

Consultation comments on Policy W9 – Bar End Depot

- Support - 4
- Neither support of object - 5
- Object - 5

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 which neither support nor object to Policy W9 – Bar End Depot		
Respondent number	Comment	Officer comment
ANON-KSAR-NKYP-K	<p>This is not an ideal location for housing development, as proposed. The only justification for some accommodation on this site would be if it enabled a leisure-focused development to be viable and/or it provided units that could be used for the benefit of the Winchester Sport and Leisure Park as a whole (e.g. temporary accommodation for attendees at residential camps, sporting events, etc). Built facilities for sport and leisure are few and far between, and the new WSLP has made a good contribution that should further enhanced through a coherent and complementary development of the Bar End Depot. The inclusion of one or more retail outlets that can provide for the Highcliffe community will also be important, as this end of the city is poorly served currently.</p> <p>One developer-led proposal for this site – which has been covered in the local press – included an ice rink and other facilities that would fill gaps in the city's provision and enhance leisure opportunities for all</p>	<p>Points noted. This site has been the subject to community consultation and engagement – see paragraph 12.78. Policy W9 has been drafted to align with this feedback. Recommended Response: No Change.</p>

	ages. If this type of facility cannot be accommodated on the Bar End Depot site, we believe that WCC should work with the developer to find an alternative suitable site.	
BHLF- KSAR- N8BE-X Environment Agency	<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>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"> • Principal Aquifer • land use contamination risk (depot) <p>Water Quality The protection of the groundwater will need to be considered as part of this site - specific policy. The site is not in any SPZ but on principal aquifer, so would be regarded as sensitive. There may be contamination issues with this site associated with previous activities.</p>	<p>Points noted. Recommended Response: Add additional text at the start of paragraph 12.81 and a n=e criteria to the policy:</p> <p>As the site is located on a principal aquifer, any proposed development will need to avoid any potential contamination to this aquifer.</p> <p>The requirement for a contaminated land assessment is already included as criteria ix in Policy W9.</p>
BHLF- KSAR- N86Z-7	<p>Main & Branch St Pauls St Clements Partnership</p> <p>NHS Hampshire and Isle of Wight ICB - Primary Care Response</p> <p>The GP surgeries that serve these potential sites are currently over subscribed by 10,900 patients of October 2022. The additional</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</p>

	<p> 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 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>may be resolved. This includes confirmation of which surgeries serve proposed allocations and which may require improvement. At this point it is considered prudent 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>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: 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:</p> <p>Nature & Phasing of Development</p> <p>i. A masterplan establishing a development strategy for the provision of improved health, education, student housing and residential development within the area</p> <p>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 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</p>	<p>Policy W9 - mixed-use site comprising 30 residential dwellings, specialised facilities including those for care, and a local convenience store at the Bar End depot, Winchester</p> <p>This site is in a very sustainable location just north of the new Sports</p>	<p>Points noted. It is important to read the Local Plan as a whole as car parking and the need to include sustainable and active travel is covered by Policy T2.</p>

Hampshire County Council (Transport)	<p>and Leisure Park, is well served by frequent Park and Ride bus services and is a walkable and cyclable distance to the city centre, so the County Council would support this site having very low on-site car parking provision.</p> <p>Site access location will need to consider the proximity of existing accesses in the area and avoiding introducing highway safety risks. Consideration may be had to access via the Sport and Leisure Park access as a possible option. As part of the Winchester Movement Strategy, the City and County Councils have been exploring potential locations for a freight micro-consolidation centre, where HGVs and vans could deliver parcels and supplies to, with e-vans or cargo bikes covering the “last mile” to retailers, businesses, offices or residential properties as a means of reducing van and lorry movements into and within Winchester city centre. It would be helpful if further consideration could be given to the possibility of incorporating a micro-consolidation centre as part of the land-use mix for this site. Any care home provision should incorporate some form of secure cycle parking for staff well as showers and lockers, to encourage cycling to/from the site.</p>	<p>Recommended Response: No Change.</p> <p>Points noted regarding a micro-consolidation centre but this is a matter for the Estates team at WCC when they market the site. It is important that the Local Plan is read as whole as Policy T2 deals with parking, cycling and vehicle charging facilities. Recommended Response: No Change.</p>
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Comments which object to Policy W9 – Bar End Depot		
Respondent number	Comment	Officer comment
ANON-KSAR-NKYT-Q	The idea of providing a 'convenience store' to serve the residential area nearby as well as those using the new leisure centre is a good one, but instead of building houses on this site why not use the area	Points noted regarding bus depot but this is a matter for the Estates team at WCC when they market the site. There is

	<p>for a bus depot (if one is really needed). This would link easily with the new P & R site on the Domun Road site. The P & R bus service to the city centre could be increased so that people living in the north and west of the city centre could use it (rather than a car) to get to the leisure centre. If there were also easy pedestrian access from this area to the water-meadows below, via the path/cycleway, then it would provide a pleasant alternative to walking along Chesil St., to get to the city centre.</p>	<p>already an existing PROW that links the P&R site at Bar End to the city centre. Recommended Response: No Change.</p>
<p>ANON- KSAR- NKJ6-A</p>	<p>I support development in this area but it is regrettable that development is being considered in an ad hoc piecemeal way in this area, repeating poor layout and use of land rather than taking the opportunity to create a well planned, attractive entrance to Winchester, one that also enhances the existing area and opportunities for nearby residents.</p> <p>The whole of the Bar End area of Winchester is very poorly planned, makes unsatisfactory use of land available and a Framework plan for the area, including this site as well as the employment land, which is particularly poorly planned, needs to be prepared before considering this site in isolation.</p> <p>The wider area is dominated by car parks, most surface car parks, this needs to be reflected in any brief.</p>	<p>Points noted and accepted that this is key radial route into the city centre. However, there are no plans at the moment to masterplan the area as this area is in multiple ownerships. Recommended Response: No change.</p>
<p>ANON- KSAR- N8GA-Y</p>	<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>Access</p> <p>vi. The proposed uses are low traffic generation and there is limited on site car parking provision;</p> <p>vii. The proposals provide a safe vehicle, pedestrian and cycle access</p>	<p>Points noted. It is important to read the Local Plan as a whole as Policy T1 covers parking, cycling, active travel and recharging points. Recommended Response: No change.</p>

	<p>in accordance with Policy T3; good safe and direct cycling and walking connections should be provided with Highcliffe, the Leisure Centre, St Catherine’s Car Park and with Winchester Town Centre. Within the site active travel permeability should be created to enable cycling and walking between the Leisure Centre and Highcliffe, and good walking and cycling access to all parts of the site with at least 0.14 miles of route infrastructure for each. Sufficient cycle storage and recharging facilities are provided to reflect the use of the site.</p> <p>viii. The proposals provides a footway link across the western boundary of the site to improve connectivity to Winchester Town to the north of the site;</p>	
ANON-KSAR-NKQN-9	<p>During the Leisure Centre project, the city council promised Cycle Winchester that when this site is redeveloped, it will incorporate a direct, safe cycle and pedestrian access through the site (not around it) between Milland Road and the leisure centre, allowing Highcliffe residents to reach the leisure centre without going onto the main road and without using the unreliable permissive access via University property. We can't see that written in as a condition of the development here. It needs to be added.</p> <p>In (vii), and “... and integrating into the network defined by the Winchester City LCWIP.”</p> <p>In (viii), amend to “footway and cycleway”.</p>	<p>Points noted. However, the LCWIP has not yet been adopted but it is referred to in the Sustainable Transport and Active Travel topic. It is, therefore, important to read the Local Plan as whole. The inclusion of the words ‘and cycleway’ would be a useful addition to criteria viii.</p> <p>Recommended Response – add the words ‘and cycleway’ to criteria viii.</p>
BHLF-KSAR-N8BD-W	<p>Policy W9 - Bar End Depot mixed use allocation</p> <p>Objections and comments</p> <p>The site adjoins the Bar End Leisure Centre and the Winchester Athletics track to the east. The site offers the opportunity to consolidate this as an area for sport and recreation.</p> <p>The popular riverside camp site in River Park was displaced by the Indoor Bowls Club building in the 1980s. As part of a landscape masterplan to improve the function and appearance of River Park, the</p>	<p>Points noted regarding moving the indoor Bowls Club but this is a matter for the Estates team at WCC when they market the site. Recommended Response: No Change.</p>

	Council should be proactive by allocating and moving the Indoor Bowls Club to this site.	
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	Recommendations	Officer response
Comments from SA	No comments	
Comments from HRA	No comments	

Amendments to supporting text

Add a new sentence at the start of paragraph 12.81:

As the site is located on a principal aquifer any proposed development will need to avoid any contamination to this aquifer.

Amendments to policy W9

Land at Bar End depot, as shown on the Policies Map, is allocated for a mixed use development including 30 residential dwellings, specialised facilities which include an element of care and residential development and a local convenience store. Planning permission will be granted provided that details accord with the Development Plan and meet the following specific requirements:

Nature of development

- i. A masterplan, which has involved and engaged with landowners, stakeholders and interested parties establishing principles for the disposition of uses across this key gateway site into Winchester Town, open space, access and junction arrangements should be submitted for approval by the local planning authority. Any applications for all or part of the site should demonstrate how the proposal will accord with these principles and achieve the form of development intended by this allocation as a whole;
- ii. It can be demonstrated through the design process that the uses are of an appropriate scale and massing and there is a graduation in the height of the development away from the northern boundary in order ensure that there is no harmful impacts on the amenities of occupiers or properties that are located on Milland Road;
- iii. The proposals takes advantage of and improves linkages to the Winchester Sport and Leisure Park;

- iv. It can be demonstrated that the proposals provide an appropriate separation distances with the existing residential properties;
- v. The proposals should include a local convenience store if it can be demonstrated through the design process that this fits with other requirements;

Access

- vi. The proposed uses are low traffic generation and there is limited on site car parking provision;
- vii. The proposals provides a safe vehicle, pedestrian and cycle access in accordance with Policy T3;
- viii. The proposals provides a footway **link and cycleway** link across the western boundary of the site to improve connectivity to Winchester Town to the north of the site;

Environmental

- ix. There is a contaminated land assessment and the appropriate remedial measures are put in place;

Add new criteria:

As the site is located on a principal aquifer, any proposed development will need to avoid any contamination to this aquifer;

- x. The proposals will need to include landscaping to create a buffer along the northern edge of the site in order to protect the residential amenity of the existing properties that are located on Milland Road; and

Other Infrastructure

- xi. The proposals contribute to infrastructure needed to make the development acceptable in planning terms.

Bar Endc: Bar End

Proposed use: Mixed use



IIA Objective	Score
IIA1: climate change mitigation	Minor positive (+)
IIA2: travel and air quality	Minor positive (+)
IIA4: health and wellbeing	Minor negative (-)
IIA7: services and facilities	Minor positive (+)
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	Negligible (0)
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 positive (+)

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

Justification: The site is within 801-1,200m of an NHS GP surgery. It is within 400m of a primary school. It is within 501-1,000m of a secondary school. It is within 401-800m of a town centre. It is not within 800m of a district or local centre. It is within 1,000-2,000m 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 lowest 20% of average commuting distances 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 positive (+)

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: Minor negative (-)

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

Justification: The site is within 500m of an AQMA. The majority of it is within an area where noise levels at night from roads and railways are above 55 dB or the noise levels as recorded for the 16-hour period between 0700 – 2300 are above 60 dB. The site does not lie within a noise contour associated with Southampton Airport. It is not 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 positive (+)

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: Minor negative (-); 9b: Negligible (0); 9c: Minor negative (-); 9d: Negligible (0); 9e: Negligible (0)

Justification: The site is within a SSSI Impact Risk Zone for 'residential' or 'all planning applications'. It is not within 500m of a locally designated wildlife site or ancient woodland. It is within 200m of 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 relating to historical constraints.

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

Overall effect: Negligible (0)

Score by criteria: 12a: Major positive (++); 12b: Negligible (0); 12c: Negligible (0)

Justification: The majority of the site contains brownfield land. Less than 25% of the site is on Grade 3 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.