

**Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order 2010)**

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) PARA 72

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

WINCHESTER DISTRICT LOCAL PLAN REVIEW (2006)

Saved Policy DP.3 – General design criteria

Development which accords with other relevant policies of this Plan will be permitted, provided it:

- (i) makes efficient and effective use of land or buildings;
- (ii) in terms of design, scale and layout, responds positively to the character, appearance and variety of the local environment;
- (iii) keeps parking provision to a minimum;
- (iv) provides for ease of movement and local ‘permeability’;
- (v) maximises access to public transport;
- (vi) facilitates the development of adjacent sites;
- (vii) does not have an unacceptable adverse impact on adjoining land, uses of property;
- (viii) includes within the development sufficient amenity and recreational spaces, appropriate to its size, design and function;
- (ix) makes appropriate provision for the storage of refuse and recyclables.

Saved Policy DP.4 – Landscape and the built environment

In order to maintain or enhance the District’s townscape and landscape development will not be permitted where it would detract from, or result in the loss of:

- (i) important public views and skyline features, both in the immediate vicinity and long-range, where site analysis identifies these as being of recognised importance;
- (ii) slopes;
- (iii) trees and hedgerows;
- (iv) open areas important to the townscape or the setting of buildings, including Listed Buildings;
- (v) the landscape framework, including those ‘key characteristics’, landscape and built form strategies listed at Appendix 2;
- (vi) water features, river corridors and other waterside areas;
- (vii) areas of ecological importance.



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Proposals in areas with special landscape designations, such as the East Hampshire Area of Outstanding Natural Beauty should, in particular, avoid harm to, and by in sympathy with, both the immediate and wider landscape setting.

Saved Policy DP.5 – Design of amenity open space

In order to ensure an attractive environment, development which accords with other relevant policies of this Plan will be permitted, provided it includes adequate on-site amenity open space which should:

- (i) be of a high standard of design, appropriate to the use and character of the development and its location and reflecting relevant supplementary planning or design guidance;
- (ii) contribute to maintaining or enhancing the visual and environmental character of the area;
- (iii) incorporate appropriate hard landscaping and planting;
- (iv) locate and design car parking areas sensitively;
- (v) include arrangements for the future management and maintenance of all areas

Saved Policy T.1 – Development location

Development which accords with other relevant policies of this Plan will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking. New development likely to attract a large number of journeys should be located to minimise travel demand and provided choice of transport mode. For developments that have significant transport implications, a Travel Plan will be required to support planning applications.

Saved Policy T.2 – Development access

Development that accords with other relevant policies of this Plan, requiring new or improved access, will be permitted provided it does not:

- (i) interfere with the safety, function and character of the road network;
- (ii) have adverse environmental implications and meets the Highway Authority's standards for adoption as public highway.

Direct access onto the Strategic Road Network will only be permitted if the Highway Authority is satisfied that no alternative access is available or appropriate and that the proposals would not adversely affect the function, operation and character of the Strategic Road Network.

Saved Policy T.3 – Development layout

In new development, the site layout should be designed to encourage low vehicles speeds and incorporate requirements for safe and convenient cycle and pedestrian routes, cycle parking and links and access to existing or proposed cycle or pedestrian routes. In larger developments, the layout and

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access will need to be suitable for the efficient operation of bus services. Suitably located and designed bus stops with shelters will be required.

Saved Policy T.4 – Parking standards

Development that accords with other relevant policies of this Plan will be permitted where it provides parking for cars, motor cycles and pedal cycles and turning facilities as appropriate, in accordance with the relevant standards.

Saved Policy SF.6 – New Facilities And Services

The development of new, extended or improved facilities and services within the settlements will be permitted.

Saved Policy S.12 – Housing

Approximately 2.9 hectares of land (including the neighbourhood green) at Whiteley Green, Whiteley, is suitable for residential development. Such development will be permitted, provided that it:

- (i) includes provision for landscaping and tree planting belts of at least 20 metres adjoining the M27 to protect the amenities of occupiers of the proposed housing from noise and to screen the development for external views;
- (ii) provides a wide variety of densities and house types, including affordable housing;
- (iii) provides an extensive landscape framework by maintaining or enhancing existing woodland and major hedgerows, and by carrying out additional planting;
- (iv) minimises traffic and potential conflicts between pedestrians and vehicles in residential areas. Provision should be made for a safe and attractive footpath and cycleway network, and for the development to have convenient access to public transport;
- (v) provides a neighbourhood green within the new housing area.

Developers will be expected to contribute to the costs of services required for the development of Whiteley as a whole, including transport infrastructure, parkland, sports grounds, neighbourhood greens, community and social facilities, local nature reserves, and drainage.