

4. PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 The development rationale is to provide a high quality development that will deliver objectives set out in Local, Regional and National Planning Policy. The sustainable mixed-use development represents a significant investment for the area and will provide 2,000 dwellings and a Local Centre comprising community and commercial facilities to meet the needs of the new community.

4.1.2 The description of the development for which planning permission is sought is set out in full below:

“Development of approximately 93.1 hectares of land at Barton Farm to the east of Andover Road, Winchester to provide 2,000 dwellings (Use Class C3); a local centre including a new primary school; a children’s pre-school nursery; retail food store of up to 2,000sqm; community building; health centre; district energy centre; car parking and supporting/ancillary uses within the following Use Classes:

Class A1 (food and non-food retail)

Class A2 (financial and professional services)

Class A3 (restaurants and cafes)

Class A4 (drinking establishments)

Class A5 (hot food takeaway)

Class D1 (non-residential institutions)

Class D2 (assembly/leisure)

Class B1 (a) (offices)

Formal and informal recreational open space, including playing pitches and changing facilities; car parking; park and ride facility for up to 200 cars; children’s equipped play areas; land for allotments; hard and soft landscaping; storm water attenuation ponds and foul and surface water drainage measures including four foul water pumping stations.

New road access infrastructure to include the diversion of Andover Road North (B3420) at the junction with Harestock Road/Wellhouse Lane and formation of a new signalised junction; formation of New Andover Road on an alignment to the east of the current route and re-connection with the Andover Road to the north of Park Road; the eastward extension of Stoney Lane to form a new signalised ‘T’ junction with New Andover Road; formation of a new access road from New Andover Road to provide access to dwellings on Andover Road North; southward diversion of Well House Lane to the west of Well House Farm to form new signalised ‘T’ junction with the New Andover Road and closure of Wellhouse Lane to motorised traffic between the point of diversion and Andover Road North; downgrading of Andover Road and Andover Road North between Stoney Lane and Harestock Road to provide vehicular access to properties fronting the road; closure of Andover Road to vehicular traffic in the vicinity of Henry Beaufort School; creation of a pedestrian and cycle route along the route of the Andover Road and formation of main access infrastructure routes within the site.

Formation of new public rights-of-way across the site and new route linking the railway underpass to Worthy Road; improvement and upgrading of existing public rights of way; provision of and diversion of services as necessary and provision of on- and off-site infrastructure necessary to facilitate development of the site”.

4.1.3 The Illustrative Masterplan (see Figure 4.1) will guide the development at Barton Farm. The underlying principles of urban form and character that have informed and shaped the Masterplan are detailed in the Design and Access Statement that accompanies the planning application.

4.1.4 The Environmental Impact Assessment has tested the impacts arising from the parameters set out in the plans at Figures 4.2 (Land Use Parameters Plan), 4.3 (Developable Areas), 4.4 (Residential

Densities) and 4.5 (Indicative Building Heights). The plans set the parameters (eg land uses, building heights etc) for development that have assessed within this Environmental Statement.

4.2 Masterplan Proposals

4.2.1 In summary, the proposed development includes the following elements.

Table 4.1: Land Uses Within Proposed Development

Land Use (Use Class)	Quantum/Site Area
Residential Development (C3)	up to 2,000 dwellings
Primary School (D1)	1.80 ha
Local Centre (comprising): <ul style="list-style-type: none"> • Retail Food Store (A1) • Gym (D2) • Doctors Surgery (D1) • Nursery (D1) • Community Hall (D1) • Offices (B1a) • Retail/Professional Services/Food and Drink (A1/A2/A3/A5) • Public House (A4) 	<ul style="list-style-type: none"> • up to 2,000 sqm (GEA) • up to 550 sqm (GEA) • up to 660 sqm (GEA) • up to 600 sqm (GEA) • up to 660 sqm (GEA) • up to 2,000 sqm (GEA) • up to 1,000 sqm (GEA) • up to 500 sqm (GEA)
Total:	up to 7,970 sqm (GEA)
Energy Centre (Sui Generis)	0.16ha
Public Open Space (comprising): <ul style="list-style-type: none"> • Allotments • Children's Play Space (NEAPs, LEAPs, LAPS) • Parks, Sports and Recreation Grounds • Informal Amenity and Natural Green Space 	<ul style="list-style-type: none"> • 1.1ha • 2.25ha • 8.6ha • 11.3ha
Total:	23.25ha

4.2.2 The key elements of the Masterplan are described below. Construction is anticipated to start in 2013/2014 with completion of the development in 2022/2023. The phasing of development is not fixed and at this stage it is anticipated that 300 dwellings, the Energy Centre, the Primary School and the New Andover Road will be constructed within the first three years of development. In the following four years a further 1,375 dwellings are expected to be constructed, along with the Local Centre and internal loop road. In the final three years of construction the remaining 325 dwellings would be delivered.

4.2.3 Building heights will range between two storeys and four storeys, as shown on Figure 4.5.

4.2.4 The residential development will be constructed to Level 4 of the Code for Sustainable Homes (CSH) or higher, and non-residential development will be constructed to the equivalent standard for BREEAM. Home working will be encouraged through the provision of high quality telecommunications infrastructure.

Housing

4.2.5 The Masterplan provides 2,000 dwellings at densities ranging from 20 to 60 dwellings per hectare comprising a broad range of accommodation, including:

- one and two bedroom apartments;
- family homes
- retirement provision;
- family homes; and
- affordable housing (both social and intermediate) interspersed throughout the development.

Social and Community Facilities

4.2.6 The proposed development includes a Local Centre located in the western half of the site on either side of New Andover Road which will pass through the site. The Centre will include the following local facilities.

- Retail Food Store (A1)
- Gym (D2)
- Doctors Surgery (D1)
- Nursery (D1)
- Community Hall (D1)
- Offices (B1a)
- Retail/Professional Services/Food and Drink (A1/A2/A3/A5)
- Public House (A4)

4.2.7 The food and non-food retail stores to be provided within the Local Centre will serve the both the residents and people working at the new development. The formation of New Andover Road means that the Centre will also attract people from the surrounding area who will travel through the site.

4.2.8 Consideration of the economic effects arising from the Local Centre including the B1 floorspace is described in Chapter 7 (Socio-Economic Assessment).

Education

4.2.9 In response to Hampshire County Council's request for additional pre-school facilities, the proposed development includes provision for a day care nursery for infants, covering an area of 0.15 hectares within the proposed Local Centre.

4.2.10 A site of 1.8 hectares is proposed to accommodate a 2-Form Entry primary school. The primary school will be located towards the centre of the site, to the east of the Local Centre.

4.2.11 In terms of secondary school provision the open space to the west of the Local Centre is provided as open space, which could provide for the potential relocation of sports pitches from Henry Beaufort School (located directly adjacent to the western boundary of the site).

Energy Centre

4.2.12 The development proposals include an Energy Centre located to the south of the proposed primary school. It is likely to contain two 350 kW(th) / 195kW(e) gas fired CHPs, three 600kW gas fired boilers and one 400kW gas fired boiler. Exact release parameters for these boilers are currently not known as the detailed design for the Energy Centre has not been undertaken; therefore estimates of these parameters have been made using suitable information for similar sized boilers from a manufacturer.

4.2.13 It has been assumed that there will be three stacks associated with the Energy Centre: one for the CHP; one for the 600kW boilers; and a third for the 400kW boiler. It has been assumed that these will all be located next to each other in the centre of the Energy Centre roof. The stack heights have all been assumed to be 19m. Further details are included in Chapter 8 (Air Quality).

Recreation

4.2.14 A network of children's play spaces will permeate the site. A Neighbourhood Equipped Area of Play (NEAP) is provided to the south-east of the proposed primary school. There are also four Local Equipped Areas of Play (LEAPs) provided within the site. The first is located to the north of the Local Centre within the residential area. The second is located to the east of the site, alongside the proposed playing pitches. The third is located in the southern half of the site, to the north of the dry valley. The fourth LEAP is located adjacent to the western boundary of the site, to the south-west of the Local Centre.

4.2.15 A recreation ground of approximately 2.03ha is proposed adjacent towards the western boundary of the site, to the west of the Local Centre. The space provides potential for future relocation of playing pitches from Henry Beaufort School.

4.2.16 There are two proposed areas of playing pitches within the site. The first is in the north-western corner, while the second is adjacent to eastern boundary to the south of the ridgeline.

Physical Infrastructure

4.2.17 In accordance with Criterion (v) of Policy MDA.2 of the Winchester District Local Plan Review (Adopted July 2006) provision will be made for physical infrastructure necessary to serve the community, both on- and off-site. The policy states that this should include:

- Appropriate access routes to link the development to the transport network for public, commercial and private vehicles, cyclists and pedestrians;
- Adequate improvements to the sewerage and water supply systems; and
- Measures to avoid the risk of flooding.

Bus Services

4.2.18 The proposed development includes a Park-and-Ride Light Site in the north-western corner of the development for use by commuters to Winchester city centre. This will include be at a 10-15 minute frequency and include a circular route through the development. A short inbound bus/cycle lane on Andover Road between the rail bridge and Worthy Lane will also be provided.

4.2.19 Further details of the proposed route can be found in Chapter 7 (Transportation) and are illustrated at Figure 7.5.

Pedestrian and Cycle Links

4.2.20 The proposed development includes a number of new pedestrian and cycle links, as well as improvements to existing ones.

4.2.21 Following the formation of the New Andover Road, the existing Andover Road will be downgraded to a pedestrian and cycle route, with vehicular access for local frontages only. In addition, there are proposals for off-site localised improvements for pedestrians and cyclists along the stretch of Andover Road from the south-western corner of the site to the city centre.

4.2.22 The proposed development also includes the formation of new public right-of-way for pedestrians and cyclists linking the railway underpass on the eastern boundary of the site to Worthy Road.

4.2.23 Further details of the proposed pedestrian and cycle links can be found in Chapter 7 (Transportation) and are illustrated at Figure 7.5.

Access Routes

4.2.24 The proposals include a comprehensive access strategy involving the diversion and re-routeing of the Andover Road between the junction with Well House Lane and Harestock Road in the north to a point north of Park Road to the south (see Figure 7.5). This involves diverting and closing certain sections of the existing road network around the site to vehicular traffic and creating new road alignments. In total, there will be three vehicular access points to the site along Andover Road. The objective is to create a new access corridor, engineered and designed to encourage lower vehicle speeds that would pass through the heart of the Barton Farm development.

4.2.25 Another access to the site will be provided from Well House Lane at the north of the site. However, a section of Well House Lane will be closed meaning that only traffic from the east will be able to use the access.

4.2.26 Further details on access routes are set out in Chapter 7 (Transportation).

Foul Sewerage

4.2.27 The Land Use Parameters Plan (see Figure 4.2) shows the proposed locations for four foul pumping stations. The stations will serve the four principal foul drainage catchments that will be required to drain the development due to the existing topography (see Figure 15.3).

4.2.28 Further details on foul sewerage and water supply are set out in Chapter 15 (Hydrology and Drainage).

Surface Water

4.2.29 Full details of the drainage strategy proposed for the site foul sewerage and water supply are set out in Chapter 15 (Hydrology and Drainage). However, in outline the drainage of the application site will be as follows:

- Roofs and property paved areas will be drained to individual plot infiltration units.
- Public parking areas and shared private paved areas to use pervious pavements of larger “community” infiltration units.
- Adopted roads and paved areas to be traditionally drained using pipes and gullies with interception, treatment ponds and infiltration basins situated in the southern dry valley and at low points on the northern boundary.

4.2.30 The location of the proposed treatment ponds and infiltration basins are indicated on Figure 15.2.

4.3 Consideration of Alternatives

4.3.1 In accordance with the EIA Regulations 1999 (as amended by the EIA (Amendment) Regulations 2008), this section of the ES provides an outline of the main alternatives considered by the applicant and an indication of the main environmental reasons for the choice of Masterplan configuration. In addition to the environmental reasons listed below a detailed description of the design process can be found in the Design and Access Statement and the Public Consultation Statement respectively.

Location

4.3.2 The identification of Barton Farm as an appropriate location for a major mixed-use development is the result of detailed analysis that took place during the production of the Hampshire County Structure Plan (1996-2011) Review (Adopted 2000), Winchester District Local Plan Review (Adopted July 2006) and the development of the emerging Core Strategy. The applicant has supported Winchester City Council in their decision to identify Barton Farm as the preferred location to accommodate the future housing needs of the city.

4.3.3 Barton Farm is identified a Major Development Area in the adopted Winchester City Local Plan Review, and has been identified as the Preferred Option in the emerging Core Strategy, which will replace the Local Plan. As the City Council has considered alternative sites and concluded that Barton Farm is the most suitable site for development, the applicant does not consider it appropriate to undertake its own review of alternative sites. The Planning Statement describes the alternative sites considered by the Council.

Layout

4.3.4 The applicant has considered alternative site layouts, and the reasons for its choice taking into account the environmental effects are described below. The “No Project” alternative has been considered as the baseline against which the environmental effects of the project have been considered.

4.3.5 The layout of the proposed development has evolved over a number of years, both as the result of detailed design work and extensive public consultation. This section will examine four iterations of

the layout, including the current one, in order to illustrate the various alternatives that have been considered. These iterations include:

- Plan 1 (Appendix 4.1): Masterplan submitted with the previous application for the site in January 2004;
- Plan 2 (Appendix 4.2): Draft Illustrative Masterplan presented at a Stakeholder Workshop on 31 March 2009; and
- Plan 3 (Appendix 4.3): Environmental Impact Plan (later renamed Land Use Parameters Plan) from September 2009.

4.3.6 It should be noted that a number of environmental constraints result in some areas within the site being excluded from development. The constraints include:

- A buffer zone along the eastern edge of the site as a result of the noise generated by the railway line.
- An odour plume from the Harestock Waste Water Treatment Works which requires that no sensitive development takes place in the north-west corner of the site.
- Two species-rich hedgerows that run parallel along the ridgeline which crosses the site from east to west.
- The presence of a “dry valley” in the southern half of the site as requested by the Environment Agency.

Plan 1

4.3.7 Plan 1 (Appendix 4.1) differs from the Illustrative Masterplan in a number of ways. One of the most noticeable differences is that it does not propose the realignment of Andover Road.

4.3.8 Vehicular access to the site is from Andover Road just to the north of Henry Beaufort School, and from Well House Lane at a similar location as is currently proposed. There is also a bus only access from Andover Road, opposite the entrance of Stoney Lane.

4.3.9 The layout of the development blocks is significantly different to the Illustrative Masterplan. The site centres on a Local Equipped Area of Play (LEAP) adjacent to the western boundary of the site. The development blocks and internal roads are focused around the LEAP and resulting in a pattern of development resembling concentric semi-circles. The only real anomaly being a circular area of POS, surrounded by development, located in the “dry valley” area of the site.

4.3.10 The primary school is in a similar location to the Illustrative Masterplan, towards the centre of the site. The Local Centre remains to the west of the primary school but is more spread out as a result of the concentric pattern of development. It is focused on a public square and comprises a food store, doctors, community building, nursery and other commercial units. It should be noted that the variety of uses proposed within the Local Centre reflected the requirements of Policy MDA2 of the Adopted Local Plan and has remained broadly consistent throughout the various iterations of the masterplan.

4.3.11 In terms of recreation provision the development includes four LEAPs in addition to the circular area of POS in the southern half of the site. There is also an area of sports pitches to the north-west corner of the site.

Plan 2

4.3.12 Plan 2 (Appendix 4.2) is similar to Plan 1 in that it does not propose the realignment of Andover Road, and retains the same vehicular accesses. One of the most noticeable changes between Plan 1 and Plan 2 is the extension of the site boundary in the north-west corner of the site. This was added following the purchase of the land by CALA Homes.

4.3.13 Following the appeal decision in relation to the 2004 application a critique of the masterplan was undertaken. This resulted in a number of changes being made to the site layout for both environmental and design reasons.

4.3.14 The odour plume from Harestock Waste Water Treatment Works was altered as a consequence of improvements to the treatment works. This isopleth was shifted northwards, which allows more of the site to be developed, as can be seen on Plan 2.

4.3.15 The main difference from Plan 1 is that the concentric semi-circular pattern of development has been replaced. There are instead a number of different residential development blocks throughout the site, each of which centre upon their own square or area of special surface treatment.

4.3.16 The change in the block structure occurred because it was considered that Plan 1 was less responsive to site topography and imposed a layout bearing scant connection to precedent within Winchester. The development blocks in Plan 2 were therefore placed to more closely follow the contours of the site.

4.3.17 The introduction of new guidance on Flood Risk (PPS25) requires the avoidance of all development within the southern dry valley. Adherence to this requirement can be seen in Plan 2.

4.3.18 The locations of the primary school and the Local Centre have not changed significantly, but have been realigned to take account of the new development pattern and the introduction of a spine road that runs from north to south through the centre of the development.

4.3.19 In terms of recreation provision the development includes two LEAPS, both located along the ridgeline that passes through the site, and two NEAPs within both the northern and southern parts of the site.

Plan 3

4.3.20 Plan 3 (Appendix 4.3) was produced following a change in the design team and closely resembles the current layout.

4.3.21 The most notable change from Masterplan 2 is the diversion and re-routeing of the Andover Road and the downgrading of the existing Andover Road to a pedestrian and cycle route (with vehicular access for local frontages only). There is also a main internal road that runs through the site and connects with the New Andover Road at either end of the development creating a loop.

4.3.22 This was the result of Council Officers and Stakeholders encouraging a radical new approach to the transportation/access strategy. The aims being to:

- Ensure that through traffic passes through the Local Centre in order to create a vibrant heart to the development that is commercially viable;
- Ensure connectivity between Barton Farm and the existing residential areas of Harestock and Weeke. The width/nature of existing Andover Road would act as a barrier to between the two areas if left in its current form. The alignment of the New Andover Road allows the downgrading of the existing road and will improve east-west connectivity between the site and the surrounding area;
- Provide for the possible expansion of Henry Beaufort School; and
- Design a new road where traffic speeds can be better controlled.

4.3.23 A parking area has been introduced to the north-western corner of the site as part of the proposed Park-and-Ride Light scheme.

4.3.24 While the primary school remains in a similar location to the previous layouts a CHP site has been added to the south-east of the school site.

4.3.25 The Local Centre remains to the west of the primary school, but is now focused around a 2.1ha recreational area located opposite Henry Beaufort School.

4.3.26 In terms of recreation provision Plan 3 includes a NEAP towards the centre of the site, to the south of the primary school. There are also three LEAPS, one in the eastern half of the site directly adjacent to the ridgeline, one located centrally within the northern half of the site and one located centrally within the southern half of the site. The plan retains the sports pitches in the north-east

corner of the site, but also includes additional pitches adjacent to the eastern boundary of the site, adjacent to the ridgeline.

Current Layout

4.3.27 The current layout (see Figure 4.2) has evolved from Plan 3 following a Public Exhibition on 23/25 October 2009. The changes are fairly minor and comprise the following:

- Two areas of allotments have been added along the eastern boundary of the site;
- The site boundary was amended to include the parts of Harestock Road, Wellhouse Lane, Stoney Lane and Andover Road that will be altered as result of the diversion of Andover Road;
- The configuration of the development parcels in the north-west corner (residential, sports pitches, open space and Park-and-Ride Light) has changed;
- A new area of “park/recreation and play space” has been added on the western boundary, just to the north of the ridgeline; and
- The most southern area of “park/recreation and play space” has moved further south adjacent to dry valley.