the district, which is acknowledged to be the most appropriate location for growth and change.</p> <p>10.12 Instead, the Council has ignored the opportunity to make the necessary step-change in housing policy it requires and has chosen to identify an operational military facility as the only new strategic residential site at Winchester.</p> <p>The site was identified initially following a review of the Defence Estate that took place in November 2016 aimed at significantly rationalising and reducing the scale of military infrastructure arising out of the Strategic Defence and Security Review (SDSR) that was carried out in 2015. Much has changed in the period since these studies were commissioned.</p> <p>10.13 In November 2016 it was estimated that the Sir John Moore site would be vacated in 2021. That date has now been revised in 2022 to 2026, with the House of Commons database relating to the disposal programme for the Defence Estate currently describing the status of the site as being under 'assessment'. The team acting for the DIO promoting the site as a development opportunity forecast in December 2020 that a planning application for redevelopment would</p>	<p>they want a planning permission in place when they exit the site). This has been accounted for in the phasing plan for the delivery of homes on this site. The masterplanning process is currently underway and this will be used to determine the extent of the development and area of land and any parts of the site that should be safeguarded from development. The settlement gap is currently defined in the adopted Local Plan and until this work has been completed this will be rolled forward to the new Local Plan. The DIO have employed a Coms company and the city council has re-iterated the point to the DIO that there does need to be engagement with the Parish Council, Ward members and the local community on the redevelopment of this site. The location/size of the Park & Ride site is still under discussion and will be fully considered in the masterplan for the site.</p> <p>Recommended Response: No change</p>
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	<p>be made in 2021, with on-site delivery occurring from 2022. Clearly, such predictions were completely inaccurate.</p> <p>10.14 In the context of ongoing conflict in Europe and heightened concerns globally about security and military capability, it is highly likely that the conclusions drawn regarding the necessity and functionality of the Defence Estate in 2015 will require significant revision. The reliance placed on this site as the only new strategic residential allocation at Winchester within the Draft Plan is entirely misplaced and imprudent. Plan-making should provide certainty and should be based on policies that are ‘unambiguous’³⁰, for which assume that there should be clarity when sites are identified that they will be both available for development and can contribute as expected in the prosecution of the strategy upon which the plan is based. When such sites are intended to perform as the main strategic residential allocation at the principal settlement, which is identified as the most sustainable location in the district for accommodating growth and change, it is reasonable to expect that the land will be available. The evidence shows that this level of certainty is not achieved in respect of the Sir John Moore Barracks site. The Council should not be relying on this site as the key new component of its housing strategy for Winchester Town. Questions about the availability of the site apart there are other significant factors that compound this view when the supporting text to the draft policy is scrutinised.</p> <p>10.15 Attention is drawn particularly to a number of factors identified by the Council from paragraph 12.12 onwards:</p> <ul style="list-style-type: none">• Half of the site lies within the NE7 settlement gap the objective of which is to maintain separation between Littleton and Winchester (12.12, 12.23)• The site is obviously contained and separate from surrounding land uses being fenced, screened, and secured commensurate with its use as a military base (12.14 – 12.17)	
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	<ul style="list-style-type: none"> • The site contains a SINC and is adjacent to the Littleton Conservation Area (12.17) • There is no clarity provided on how the site will be developed, or the areas that will be incorporated into the settlement boundary highlighting the sensitivity of the location, the propensity for harmful coalescence to take place, and the lack of understanding that exists regarding the true potential of the opportunity (12.20) • The site has potential historical significance as a military facility dating from WW1 (12.14, 12.23) • There is landscape, biodiversity and conservation value to the site (12.23, 12.24) • A masterplan will be required to demonstrate how any scheme could respond sensitively to the constraints that exist – settlement gap, sensitive countryside location, military history/historical significance (12.23, 12.24) • The masterplan should demonstrate how strong integration can be achieved for pedestrians, cyclists and public transport (12.24) <p>10.16 The particular characteristics that are highlighted show that the opportunity that exists for development is far from certain; most importantly in terms of the availability of the site for development at all, the timetable for the departure of military personnel being unclear; and in respect of the potential of the site to provide a cohesive, integrated, and well-connected neighbourhood that respects its sensitive setting,</p> <p>10.17 The particular characteristics that apply to the site, notably its high degree of containment and separation from surrounding land suggests that it would be extremely difficult to integrate new homes and facilities with neighbouring development, without dramatically altering the landscape setting of the site (a factor afforded significance in initially selecting the site for development – see Appendix 3) and without compromising the integrity of the settlement gap protected under the terms of Policy NE7. In this regard the Littleton Gap is a long-established policy tool carried forward through</p>	
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	<p>successive plans that would be greatly compromised if the site is comprehensively developed.</p> <p>10.18 The range of sensitivities and uncertainties highlighted within the supporting text to the policy demonstrate clearly that the level of reliance placed on the Sir John Moore Barracks site is imprudent. The Council should not be relying on it as the core new component of its housing strategy for Winchester Town.</p> <p>10.19 Noting the lack of clarity surrounding the future of the military facility it would be more robust to treat it as a potential opportunity/contingency site the potential of which should be treated as uncertain in the context of a defined allocations strategy. Should it become during the plan period it could be developed as a partial previously developed parcel of land that is an adjunct to the housing strategy for the Winchester Town area.</p> <p>10.20 Vistry and Taylor Wimpey recognise that if the site becomes available for development during the plan period, as a partially previously developed land resource with in the public sector, it would be appropriate to investigate its potential for supplementary residential, or other alternative non-military uses as part of the development of a new northern neighbourhood for Winchester. In principle therefore if the site becomes available the redevelopment opportunity it presents should be taken, subject to the multiple constraints identified by the Draft plan being successfully resolved.</p> <p>10.21 However, it is not appropriate to treat the site as the main new strategic development opportunity that underpins the housing strategy of the new Local Plan. The numerous caveats applied to the draft policy show that this is an entirely reasonable and proportionate conclusion to draw.</p> <p>10.22 It is recommended that the site is identified only as a reserve housing/mixed-use opportunity to be brought forward once its availability for redevelopment is confirmed as a component of a</p>	
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	Winchester Town-focussed growth strategy that responds positively to the key structural challenges identified within these representations.	
BHLF- KSAR- N8ZD-N	<p>Sir John Moore Barracks</p> <p>At Policy W2, the Draft Local Plan proposes an allocation for 900 homes at Sir John Moore Barracks. The policy wording (and associated text) indicatively suggests that 750 to 1,000 dwellings could potentially be delivered at the site. This cited range of 250 dwellings highlights the lack of certainty around this proposed allocation. Indeed, at paragraph 12.13, the Draft Local Plan identifies a figure of 900 homes, going onto state this is merely a working assumption.</p> <p>A number of constraints are identified at Policy W2, relating to potential impacts on the River Itchen SAC, an on-site SINC and areas of flood risk. A Scheduled Ancient Monument is also located near this site, with the 'Development Strategy and Site Selection' evidence base document suggesting that this precludes development along the western boundary.</p> <p>It is also not clear when this site will become available for redevelopment. In this respect, the Development Strategy and Site Selection document states that the Defence Infrastructure Organisation (DIO) has announced their intention to de-commission the military base in 2026. However, this de-commissioning is already delayed compared to original predictions and it is also suggested that the vacation of the site will be phased. Croudace have no in-principle objection to the redevelopment of this brownfield site.</p> <p>However, given the uncertainties about its availability and development capacity, it should not be assumed that it will be capable of coming forward from 2026. Indeed, given the degree of uncertainty, this site is only likely to represent a 'developable' source of supply in the final 10 to 15 years of the Plan-period. This is appropriate, when</p>	See above response.

	<p>taking account of the Planning Practice Guidance (PPG)4 .</p> <p>The Draft Local Plan’s assumptions regarding Sir John Moore Barracks are concerning, given the number of homes this allocation is expected to contribute. However, the approach to this allocation highlights a further issue. Namely, and as detailed below, the Plan places a heavy reliance on housing completions at previously developed sites and the related assumption that such sites can (and should) come forward before allocations proposed on greenfield land.</p>	
<p>BHLF- KSAR- N8ZZ-B</p>	<p>Sir John Moore Barracks is the only new major strategic residential site proposed in Winchester District. The site is owned by the Ministry of Defence and is currently still operational. Hazeley raises concerns with several factors regarding its total provision, notwithstanding this Hazeley supports the Barracks as a logical development site.</p> <p>The site largely consists of previously developed land, and Paragraph 12.13 of the Consultation Draft confirms that it is not currently known how much of the site would be suitable for development. Therefore, Draft Policy W2 ‘Sir John Moore Barracks’ sets out that the land could deliver between 750 and 1,000 homes within the plan period. However, within the Table at 12.4 which sets out the number of dwellings provided from Winchester Town sites, the Barracks is noted to deliver 900 dwellings. As such, Hazeley questions the potential for 150 dwellings to fall away from the supply and, as such, considers that the number of dwellings within the table should reflect the ‘minimum’ provision. If this amendment is not made, and the site does only come forward with 750 dwellings, this would account for 10.34% of the buffer.</p>	<p>Initial masterplanning work has been undertaken which demonstrates that 900 dwellings can be accommodated on the site. The Local Planning Authority has entered into a Planning Performance Agreement with the DIO and is having a active discussions with them regarding the deliverability of this site. The DIO have made a public statement that the site will be available in 2026. The Local Plan Viability Assessment is also specifically looking at this site in terms of the infrastructure requirements and the viability of the site. Recommended Response: No change</p>

Comments from other sections

<p>ANON-KSAR-N8U2-X</p>	<p>We support the approach within Policy D5 to ensure that large scale development proposals deliver sustainable development and high quality place making. However, we have some detailed comments on Policy D5 which are geared towards ensuring that there are no conflicts between this policy and the site-specific policy (W2).</p> <p>As per our comments on Policy W2, the policy is not currently clear as to the mechanism by which this masterplan should be secured by the Local Planning Authority and we consider that wording should be added to clarify that this can be agreed through a planning application process in due course.</p> <p>We suggest the following amended wording is introduced:</p> <p>Any application for development is accompanied by a comprehensive and evidence based site wide masterplan which demonstrates how high quality design will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority. This masterplan should be informed by pre-application engagement with the Local Planning Authority.</p> <p>As per our comments on the site-specific policy for Sir John Moore Barracks (Policy W2), we also consider that part (o) of this policy should be reworded to ensure it is compliant with national and local policy as follows:</p> <p>Demonstrate a good understanding and respect for the natural environment, its heritage assets and their setting both within the site and in the wider locality, whether designated or</p>	<p>Comments noted and support welcomed.</p> <p>The Council has now agreed a separate governance process for agreeing concept masterplans and this point has been picked up in the recommended changes to the High Quality, Well Designed and Living Well topic Concept Masterplanning - Winchester City Council</p> <p>Comments noted. The wording of criteria x has been agreed with the Council's Heritage Officer. A Heritage Statement would be required under the Council validation requirements. Recommended Response: No Change.</p>
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	<p>not, and include details of how the natural environment and heritage assets will be preserved, conserved or enhanced. Any applications should be accompanied by a heritage statement describing the significance of affected heritage assets and/or their settings, the degree and nature of impact upon that significance and how the proposals minimise or mitigate any harm.</p>	
ANON-KSAR-N8GK-9	<p>I am writing regarding the ATR Winchester site. I believe once again the council are destroying the ancient city of Winchester. My concerns are. The Barton Farm Estate will become a bottle neck, once Andover Road is closed off and diverted through The estate. Most Fridays whenever there is an accident on the A34 or junction 9, the traffic is diverted through Andover Road. In future there is a high possibility, when Andover Rd is diverted, that traffic will find its way via Littleton Main Rd. Who in their right mind would divert heavy traffic through Barton Farm. The city council should hold their heads on shame for destroying such a historic city as Winchester. At the moment North Walls cannot cope with the addition traffic. No matter how many park and rides the council build human nature will overcome and people will nip into the city in the comfort of their own cars.</p>	<p>Comments noted. A Strategic Transport Assessment is prepared that will accompany the Reg 19 LP. This Assessment will assess the cumulative impact of the LP allocations on the road network and identify any mitigation that is required. HCC as the local highway authority are involved in the preparation and the sign off of this work. Recommended Response: No Change.</p>
ANON-KSAR-N85Q-W	<p>I object to the implementation of the policy in redevelopment of the MOD site in Littleton on the following grounds:</p> <p>Significant negative impact to quality of life on Littleton and Harestock residents. Notably :</p> <p>1. Significant increase in traffic on existing unsuitable and under repaired road infrastructure , which already experiences above planned and capacity traffic. The associated health and safety risks due to air and noise</p>	<p>Comments noted. As part of the development of the Local Plan the city council prepared a Strategic Transport Assessment which is available on the Local Plan website. This Assessment (which has been agreed by HCC Highways and National Highways) has considered and assessed the cumulative impact of all of the proposed development in the Reg 19 LP along with</p>

	<p>pollution, road traffic accidents will adversely affect current and any future residents to the area.</p> <p>2. Insufficient existing or planned infrastructure for the proposed development , for retail, health and education. The area has already seen a significant increase in traffic and service demand due to the Kings Barton development currently underway which has yet to be completed.</p> <p>3. While this plan is alleged to be redevelopment of a brownfield site, any common sense definition can see that this area currently has significant biodiversity and carbon positive benefits to the community, and should be defined as a green belt area.</p> <p>4. The plan is illogical and poorly conceived for such an opportunity to enhance Winchester and its environs through a more environmental and public amenity use of the MOD site that is becoming available, for the benefit of current and future generations. There are far more truly brownfield sites in Winchester that require urgent development without the council attacking our green belt in contradiction of its declared climate emergency status.</p>	<p>site that already have planning permission.</p> <p>We are fully aware that infrastructure issues are a key part of site allocations. Discussions have taken place with a range of infrastructure providers in terms of not only on the wording of the site allocations policies but also as part of the work on the Infrastructure Delivery Plan (which is available on the Local Plan website).</p> <p>The new administration has made it very clear that Local Planning Authorities need to prioritise redeveloping previously developed land over greenfield land. Work is underway with the DIO and their Consultants to assess the biodiversity interest on the site. Planning applications are now required to provide a minimum of 10% Biodiversity net gain.</p> <p>We are required by the Government to plan and to meet the housing requirements that have been set by the Government. If we don't allocate this site for development we would need to identify another site (which would be greenfield) that would be capable of accommodating at least 900 dwellings.</p>
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		The SJM barracks is a logical site to allocate for housing development as the majority of the site is previously developed land and it will include a much needed P&R facility to the north of city. Recommended response: No change.
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	Recommendations	Officer response
Comments from SA	None	
Comments from HRA	None	

Amendments to text:

Paragraph 12.13 The site is defined in a broad way, to enable a comprehensive approach to be taken regarding the future development of the land, which will be subject to a master planning process. This does not mean therefore that all of the site included in the plan is proposed or suitable for built development. **Part Much** of the **site area** comprises of 'previously developed land' so it is important to make the full use of the site's potential, within the constraints existing. Therefore a working assumption of has been made the site could accommodate about 900 dwellings.

Paragraph 12.14 'The site has been in military ownership since 1914 and has been occupied by a transitional camp during the First World War and HMS Flowerdown, which was a naval Listening Station., ~~during the Second World War.~~ **During WW2 it was a vital Y station along with Scarborough feeding Enigma-coded intercepts to Bletchley Park. From 1967 it was occupied by the Royal Corps of Signals for intercept training. Also present on the site were 223 Signal Squadron (SigInt).**

Paragraph 12.15 ~~As a result there are no Public Rights of Way routes through the site but~~ **The eastern edge of the Flowerdown site lies alongside the Roman road to Marlborough and can be accessed by the Three Maids Hill footpath.** There are also public footpaths along the northern boundary and from the Southern Water treatment works towards South Wonston. Andover Road has a narrow footway on the west of the site.

Paragraph 12.19 In terms of flood risk, ~~there have been recorded flood events at the main access to the site. during very wet years,~~ **groundwater rises to the surface and flows towards the Itchen via the Nuns Stream. The Nuns Stream flows all the**

way from Littleton through the Sir John Moore Barracks site during these very wet winters. As this rising groundwater cannot be prevented the design and layout of the proposed development should ensure groundwater can flow down gradient and without impediment. **The location of Sustainable Drainage Systems need to into account for the high groundwater levels under parts of the site (not just Flood zones 2 and 3) to ensure they remain effective during all months of the year.** Surface water flooding (from Littleton) is most prominent in the lower parts of the site such as around the existing shooting range and the adjacent car park off the main access road.

Paragraph 12.24 (masterplanning process) 8th bullet point:

In order to safeguard residential amenity and character of the countryside, ensure that access to the site via Chestnut Avenue **(which is a private road)**/Kennel Lane is only used for pedestrian, cyclists and potential emergency access purposes only;

Paragraph 12.24 (masterplanning process) 7th bullet point:

A lighting **strategy should be prepared for the whole of the site including a lighting** scheme along Public Rights of Way that is appropriate for the specific location

Paragraph 12.24 (masterplanning process) – add any additional after bullet point 7:

The development of the site provides an opportunity to create a network of routes within it and to link it with the adjoining residential areas. The development should make the best use of a number of existing routes within the site which should be the starting point for the creation of a new circuit route around the site. This route should link into the existing Public Rights of Way network and the new heritage trail which would tell the story of the site as an important military facility.

Paragraph 12.24 (masterplanning process) – add any additional after bullet point 7:

As there is a history of flooding in the area, a drainage strategy will need to be prepared that addresses the issues within the site both upstream and downstream alongside the opportunities to enhance the biodiversity of the site.

Paragraph 12.25

The modern Chapel is recorded as containing historic components taken from former Garrison Chapel at Peninsula Barracks in Winchester and there is a pair of gates located at the entrance to the site that originated from the Peninsula Barracks which would

need to be retained. **There are also three statues on granite plinths within the site: Sir John Moore, Royal Green Jacket Rifleman and Field Marshal Wavell and eight trees planted in 1989 by her Majesty the Queen Mother to commemorate the eight Light Infantry soldiers killed in Northern Ireland at Ballygawley.**

Further changes to paragraph 12.25:

There is some limited potential for archaeological remains, either of prehistoric date or related to the former military establishments on the site that would need to be investigated as part of the master planning process. However, this is anticipated to exist only within current greenfield areas, due to extensive landscaping undertaken during construction of the barracks. Given the site's military history, it will be important that any **key** features of heritage significance **that are mentioned above and the Chapel are incorporated and** celebrated through the creation of a heritage trail and the public realm in order to enhance the intrinsic quality of the site and to create a 'sense of place'. **There is also opportunity to reflect the military history of the site with the naming of the streets/neighbourhoods.**

Add an additional bullet point underneath paragraph 12.24:

Ensure that any development or the use of the land do not interfere, compromise or degrade an air traffic control signal that runs between a series of ground radio antennas which are used by the Ministry of Defence.

Amendments to Policy W2

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

- i. Any application for development is preceded by, and is consistent with, a comprehensive and evidence based site wide masterplan which demonstrates how high quality design, green spaces, settlement gaps will be delivered for the whole site which has involved and engaged with stakeholders and interested parties before it is agreed by the local planning authority;
- ii. The proposals relate to the whole of the allocated site or, if less, do not in any way prejudice the implementation of the masterplan for the whole site;

- iii. The proposals include a phasing and delivery strategy that is related to the provision of infrastructure and the creation of neighbourhood centres with ancillary and supporting uses;
- iv. The proposals investigate the opportunity to reuse/re-purpose any of the existing buildings and gives priority to the use of the previously developed land and the intensification of the existing built up area before the use of undeveloped land;
- v. The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development and if not provided on the site, provide suitable sustainable links that can be used all year round;
- vi. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;
- vii. Access should be off Andover Road; ~~and the proposals must be permeable to a range of sustainable travel modes of transport that maximises the opportunity for walking, cycling and public transport that is connected to the surrounding area/PROW/cycle network;~~

Add new criteria

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

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

Add new criteria

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

Add new criteria

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

Add new criteria

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

- ix. The proposals are accompanied by a green/blue infrastructure/ SuDS hierarchy strategy to both enhance the development and mitigate potential impacts on the surface water from flooding and ground water from Littleton in a way that increases the biodiversity on the site. This should include the provision of multi-functional green/blue links throughout the site and ~~out to the adjoining area and ensure that it does not drain or have a negative impact on the SINC~~ **ensure that any additional surface water resulting from the development does not have a detrimental impact on the SINC or other protected sites;**
- x. The proposals record ~~and retain, any~~ features of heritage significance and incorporates them **where feasible** into any re-development of the site as part of a wider heritage trail that celebrates the sites military history **and helps the general public to understand and appreciate how the site has evolved. The proposals will also need to minimise harm to the setting of the adjacent Round Barrows;**
 - i. The proposals incorporate and include public realm to enhance the intrinsic quality of the site and creates a 'sense of place' **putting people and places at the forefront of the development;**
 - ii. The proposals retain the existing Chapel and opens this up to the community as part of any new development, as this will reinforce links to Peninsula Barracks and historical military associations with Winchester;
 - iii. The proposals include an assessment of the condition, age and the need to retain/incorporate the existing gym, leisure facilities and the swimming pool as part of the wider residential led scheme. Depending on the outcome of this assessment if they are viable, they should be opened up for use by the local community and management plan should accompany any planning application **for this part of the site;**

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

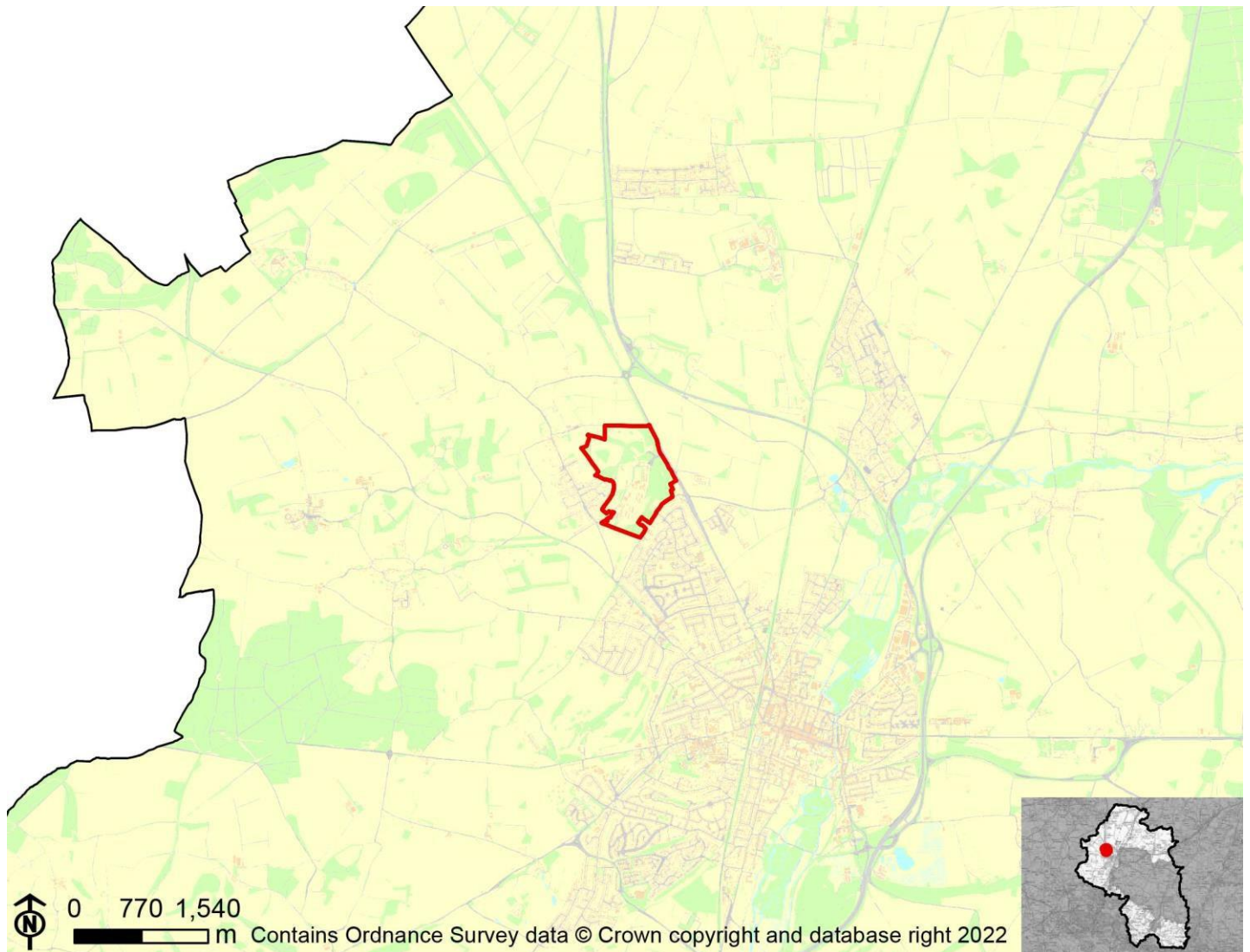
Add new criteria:

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

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

LH05: Sir John Moore Barracks, Winchester

Proposed use: Residential use



IIA Objective	Score
IIA1: climate change mitigation	Minor negative (-)
IIA2: travel and air quality	Minor negative (-)
IIA4: health and wellbeing	Negligible (0)
IIA7: services and facilities	Minor negative (-)
IIA8: economy	Negligible uncertain (0?)
IIA9: biodiversity and geodiversity	Significant negative (--)
IIA10: landscape	Negligible uncertain (0?)
IIA11: historic environment	Negligible uncertain (0?)
IIA12: natural resources	Significant negative (--)
IIA13: water resources	Negligible (0)
IIA14: flood risk	Negligible (0)

IIA objective 1: To minimise the District's contribution to climate change through a reduction of greenhouse gas emissions from all sources and facilitate the aim of carbon neutrality by 2031

Overall effect: Minor negative (-)

Score by criteria: 1a: Minor negative (-); 1b: Minor positive (+); 1c: Minor positive (+); 1d: Major negative (--); 1e: Major negative (--); 1f: Major negative (--); 1g: Major positive (++); 1h: Minor positive (+); 1i: Minor negative (-)

Justification: The site is within 801-1,200m of an NHS GP surgery. It is within 401-800m of a primary school. It is within 501-1,000m of a secondary school. It is not within 1,200m of a town centre. It is not within 800m of a district or local centre. It is not within 2,000m of a railway station. It is within 300m of a bus stop. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open county or registered common land, which could be lost to development. The majority of it is within an area where average commuting distance is in 61-80% range for the plan area.

IIA objective 2: To reduce the need to travel by private vehicle in the District and improve air quality

Overall effect: Minor negative (-)

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 4: To improve public health and wellbeing and reduce health inequalities in the District

Overall effect: Negligible (0)

Score by criteria: 4a: Negligible (0); 4b: Negligible (0); 4c: Negligible (0); 4d: Major negative (--); 4e: Minor negative (-); 4f: Minor positive (+); 4g: Major positive (++)

Justification: The site is not within 500m of an AQMA. The majority of it is within an area where noise levels at night from roads and railways are below 50 dB and the noise levels as recorded for the 16-hour period between 0700 – 2300 are below 55 dB. The site does not lie within a noise contour associated with Southampton Airport. It is within 400m of a wastewater treatment works or within 250m of a waste management facility. The site is within 801-1,200m of an NHS GP surgery. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open county or registered common land, which could be lost to development. It is within 200m of a public right of way or cycle path.

IIA objective 7: To ensure essential services and facilities and jobs in the District are accessible

Overall effect: Minor negative (-)

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 8: To support the sustainable growth of the District's economy

Overall effect: Negligible uncertain (0?)

Justification: The site is not in existing employment use.

IIA objective 9: To support the District's biodiversity and geodiversity

Overall effect: Significant negative (--)

Score by criteria: 9a: Negligible (0); 9b: Major negative (--); 9c: Major negative (--); 9d: Negligible (0); 9e: Negligible (0)

Justification: The site is not within an internationally or nationally designated biodiversity site or within a SSSI Impact Risk Zone for 'residential' or 'all planning applications'. It is within a locally designated wildlife site or ancient woodland. It is within a priority habitat. It is not within 100m of a water course. The site does not intersect with a county or local geological site.

IIA objective 10: To conserve and enhance the character and distinctiveness of the District's landscapes.

Overall effect: Negligible uncertain (0?)

Justification: The site has low overall landscape sensitivity.

IIA objective 11: To conserve and enhance the District's historic environment including its setting.

Overall effect: Negligible uncertain (0?)

Justification: The site is rated 'green' for risk of effects on heritage assets.

IIA objective 12: To support the efficient use of the District's resources, including land and minerals

Overall effect: Significant negative (--)

Score by criteria: 12a: Major negative (--); 12b: Minor negative (-); 12c: Negligible (0)

Justification: The majority of the site contains greenfield land. A significant proportion of the site ($\geq 25\%$) is on Grade 3 agricultural land or less than 25% of the site is on Grade 1 or 2 agricultural land. Less than 25% of the site is within a Mineral Safeguarding Area.

IIA objective 13: To protect the quality and quantity of the District's water resource

Overall effect: Negligible (0)

Justification: The site does not fall within Source Protection Zone 1, 2 or 3, within a drinking water safeguard zone (groundwater), or within a drinking water safeguard zone (surface water).

IIA objective 14: To manage and reduce flood risk from all sources

Overall effect: Negligible (0)

Score by criteria: 14a: Negligible (0); 14b: Negligible (0)

Justification: Less than 25% of the site is within flood zone 2 or 3. Less than 25% of the site has a 1 in 100 year or 1 in 30 year risk of surface water flooding.