

Sir John Moore Barracks

Introduction to Stage 3



Defence
Infrastructure
Organisation

The Defence Infrastructure Organisation (DIO) is continuing to progress proposals for the redevelopment at Sir John Moore Barracks – a site which is allocated within Winchester City Council’s Draft Local Plan (Policy W2 Regulation 19 Local Plan) to deliver a significant residential led development.

We have so far undertaken the first two stages of our four-stage programme of engagement, which focused on gathering feedback on our revised vision and development principles, as well as welcoming further ideas in relation to the site and how it could best fit in with and support the surrounding context.

This third stage is focused on the concept masterplan, which will be refined in response to further feedback received over the coming weeks before being presented to Winchester City Council’s Cabinet.

The concept masterplan is being prepared in accordance with emerging Development Plan Policy and other guidance provided by Winchester City Council. There are three broad sources of this guidance:

- The “Winchester City Council Masterplanning Approach to Concept Masterplans” document and its requirements for the preparation of the CMP.
- Strategic Policy D5 “Masterplans” of the emerging Winchester Local Plan.
- Policy W2 – “Sir John Moore Barracks” of the emerging Winchester Local Plan, including the proposed provisions of the Policy and the notes that accompany it.

We are committed to ensuring that our programme is as inclusive as possible, seeking input and feedback from across the whole community, including both existing and future neighbouring residents, prospective residents, local businesses and community groups.

What is a concept masterplan?

The concept masterplan proposes broad principles for the development. These include: the approximate number of new homes, and where these will be located; where there will be woodland and open space including walking and cycling routes; other broad uses of the land including vehicle access and infrastructure, the location of the Park & Ride, as well as connections to the surrounding area – known collectively as the placemaking principles.

The early stages of the masterplanning process incorporated your feedback from the Stage 1 and Stage 2 consultation events to shape the concept masterplan; what it can provide; and how it can deliver greater benefits for the local community and stakeholders.

We are now at Stage 3 of our public consultation, where we are inviting your feedback on the concept proposals. Your feedback on the concept masterplan will be used to further refine the proposals into a more detailed design, to form a complete masterplan. We will then host a fourth round of consultation before submitting the proposals as an Outline Planning Application.



Existing views from the site

Have your say

Please take the time to complete a feedback form and let us know your thoughts on the concept masterplan and potential future design options.

You can also tell us your views online by making comments on our interactive map or by completing our online survey by visiting www.sirjohnmoorewinchester.co.uk

or scanning the QR code, right.



Background and context



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In 2016 the Ministry of Defence (MOD) embarked on the single biggest estates change programme within Defence. They are investing £5.1Bn in a better structured, modern and more sustainable estate to support military capability and improve security and resilience.

This is aligned with the future capability requirements and force structures set out in Future Soldier which plans for a more agile Army. Relocating the current users of Sir John Moore Barracks to new facilities is part of a portfolio of interdependent programmes, construction activity unit and personnel moves, and land releases.

As part of the Defence Estate Optimisation (DEO) Portfolio, the MOD is relocating the current users of Sir John Moore Barracks to new facilities.

The training output from Sir John Moore Barracks is being re-provisioned at Alexander Barracks, Pirbright, with the development of the Army's future Soldier Academy, combining all basic training provision into this new single academy. It enables greater Basic Training Adaptation and creates a world-class Centre of Excellence for all Regular Army noncombat Basic training.



Site map

Allocated for development

Winchester City Council has been preparing its Local Plan, with the Council's draft plan allocating Sir John Moore Barracks as a site which is capable of delivering significant residential led development of between 750-1,000 new homes, including a Park & Ride of circa 850 spaces (known as Policy W2).

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A collaborative approach

Responding to the requirements of the allocation in the draft Local Plan, the concept masterplan is the result of extensive collaboration between the project team, Winchester City Council, statutory consultees and the local community. As well as regular meetings with Winchester City Council and Littleton & Harestock Parish Council, this included:

Stage 1 consultation Vision & development principles

In autumn last year, we launched the first stage of our four-stage consultation programme. This first stage focused on gathering feedback on our revised vision and development principles, as well as welcoming further ideas and feedback on the site and how it best fits in with and support the surrounding context.

3,779 unique visitors to project website.

774 online survey completions and feedback forms received.

258 Post-it notes with ideas and feedback on the development principles.

182 attendees across two Stage 1 events.

163 interactive map comments.

60 conversations through pop-up market stall on Winchester High Street.



Stage 2 consultation Community workshops

Workshops held as part of the second round of public consultation encouraged constructive, thoughtful and productive discussions around key topic areas. In contrast to the first stage of consultation, these workshops were intended to allow for in depth discussion with local residents and key community groups on specific themes.

The community workshops held in early December 2023 focused on key topic areas of: history and heritage; context and site constraints; climate resilience and sustainability; and people and community.

In the same month, a workshop was also held through the Winchester Sport Art and Leisure Trust (SALT), which was attended by representatives from 11 local sports clubs and groups in Winchester.

More recently, the project team held workshops with Year 10 Engineer students at The Henry Beaufort School in March 2024, and A-Level Geography students at Peter Symonds College in May 2024, with discussions focused around topic areas of placemaking, flooding, transport and landscape.

In May 2024, the DIO hosted a day of observational guided walking tours of the site for members of the public, providing an opportunity to see the site in person and better understand the context and site constraints.



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Vision statement and the development principles

Throughout the development of the concept masterplan, the project team has been guided by the below vision and development principles, which were consulted on as part of Stage 1. The feedback received through the online survey and feedback forms received outlined broad support of the vision for Sir John Moore Barracks, and was overwhelmingly supportive of each of the four key development principles, all of which have now been taken forward with no changes.

Our vision

Our vision is to create a distinctive neighbourhood for Winchester that responds to the site's topography, benefiting from views in and out of the site and offering a unique setting and place to live.

Whilst preserving the character and setting of the adjacent villages, promoting biodiversity and encouraging healthy living and active travel, Sir John Moore will provide a range of much-needed new homes for all, designed and built to the highest standards of energy efficiency, alongside significant new public green spaces and hub for new community facilities.



Key development principles



Enhancing biodiversity and the landscape

- Utilise site topography to create a climate adaptive neighbourhood.
- Integrate mature woodland and landscape to provide an attractive setting.
- Enhance existing and create new habitat and improve biodiversity connectivity.



A sustainable place to live

- Safe and attractive connections between new homes and amenities.
- High quality, energy efficient homes.
- Opportunity for development of Winchester's Northern Park & Ride facility to promote city wide travel options.



A distinctive place

- Celebrating and protecting the site's green spaces.
- A variety of housing accommodation to create an inclusive neighbourhood.
- Embracing local materials whilst also being innovative in design.



A walkable neighbourhood

- Mixed local facilities within walking distance.
- Pedestrian-first streetscape.
- Extensive site permeability and connectivity for pedestrians and cyclists inside and outside the site.
- New paths creating safe and attractive routes to green spaces.
- Streets designed to be pedestrian and cycle friendly.

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Key benefits of the concept masterplan

A concept masterplan brings the vision for the new community onto the site. Through bold graphics it aims to simply introduce the key features of the development, including site access points, movement through the site, areas of landscape and those designated for development, and the key land uses, activities and features of the development

The masterplan seeks to present a conceptual approach to developing the site without being too prescriptive on the detailed nature, and exact location of these important pieces of the proposed development. Our interest in developing this conceptual approach is to share our proposals for the key features of the new community, while encourage open conversations with the local community on the requirements for and possible location of these features.



Sustainable living

Up to 900 high quality energy efficient homes, alongside a range of supporting facilities. Delivery between 30% and 40% affordable housing, in an area where affordability issues are amongst the most acute outside London and the South East.



Active travel

Extensive new walking and cycling links to connect the development with the surrounding area and site for the northern Winchester Park & Ride will support frequent fast public transport access into Winchester.



Celebrating heritage

A heritage trail, naming the development and the repurposing of existing buildings are some of the features to retain and celebrate the site's military history.



Access to green space

Around 60% of the site will be open space and woodland, including a 6.7 hectare nature park between Littleton and the new development.



Embracing nature

Retaining the majority of mature woodland with significant opportunities to enhance biodiversity and create new habitat, particularly in the northern training fields.



Sport and leisure provision

Up to 1.9 hectares of sports playing fields/pitch space and the potential retention of the existing sports complex and swimming pool.

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Primary considerations

In designing and developing the concept masterplan there were three key topics that emerged from the feedback and needed to be addressed. All three needed to balance local feedback with the draft policy requirements of the allocation and its status within the City Council's emerging Local Plan:

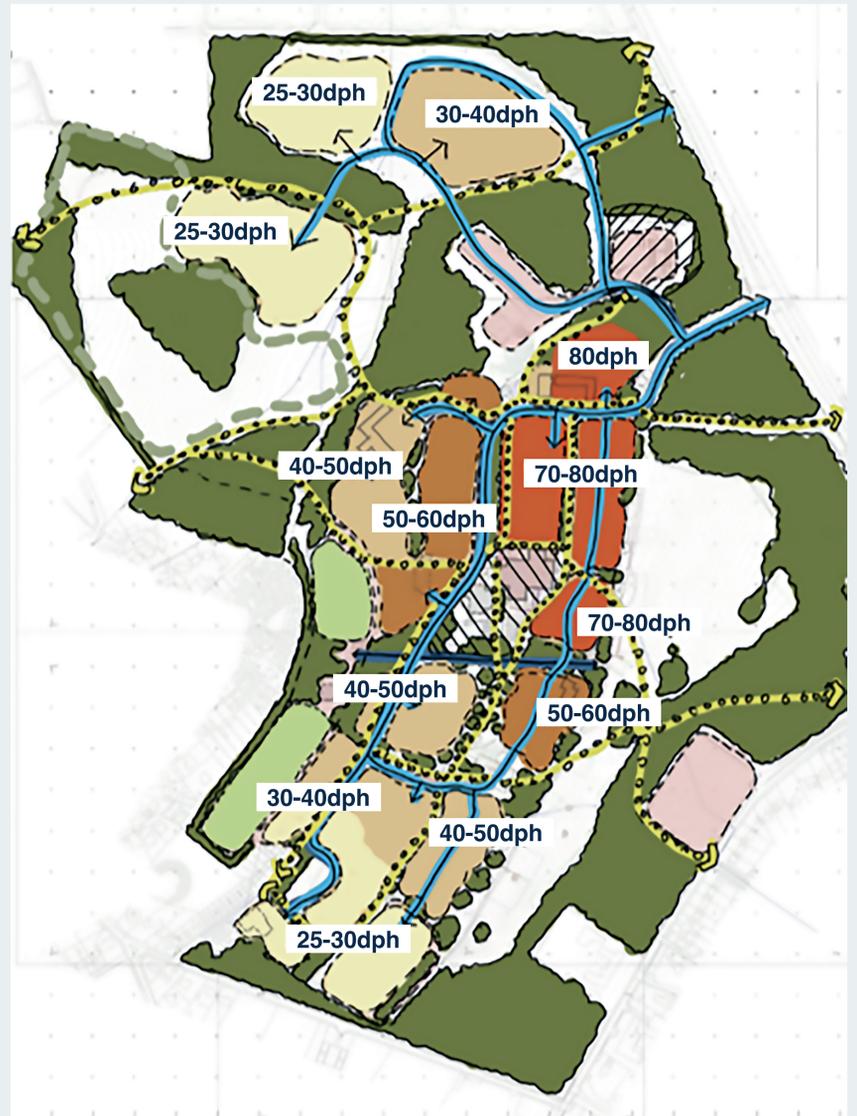
1. Density and extent of development

The team first looked at the unconstrained land and where development could be directed. This led to developable areas being identified – which represent around 40% of the whole site.

The team were challenged to explore in detail, density options for the site to establish how many new homes could be accommodated within it. This work started with the central and southern areas of the site and established that it would be very difficult to fit 750 homes into this area without compromising the character and viability of the development.

A balanced approach was created as shown on the plan opposite, which utilised all of the developable areas in order to deliver the requirements of the site allocation. This plan:

- Supports housing delivery, the draft local policy requirements and the wider vision.
- Provides circa 850 new homes across the site.
- A maximum of 20% to be apartments.
- A balanced mix of house types and sizes.
- Flexibility within the plan to deliver the four key development principles in the final scheme.
- Significant opportunity for nature park and biodiversity within the northern areas and on the site of existing surface car park areas.



Developable areas

What the plan is showing

The different colours from red to light yellow on the plan above illustrate a range of proposed density on the site from high density (red) through to low density (light yellow). The numbers refer to Dwellings per hectare (dph) which is a standard way of measuring density.



Please keep this nature break between Harestock and the new houses.

Comment from interactive map



22 likes



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Primary considerations

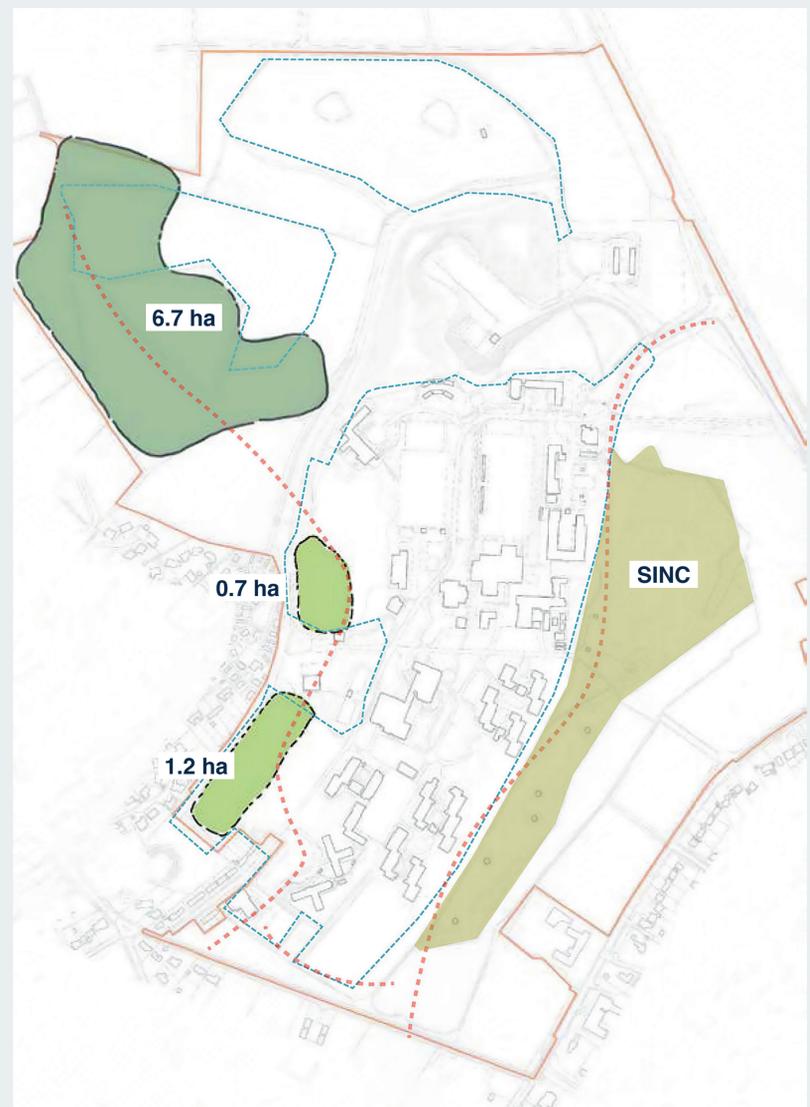
2. Sports playing pitches

There was strong consultation feedback from sports groups that Winchester was lacking a sub-regional sports hub and that Sir John Moore Barracks offered an opportunity to meet this need, through formal sports pitch provision over and above policy requirement, in addition to the proposed retention of the military sports training complex.

As the density approach has shown, efforts to accommodate formal sports pitch provision in excess of that required in policy terms – would displace residential development the local plan requires, elsewhere within the site. Given the topology of the site, this would have meant a higher density and a greater extent of development in the northern training areas, to accommodate additional sports fields in central and southern areas and a greater traffic impact.

The emerging sports provision and open space shown below represents a balanced approach, which:

- Meets the policy requirements of the City Council.
- Provides part of a green buffer to Littleton.
- Meets the vision for Sir John Moore Barracks.



Sports pitch sites in light green



Primary considerations



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3. Green infrastructure and estate stewardship

During the stages 1 and 2 consultations, there was a strong desire from residents to ensure that there would be public access to the future green infrastructure – such as the proposed woodland, the nature park and other green space – and to ensure that appropriate future funding and management arrangements were in place in order to maintain this effectively.

It was recognised through the consultation that there was a significant opportunity to enhance the existing woodland and SINC areas.

- **Existing woodland areas** – these have helped to shape the concept masterplan, with development being situated outside of these areas. Of the 28 hectares of woodland present on site, around 26ha (over 90%) will be retained, incorporated into the masterplan and improved, where applicable. Existing trees will be retained as much as possible.
- **Nature park** – the concept masterplan also includes the provision of a 6.7ha (17 acres) nature park to the northwest of the site, providing a buffer with Littleton and protecting existing sensitive sight lines.
- **Open space** – the nature park sits within a broader context of green open space totalling 51 hectares (126 acres). This equates to over 60% of the entire site.

To do this, this would require investment as part of the development and a funding model would be needed to ensure that it is maintained in perpetuity.

A balance was required to ensure that the burden of maintenance that would fall on the development was sufficiently supported – a small development would be burdened by disproportionate provision and service charge costs.

There was a strong desire expressed for community involvement in the future stewardship. To ensure both the nature park and wider green spaces across the site can be enjoyed by local residents for decades to come while capitalising on the opportunity to further enhance ecological value, a long-term stewardship vehicle will be established and secured through future Section 106 legal agreements at the time that planning applications are progressed with the City Council.



Green spaces masterplan



Woodland must be retained, and public access should be improved.

Comment from interactive map



26 likes



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Other considerations

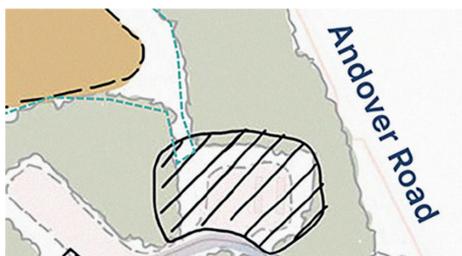
Park & Ride

The Winchester Movement Strategy is a joint initiative from Hampshire County Council and Winchester City Council aimed to reduce city centre traffic, support healthier lifestyle choices, and invest in infrastructure to support sustainable growth.

The emerging policy within the City Council's Local Plan requires the inclusion of proposals for a Park & Ride scheme to be located on site, with capacity for up to 850 vehicles.

Having concluded an options study, the initial concept masterplan addresses this requirement, by identifying space for the Park & Ride on land adjacent to the main access off Andover Road. A Park & Ride in this location will allow both visitors and local residents to benefit from frequent public transport services into the city centre and beyond.

We continue to work with Winchester City Council and Hampshire County Council to progress integration of this new infrastructure into the emerging masterplan.



Land has been identified within the concept masterplan for a new Park & Ride adjacent to the main access off Andover Road. The size of the new facility is flexible and a range of sizes could be explored, subject to design and cost.

Sports complex

In addition to the emerging sports provision and open space already outlined, feedback received through Stages 1 and 2 suggested a desire to see the existing military sports complex on site retained and repurposed as a sports and leisure facility.

We are continuing to explore this option through further viability assessments to bring forward a re-purposing of the existing military sports complex from a market and sustainability perspective, with a view to taking this forward as part of a separate planning application. DIO have engaged a sports consultant and architects to take forward proposals to establish a viable business model. The further assessment workstreams are unlikely to be completed to inform the outline planning application submission and land for the potential future sports complex area will be excluded from that application. If the delivery of a sport complex is feasible then it will be the subject of a future planning application submission later next year.

The plan below indicates the land parcel we have associated to the Sports Complex, that is being master planned separately within our continuing work to bring forward the sports complex as the health and wellbeing focus for the new development.

Our work on the future of the sports complex reflects the provisions of parts iv) and xvii) of emerging policy W2.



Land has been set aside within the concept masterplan to explore further options to retain and repurpose the sports complex and swimming pool.

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Concept masterplan



- Features**
- 1 Existing off-road cycle route
 - 2 Park & Ride interchange
 - 3 SINC – Site of Importance for Nature Conservation
 - 4 Play area
 - 5 Bridge – Harestock link
 - 6 Forest school
 - 7 Littleton Millennium Memorial Hall
 - 8 Running Horse pub
 - 9 Littleton Conservation Field
 - 10 St Catherine's Church
 - 11 Heritage trail
 - 12 Hibernacula
 - 13 Park & Ride
 - 14 Y-Station play area
 - 15 Nature park
 - 16 Littleton Recreation Ground
 - 17 Officers mess
 - 18 Sports complex
 - 19 Primary walking/cycling route
 - 20 Harestock Road main crossing point
 - 21 Dog walking zone
 - 22 Road narrowing minor crossing points

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Concept masterplan

Delivering our vision and development principles

Our concept masterplan delivers on our development principles in the following ways:



Enhancing biodiversity and the landscape

The concept masterplan achieves this by:

- Around 60% of the development will be open space, which future and existing residents will have access to.
- A new 6.7 hectare Nature Park between Littleton and the new development, which will be properly managed and maintained.
- The vast majority of mature woodland will be retained.

Next steps – to progress proposals to deliver significant biodiversity net gain on site and to establish an appropriate delivery vehicle for the green space.



A sustainable place to live

The concept masterplan achieves this by:

- Delivering hundreds of high quality energy efficient homes.
- Providing a range of facilities within walking distance.
- Creating a range of new walking and cycling links.
- Fast public transport access via a new Park & Ride.

Next steps – work with residents and the Council to develop and confirm these benefits.



A distinctive place

The concept masterplan achieves this by:

- Hundreds of new homes with character, between 30% and 40% of which will be affordable.
- Celebrating the sites rich history and heritage.
- Potentially retaining several existing buildings for community use.
- Significant sports provision and the potential re-use of the sports complex and swimming pool.

Next steps – develop an approach to character and appearance, which will be secured through the creation of a 'Design Code' for the new development.



A walkable neighbourhood

The concept masterplan achieves this by:

- A new primary controlled crossing in the south, allowing pedestrian and cycle access from the development through to Priors Dean Road.
- Opening the site to the public, with new walking and cycling paths throughout the development, segregated wherever possible.
- Significant facilities within walking distance of the new homes.

Next steps – progress active travel measures with relevant Councils, in partnership with local residents and community groups.

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Enhancing biodiversity and the landscape

The site consists of large woodland areas which wrap around the site, together with Flowerdown SINC, a designated Site of Importance for Nature Conservation (SINC), to the east. There are also several areas along the eastern boundary identified as Habitats of Principle Importance (HPI). The site supports several protected species including badgers, bats, dormouse, and reptiles.

The concept masterplan seeks to enhance the ecological value of the site by:

- Retaining as much of the existing landscape as possible, including parkland trees in the centre of the site, with new planting helping to create landscape corridors.
- Incorporating biodiversity rich planting within the built areas.
- Retaining and improving the existing plantation woodland habitat, through the creation of large rides and woodland glades to create a more natural woodland.
- Retaining and improving habitat connectivity, focusing on reptiles, bats and dormice. This would include:
 - Wildlife tunnels installed on key access roads.
 - Connecting isolated areas of woodland, with additional woodland and scrub planting.
 - Retaining a dark corridor on the eastern side of the site.
- The use of natural features, bioswales, etc. in the SUDS design.

- Managing public access, through the creation of designated pathways and planting of buffer/screening habitats to protect and conserve ecologically valuable habitats and species.
- Providing an improved management and long-term stewardship of areas of importance to nature conservation.

Our work on biodiversity and landscape reflects the provisions of parts i), ii) and ix of emerging policy W2.



Any development here must prioritise the retention and protection of nature and the natural environment.

Comment on the interactive map



26 likes



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89% of respondents agreed with this principle.

A sustainable place to live

In June 2019, Winchester City Council declared a climate emergency. As part of this, the Council set itself targets to become a carbon neutral local authority by 2024, and to become a carbon neutral district by 2030.

The draft allocation of Sir John Moore Barracks in Winchester City Council's emerging Local Plan includes the requirement to deliver a high-quality design, with the delivery of green spaces, high standards of architectural design, and innovative, sustainable new buildings. It also requires the proposals to provide suitable sustainable travel links as well as access off Andover Road that maximises opportunities for sustainable travel.

“

The homes should all be made to be sustainable.

Comment from Stage 1 feedback form

”



The DIO is continuing to engage with WCC officers to review the embodied carbon considerations associated with redeveloping the site. While specific sustainability measures will form part of the further design detail to come forward at a later stage, the DIO is committed to delivering high quality, low carbon energy efficient homes throughout.



The concept masterplan also outlines a commitment to deliver safe and attractive connections between new homes and amenities through a pedestrian-first streetscape, with an extensive network of foot and cycle paths both within the site and connecting to the wider area.

“

Looking at links to the wider neighbourhood and onward sustainable links with Winchester.

Comment from Stage 1 feedback form

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79% of respondents agreed with this principle.

A sustainable place to live

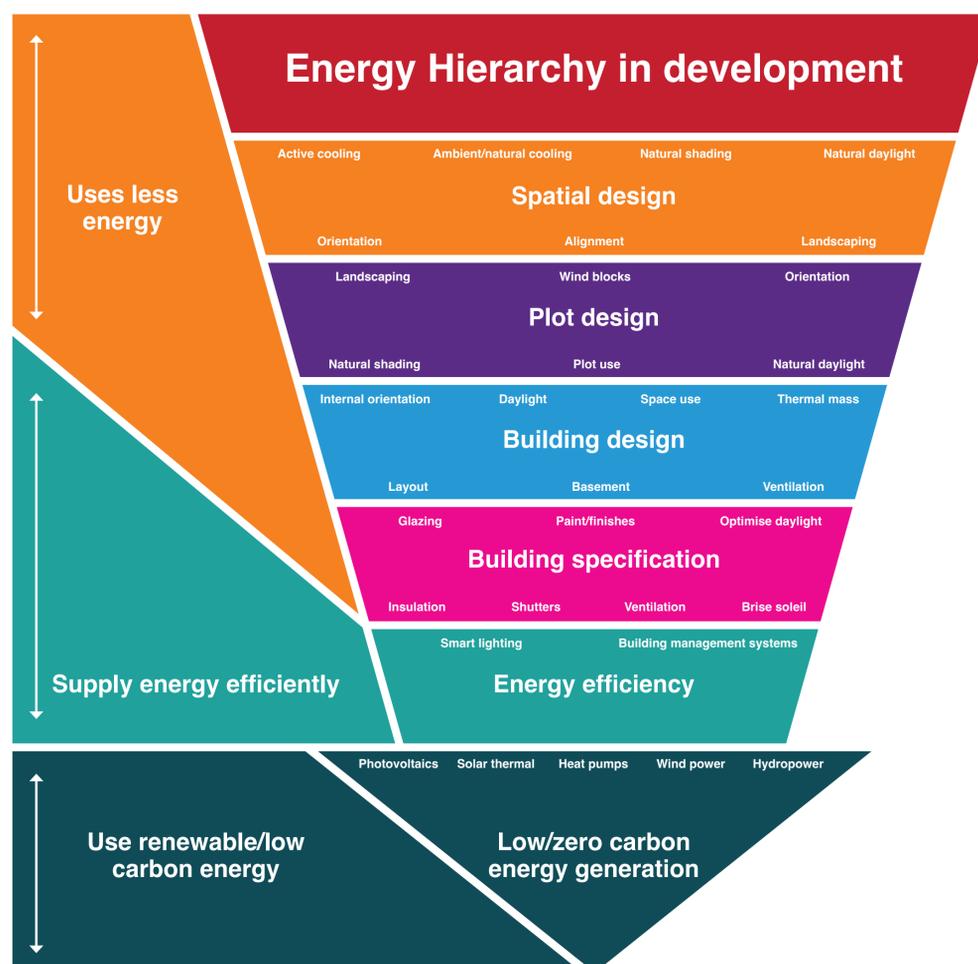
Energy strategy

An outline energy strategy is being prepared to support the planning application, which will present our approach to complying with the relevant targets. This strategy will account for the energy-related policies (CN1 to 9) in the emerging local plan as well as energy efficiency standards developed by London Energy Transformation Initiative (LETI).

The strategy will follow the energy hierarchy of:

- Reducing energy demands by following a 'fabric first' approach.
- Using energy efficiently, including a sustainable low carbon heating solution.
- Providing on-site renewable and low-carbon generation where it is appropriate to do so.

An initial review of potential technologies has been undertaken. At this stage, the preferred options include: ground & water source heat pumps, air source heat pumps, ambient loop communal heating ('5th generation') and roof-mounted photovoltaic (PV) solar panels. The feasibility assessment will be refined as the application progresses and will continue to consider opportunities for communal/ district heating, where feasible. The preference at this stage is for an electric/renewable-led heating strategy to reduce reliance on fossil fuels and comply with future Building Regulations.



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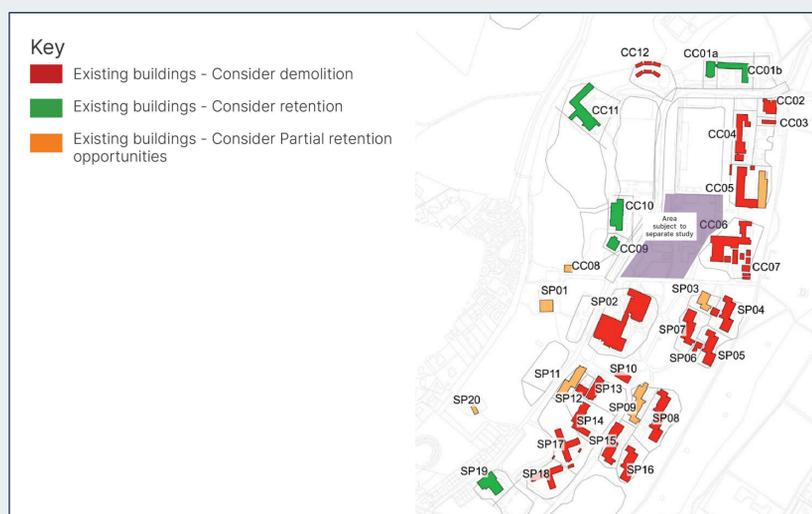
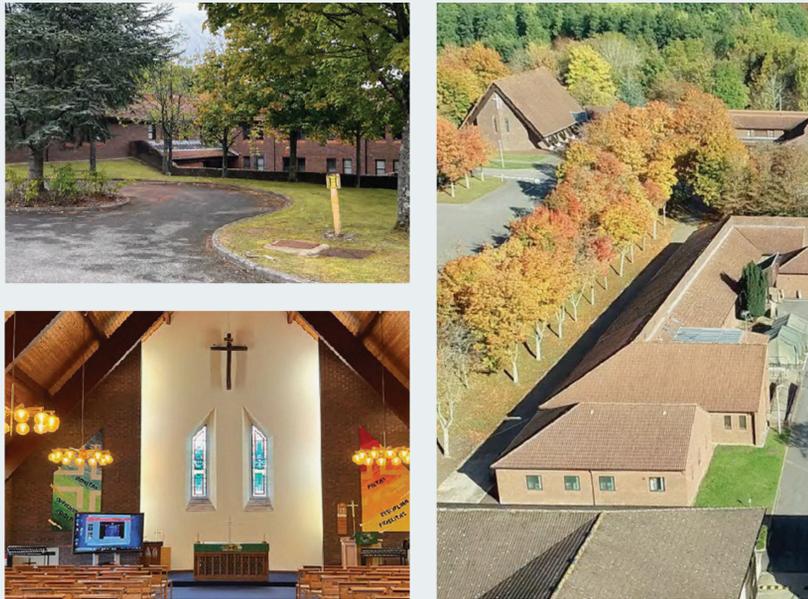
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A sustainable place to live

Potential retention of existing buildings

Feedback received through stages 1 and 2 highlighted a desire to retain existing buildings on site where possible, particularly in the case of the Chapel, the Officers Mess and Corporals Mess for potential reuse as community facilities given stretched demand on existing indoor community space in the area such as the Littleton Memorial Hall.



In the context of energy efficiency, there are a number of factors which need to be considered to assess the suitability of buildings for retention, partial retention or demolition, including from a housing need, market and sustainability perspective. These assessments are currently being carried out across a range of existing buildings on site.

Step 1

Urban design / placemaking review

This will establish whether the retention of buildings would compromise positive placemaking on the site.

Step 2

House need review

This will establish whether the retention of buildings, either individually or cumulatively, would deliver the type of housing needed in the City, as defined in the Council's SHLAA, HEDNA or other studies.

Step 3

Market review

This process will consider the market for, and value of, the dwellings that would be created by the conversion of existing buildings against the costs of conversion.

Step 4

Whole-life carbon assessment

This process would assess whether the conversion of the buildings would lead to a net carbon saving, or whether less carbon would be required to demolish the buildings and replace with modern ones.

Our work on sustainability reflects the extensive range of policies and guidance provided by the City Council and in particular parts i), iv, ix, xiv and xv) of emerging policy W2.

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A distinctive place



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History and heritage

The consultation undertaken so far has shown that there is a real appreciation for the site's rich military history and legacy. Situated on the site of the former HMS Flowerdown, a Second World War naval listening station, the site contains several original radio mast fixings in the northern training area (also referred to as a Y station).

As part of the community workshops in December, with one of the four themes being 'history and heritage', the project team had conversations with a number of well-informed local residents who knew a great deal about the rich military history of the site, as well as local history of the immediate surrounding area. This reaffirmed a strong desire to see the site's history reflected in the eventual development.

Character

While the detailed design of the scheme will be subject to further consultation at Stage 4 and through subsequent Reserved Matters planning applications, we are keen to understand your thoughts on the eventual look and feel of the development at this early stage.

The feedback form includes a question in relation to the character, look and feel of the site, which will be used to inform further design work to be produced at a later stage.

This will be explored further within the design code as part of subsequent stages of the development of the plan.

Some ideas from the 'history and heritage' workshops included:

- Use of the name "Flowerdown" for the site would be fitting, given this was the previous name of the site.
- Links to Littleton would be important to preserve, while being mindful of preserving the historical setting of Littleton as separate from both the site and Harestock.
- An interpretative trail or similar feature could be integrated into the design including some of the historical features.
- The naming of roads after key people associated with the site's history.
- Creating a mural highlighting the timeline and history of the site.
- Retaining some key buildings to retain heritage.
- Priority housing for ex-military families.

While these have helped to inform the concept masterplan, some suggestions such as the naming of the site and roads will help to guide later stages as more detailed plans come forward. Working closely with Bletchley Park, the project team is also looking to undertake consultation with Naval Y station veterans formerly stationed at Flowerdown to help inform the heritage strategy.



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80% of respondents agreed
with this principle.

A distinctive place

Facilities and amenities

In addition to the potential for community hub for social events and community groups, there are clear commercial opportunities that should be tested further with occupiers to understand the scale and nature of the potential commercial space, driven largely by the ability to serve local residents and create an attractive place to live.

Feedback from stages 1 and 2 outlined a desire to see small-scale, potential multi-use options come forward at Sir John Moore Barracks, including:

- Co-working/shared workspace.
- Convenience retail.
- A small / mid-sized grocery store.
- Café.
- Gym – subject to future of existing leisure centre retention.

Commercial opportunities are continuing to be explored as plans are progressed, with more detailed market testing forming part of the development soft market testing.

The consultation feedback indicated support for both indoor and outdoor sporting facilities on site, including multi-use all-weather pitches to accommodate a range of sports including football and hockey in particular. This included the retention of formal sports pitches along the western boundary of the site with Littleton included in the masterplan, opening this up to local sports clubs and the wider public.

There was also a desire for indoor sports facilities, including a swimming pool and an indoor multi-use sports hall through retention and reuse of the existing military sports complex.

The DIO is continuing to undertake further viability and sustainability assessments to explore this option in more detail and are continuing to explore the nature and type of uses for pitches, in consultation with stakeholders including WCC and the local community.



Great consideration should be given to the sport / leisure requirements of a growing city which have been overlooked.

Comment taken from Stage 1 feedback form



26 likes



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A walkable neighbourhood

Foot and cycle paths

Due to the site's military use, there is currently no public access through the site. The proposals present a real opportunity to open up the site through an internal network of footpaths, cycle infrastructure and streets.



Footpath and cycle links

The feedback received as part of stages 1 and 2 indicated a strong desire to see new walking and cycling paths to promote connectivity both internally and externally, particularly with Littleton and Harestock. The concept masterplan includes a pedestrian-first streetscape with an extensive network of foot and cycle paths both within the site and connecting to the wider area. This includes key linkages through to Littleton conservation area and playing fields, and Kennel Lane to the west, as well as Harestock and Kings Barton to the east.

“

Footpaths and cycle ways from Harestock road into the new estate. Easier walking links to Harestock estate and town.

Comment from Stage 1 feedback form



22 likes

”

Several crossings along Harestock Road are needed to make the site accessible:

- A primary controlled crossing allowing pedestrian and cycle access from the site through to Priors Dean Road.
- Three secondary crossing points, likely to be informal and uncontrolled.

The above measures will also help improve the liveability of Harestock Road for existing residents.

While promoting connectivity and active travel both within the site and externally, the concept masterplan also includes more informal foot and cycle paths through woodland areas and green space for leisure and dog walking.



Concept image of Harestock Road crossing

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87% of respondents agreed with this principle.

A walkable neighbourhood

A simple road network

The concept masterplan includes a simple road network linking each of the proposed development parcels.



Vehicle plan

The current vehicular access strategy centres on using the existing access off Andover Road and introducing a second new access to the north, also off Andover Road. Providing two all modes access points off Andover Road would help provide:

- Greater flexibility in the operation of the P&R facility, with options to create a one-way system for the P&R and/or separate bus and car traffic.
- Greater resilience of the road network, in case part or complete closures of the main access to Andover Road are required.
- Two distinct accesses to the northern and southern parts of the development.

Discussions with Winchester City Council and Hampshire County Council officers remain ongoing as part of our pre-application consultations, however we have fixed the key road access points.

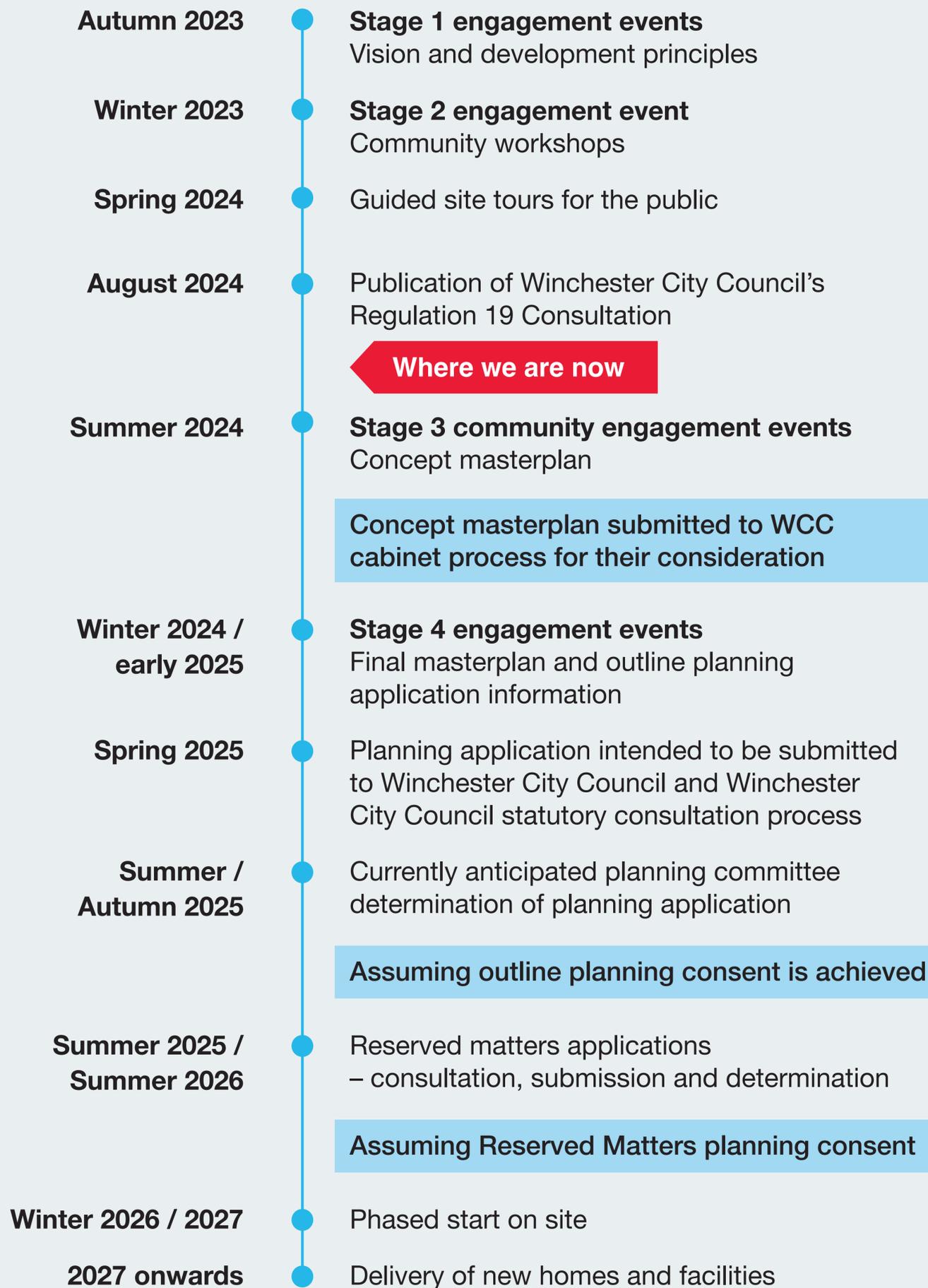
Reflecting feedback received from the local community as part of our previous consultation back in 2020/21, there will be no primary vehicular access from and onto Kenneil Lane. All vehicular access (both primary and secondary) will be from Andover Road.

The concept masterplan reflects the requirements of parts ii), vii), viii), ix) and xi) of emerging policy W2.



Timeline

The below timeline is subject to change but represents our intention for the delivery of new homes to coincide with the closure of the barracks.



Sir John Moore Barracks

Scan the QR code or go direct to
www.sirjohnmoorewinchester.co.uk



Next steps

The Stage 3 consultation responses will be reviewed and assessed to inform the preparation of an outline planning application to propose the redevelopment of the barracks alongside the preparation of supporting technical reports such as an Environmental Statement and a Transport Assessment. Such assessments will be based on a series of 'parameter plans' which will set out:

- Land uses
- Green and blue infrastructure
- Green Infrastructure
- Developable areas and building heights
- Building retention
- Access and movement

The Stage 4 consultation will present and explore in greater detail the proposed redevelopment parameters and an associated Design Code/Principles.

What is an outline planning application?

The masterplan is intended to support the submission of an outline planning application to Winchester City Council in the spring.

An outline planning application seeks to establish that the principle of the proposed development is acceptable for the site.

The masterplan being prepared for Sir John Moore Barracks will set out design principles, including consideration of access to the site. The masterplan will then form the foundation for detailed future phases.

This means that specific details known as 'reserved matters' (i.e. the detailed design of the scheme design) will be subject to a subsequent planning submission thereafter, which will need to be approved before any construction work commences.



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Have your say

Thank you for attending our public consultation for the third stage of our four-stage consultation. We will be back to present to the community for the fourth stage later this year to consult on the final masterplan and details of the outline planning application.

Please take the time to complete a feedback form and let us know your thoughts on the concept masterplan and potential future design options.

You can also tell us your views online by making comments on our interactive map or by completing our online survey by visiting www.sirjohnmoorewinchester.co.uk or scanning the QR code below.



Contact us

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Sir John Moore Barracks

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