

D2 - Design Principles for Winchester Town

- Support - 12
- Neither support of object - 10
- Object - 18

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

Comments in support of D2 – Design Principles for Winchester Town		
Respondent number	Comment	Officer comment
ANON-KSAR-NKDW-5 Littleton and Harestock Parish Council	The policy sets out the approach to design that WCC expects promoters of development to use to inform their proposals. Eight criteria are set out which includes reference to community engagement, existing patterns of development, improving local connections, better environment for pedestrians and cyclists and the retaining and enhancing of existing green spaces and including more public spaces. Littleton and Harestock Parish Council considers that new development should make a positive contribution to the area in which it is located and be integrated with it. Littleton and Harestock Parish Council supports the policy. Support Policy D2	Noted
ANON-KSAR-NKDG-N	We strongly support points (vi) and (vii) of this policy.	Noted

<p>ANON-KSAR-N8MP-M</p>	<p>[This response should be read in conjunction with the full copies of the 'North Whiteley Representations to the Winchester Local Plan Regulation 18 representations OBO Crest Nicholson' representations submitted by email to: planningpolicy@winchester.gov.uk on 14/12/2022 from j.grist@nexusplanning.co.uk, which includes the relevant figures and appendices, with tables correctly formatted]</p> <p>Crest Nicholson fully supports the Council's objective of achieving high quality, well designed and inclusive places through Strategic Policy D1. Crest Nicholson is committed to enhancing the communities of Winchester (notably, North Whiteley) through making good design fundamental to all its proposals in the district. Crest Nicholson also notes the specific design requirements for development in the South Hampshire Urban Areas under Strategic Policy D3 and is committed to working collaboratively with the local community to inform the design framework and place making principles for the further development of the North Whiteley MDA.</p> <p>Crest Nicholson will develop a proposal of high-quality design that responds to the established local context of the area and is informed by the design principles of Strategic Policies D1 and D3, the 10 characteristics of good design set out in the National Design Guide and the objectives of paragraphs 126 and 130 of the Framework.</p>	<p>Noted</p>
<p>ANON-KSAR-N8QD-C</p>	<p>The Climate Assembly participants were keen to see more green urban space, with safe, connected walking and cycling routes, inspired by European cities and so strongly endorse CN5 with respect to points vi and vii.</p>	<p>Noted.</p>

Comments which neither in support or object to D2 – Design Principles for Winchester Town

Respondent number	Comment	Officer comment
ANON-KSAR-NKGQ-2	The essence of the town must not be destroyed by out of character roads.	Noted.
ANON-KSAR-NKB7-3	<p>The document is full of worthy objectives and frequent use of the phrase "improve" this junction or that connection. It would have more credibility if it spelt out for whom or for which transport mode the improvement is to be aimed. There is no mention of close liaison with Hants CC which is essential if any of this is to come to fruition. As an example, 10 years ago I gave a PP presentation to planning committee on proposals for improving the pedestrian experience of walking from the Station to West Gate. This was met with general approbation. Central to the proposal was restoring 2 way traffic to Sussex St thereby allowing Upper High St, Newburgh St and Gladston St to resume their original character as a predominantly residential quarter. If this proposal had been actively progressed starting from 2012. it should now have been achieved, but it required collaboration with Hants CC. Instead we are stuck in the phase of comforting but empty words; empty unless it is made clear that choices will have to be made between priorities. You cannot "improve" for the "private car" and for "walking and cycling" simultaneously.</p>	<p>The policy should show a stronger link with emerging transport schemes identified in the Winchester Movement Strategy and Local Cycling and Walking Infrastructure Plan.</p> <p>Proposed Change:</p> <p>Add new criterion to Policy D2</p> <p><u>viii The delivery of transport improvements identified in the Winchester Movement Strategy and Local Cycling and Walking Infrastructure Plan</u></p>
BHLF-KSAR-N8T8-3 Olivers Battery Parish Council	<p>Development proposals are required to demonstrate how they address, amongst other things, how community engagement has been used to inform and influence the outcome of the design process. Unless community engagement is an explicit requirement during the design process, community engagement is unlikely to happen in any meaningful way.</p>	<p>The draft policy requires applicants to demonstrate how community engagement has been used to influence and inform the design process. The promotion of 15 minute neighbourhoods is required to be prioritised in travel planning under</p>

	The concept of a 15 minute settlement is not suitable or achievable for many areas in Winchester town, due to the age profile and/or terrain.	emerging policy T2, but it is accepted that it is harder to realise this concept in some areas.
BHLF-KSAR-N8RZ-3	I strongly supports the use of previously developed land before greenfield sites for new development. Valued Landscape should be avoided and the Local Plan should have strategy and policies to implement this requirement.	Policy NE9 specifically addresses landscape character and together with criteria ii and iv it is considered this aspect is sufficiently addressed for those development within Winchester Town.
BHLF-KSAR-N8Z7-8 South Downs National Park Authority	<p>(1) Conserving and Enhancing the Natural Beauty of the Area The landscape is the foundation for all other special qualities of the SDNP, including its setting, views, tranquillity, and unspoilt places and its distinctive towns and villages. With this in mind, the SDNP covers approximately 40% of Winchester District and a significant proportion of the remainder of the District is within the setting of the SDNP. Development within the setting of the SDNP must be sensitively located and designed to avoid or minimise any adverse impacts on the SDNP in line with Paragraph 176 of the National Planning Policy Framework (NPPF).</p> <p>We welcome the emerging local plan's recognition for the need to protect and enhance landscape character. With this in mind, we recommend that the following policies are updated to include appropriate references to the need to avoid and/or minimise any potential adverse impacts on the SDNP, from development within its setting, in terms of landscape character, safeguarding views, tranquillity and dark night skies. These are; Policies D1 (High Quality, Well Designed and Inclusive Places), D2 (Design Principles for Winchester Town); D4 (Design Principles for Market Towns and Rural Areas), D5 (Masterplan), NE12 (Equestrian Development), NE13 (Leisure and Recreation in the Countryside), and NE14 (Rural Character).</p>	<p>Agree policy D4 could usefully include reference to this spatially specific requirement. New criterion drafted.</p> <p>Recommended Response: New criterion added to D2 to highlight need to consider impacts upon South Downs National Park.</p> <p><u>ix. For proposals within the setting of the South Down National Park, the need to avoid or minimise any adverse impacts on the national park.</u></p>

BHLF-KSAR-N8BF-Y	The policy also needs to clarify the scale of development it applies to - the requirement for a master plan is only appropriate for larger scale development for example.	Agreed. This is addressed in the responses to policy D5 – Masterplans.
BHLF-KSAR-N8BQ-A Historic Environment Link here	<p>page 81-86 comment</p> <p>We note reference to the potential for public realm improvements within the identified areas of opportunity.</p> <p>As the Council may be aware, a source of relevant advice on development in the public realm is “Streets for All”, which notes that: “The public realm that surrounds and enables access to our heritage – including roads, squares, pavements, parking areas and street furniture such as lighting and signage – has a material impact on the way in which any historic place will be perceived”:</p> <p>https://historicengland.org.uk/images-books/publications/streets-for-all/</p> <p>Regionally specific advice in ‘Streets for All East of England’</p> <p>https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england draws on the experience of our planning teams in the development of highways and public realm schemes.</p> <p>Case studies show where highways works and other public realm schemes have successfully integrated with and enhanced areas of historic or architectural sensitivity. We note some of the areas of opportunity are also particularly sensitive in terms of the historic environment and this will include the potential for impacts on archaeological remains (e.g. at Westgate).</p> <p>Clearly the text on each area of opportunity focuses on potential opportunities and enhancements to be made. Some of these relate to heritage, and to a degree that is picked up in the text e.g. to improve the quality and attractiveness of the open spaces outside of the Great Hall. We encourage the Council to go further in considering heritage through the lens of opportunity – enhancing an area and enjoyment of that area by bringing out its heritage significance; for example, in the North Walls area, providing a greater connection with the remains of Hyde Abbey.</p>	<p>Agreed.</p> <p>Suggested Response: Amend criterion ii to refer to Conservation Area Appraisals and Technical Assessments.</p>

	<p>Policy D2 comment The wording in this policy would benefit from minor modification, acknowledging that Conservation Areas do not themselves set out characteristics and principles.</p> <p>Any relevant aspects , identified characteristics and principles set out in Masterplans, Local Area Design Statements, Conservation Area Appraisals and Management Plans, Local Area Design Codes, Planning Frameworks and Design Codes that have been prepared and consulted on with the involved local community;</p> <p>Full document in SP</p>	
<p>BHLF- KSAR- N8B2-B</p>	<p>We share your over-riding objective of protecting the environment and achieving carbon neutrality – reaching net zero, but we would wish to ensure it is achieved while promoting and enabling sustained economic growth at lowest possible cost increases to local and regional business and without the risk of reducing our economic competitiveness in the global and regional marketplace.</p> <p>We wish to see more emphasis placed on regeneration of Winchester High Street and of course other District settlements’ retail offers, to ensure this sector of our economy does not suffer further from the changes in shopping habits.</p> <p>The need for flexible, affordable workspace in Winchester – particularly to accommodate business start-ups and entrepreneurs is vital and new developments must incorporate sustainability but with the proviso set out above of not reducing our competitiveness on a regional stage.</p> <p>To look at transport infrastructure, the Local Plan needs to tie in with the Winchester Movement Strategy. Some of the key areas we believe need considered are as follows:</p> <ul style="list-style-type: none"> • Address non-car mode facilities; • enhance public transport; 	<p>Agree Local Plan should make more explicit reference to the Winchester Movement Strategy.</p> <p>Proposed Change:</p> <p>Add new criterion to Policy D2</p> <p><u>viii The delivery of transport improvements identified in the Winchester Movement Strategy and Local Cycling and Walking Infrastructure Plan</u></p>

	<ul style="list-style-type: none"> • improve access and links to the railway station; • review car parking and use vital freed-up brownfield land for mixed-use development in the city centre but balance any loss with the need for sufficient car parking and park & ride facilities into Winchester; <p>2</p> <ul style="list-style-type: none"> • proper investment in cycling facilities is vital to the attractiveness of the city; and • recognition of how people charge their electric cars and electric bikes needs to be integrated into sustainable transport and this needs to be part of the design process. <p>We are pleased that Station Approach and the City Centre regeneration are being looked at again, and of the potential plans to develop Bushfield Camp site.</p>	
ANON-KSAR-NKJ6-A	<p>I support the Policy but it needs to be backed up with a Design Code for streets in Winchester town, different for other places, as well as mapping to ensure that connections are identified, with funds to improve routes.</p> <p>The concept of the '15 minute city' and its implications need to be more finely defined in terms of Active Travel and other facilities. Again mapping is required, with simple diagrams indicating Active Travel times to and from the development to major facilities.</p> <p>Both of the above need more clarity for the policy to be enforced.</p>	<p>The intention is that this policy contains the framework within which Local Area Design Codes can be brought forward.</p> <p>Mapping the 15 minute city may not be appropriate for a local plan as it is likely to change over time. At present the intention is for travel plans and travel assessments to consider the concept of 15 minute cities in line with emerging policy T2.</p>

Comments which object to D2 – Design Principles for Winchester Town		
Respondent number	Comment	Officer comment

<p>ANON-KSAR-NK72-K</p>	<p>Apologies, the only way to comment was to select the reject option. I would class my response as a "neither support or object to the policy", with comments.</p> <p>I live in the are near the station and would like to know more details about moving the bus station to near the station. Would that be on the station approach/city facing side?</p> <p>Also, I've seen traffic plans for the Romsey Road / Clifton Terrace intersection proposing to make that a one way junction. I agree with the pedestrian crossing, however, If the aim of this change is to save vehicle emissions, then the impact of cars driving around towards the Westgate and then back up would add additional traffic and emissions. Please consider this in your plan. Generally, the plan uses the term "to create a safer environment for pedestrians and cyclists", which I agree with in spirit, but the devil is in the details.</p> <p>A further general comment. I understand the large scope and duration of the plan, however, the density of a 572 page plan is not accessible to many - if even from a time perspective. I would suggest you create brief videos detailing the changes to each area covered in the plan, including housing, development, traffic and other changes. This would make it more understandable and ideally the public consultation period could be extend as a result.</p>	<p>The Council publishes and consults upon the detail of the emerging proposals for Central Winchester Regeneration, Station Approach and individual transport improvements through separate exercises.</p> <p>Comments about the consultation methods and timescales are noted and will be considered for future consultations.</p>
<p>ANON-KSAR-NKHU-7 Oliver's Battery Parish Council</p>	<p>Design Principles for Winchester Town (Policy D2) Development proposals are required to demonstrate how they address, amongst other things, how community engagement has been used to inform and influence the outcome of the design process. Unless community engagement is an explicit requirement during the design process, community engagement is unlikely to happen in any meaningful way.</p>	<p>The draft policy requires applicants to demonstrate how community engagement has been used to influence and inform the design process. The promotion of 15 minute neighbourhoods is required to be prioritised in travel planning under emerging policy T2, but it is accepted</p>

	The concept of a 15 minute settlement is not suitable or achievable for many areas in Winchester town, due to the age profile and/or terrain.	that it is harder to realise this concept in some areas.
ANON-KSAR-NKAP-U	There should be more care taken to ensure that consultation includes recent @best practice' in other places. For example locally we have heard that in other towns disused shops and centres are redesigned with car parking below, small shops/ work places above and housing in flats on top making good use of low level developments. This sort of information should be sought by local officials and used to inform consultations.	Comment is noted. It may not always be a appropriate for inclusion of best practice in a Local Plan, but it can be used in subsequent design guides and other documents.
ANON-KSAR-NKYT-Q	Practically all these policies need major revision, but without the active and immediate support required from Hampshire County Council they cannot be achieved in the short, medium or long term to 2039, covered by this draft local plan. Note in particular that the objectives to get to net-carbon are out of kilter, as WCC has a target of 2030 and HCC has a target of 2050. Furthermore the impact of recent changes in national government policies regarding planning - flexibility re housing provision targets and on-shore windfarms, and the go-ahead for the Solent Freeport, have impacts on all the plans for 'sustainable' growth and mitigating climate-change throughout the area. Data used to formulate the policies outlined is not up to date, particularly for transport and movement around and across the area and for work/lifestyle patterns now reflected by the changes in use of local centres, provided by the recent Ordinance Survey/BBC report where these centres are regarded as places 'to do stuff not to buy stuff', not only in Winchester's case for long-term residents but also by students as well as visitors, increasingly diverse in their interests and purposes to spend time in the area. Specifically changes are needed as follows: 5.42 + 5.43 - too much emphasis is given to vistas high above the town and not enough to historic (but not necessarily 'listed' buildings) which are landmarks for those entering or within the 'bowl' of the city, such as	The local plan evidence base is currently being updated to ensure it is informed by the most recent information on shopping and work patterns. Responses to specific comments as follows – The Local Plan can only set the long term development strategy for the Plan area and some aspects of detailed design and transport policy are outside of its scope. Consideration of the historic environment is outlined (where appropriate) in the description of each opportunity area, and in policy terms within the chapter on the Historic Environment. The considerations listed here are thought more likely to be relevant to the preparation of a masterplan, design code, transport strategy or other more document.

	<p>the Old Registry Office on Station Hill or the historic building hidden in Kings Walk, or the walks to the city centre via Hyde Abbey and River Park. There also seems to be a lack of emphasis on retaining tree-lined vistas, so essential for carbon capture, for example on Station Hill & Park Avenue, or green ribbons for biodiversity and small parks and spaces which could be 'greened' within and across areas within the '15 minute walk' access to the city centre.</p> <p>5.49 - is a complete mess and cannot be achieved without radical measures to reduce private car use immediately into the central areas of Winchester at the very least, which will require immediate action by HCC regarding road infrastructure and traffic flows. It also needs bus services and routes to be increased for Town & District. I suggest that only privately owned electric cars (except for Blue Badge holders) are permitted to circulate within the 15 minute areas, by the end of 2023, as a starting point for the 'car-free' policy to be enacted.</p> <p>5.53-5.54 - Areas of Opportunity are simply those places where the Council owns or controls most of the land, not ones chosen for use or need which will benefit the area as a whole. Although I'm dealing with each in turn, as the structure of this consultation response dictates, please note that each one impacts on and interacts with the other.</p> <p>5.55 'The Broadway' - Re-purpose The Brooks shopping centre (don't demolish it - even though it is an eyesore, you could always clad it in an eco-wrap to improve its look and insulate it better) into a mix of community space/indoor market market, shared small studio/event space & coffee shop, eco-wrap Kings Walk and leave all buildings in place, for use as small retail/studio or artisan workshop/sale space; No reason to move the bus station away from the area, it could be re-located at Bar End (see later) as a miniscule number of people using the railway station in/out of Winchester use a bus to get there or for</p>	<p>The site specific comments are noted. The Plan currently summarises the outcomes of an exercise to identify the potential of each opportunity area, but any proposals for delivering this would be subject to significant public consultation and engagement before they come forward. Where the council currently has such detailed proposals emerging (at Station Approach, Central Winchester Regeneration and Bar End) the comments have been passe dot the appropriate teams for information.</p>
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onward travel (according to the data collected by the Council pre-pandemic). Question the need for a bus station in any case, follow the Salisbury example where they got rid of it and revised the road layout so that there were 'pull ins' at bus stops to prevent traffic congestion and provided bus shelters at every stop.

Social housing most needed in this area, particularly flats above buildings currently or proposed for other uses, especially as many workers here are serving the hospitality sector and find it difficult to travel in/out of town early morning/late evening, as public transport is minimal at these times. No 'new builds' should be contemplated for any housing other than social housing in this area either.

The space previously occupied by the bus station could be used for an open air markets of all kinds (relieving the pressure on the High St & Middle Brook St from stalls which obstruct the free flow of pedestrians down these narrow streets. Do not merge pedestrian and cycle usage in these areas, should be pedestrian only, especially as far fewer people cycle rather than walk to the city centre and most use the route for leisure, not work, shopping or sightseeing or visiting cafes and restaurants, so could use alternative routes to get to this area of the town.

If more of the area around King Alfred Statue is to be for pedestrian priority, ensure that tarmac is substituted by permeable surfaces, grass verges and more tree planting & vegetation for carbon capture, cut down water run off and also increase the area for quiet relaxation by adding benches, in the shade.

Bridge St should not be used by motorised vehicles. Access to this part of the city should be via the bridge at Durngate, for vehicles, coming in via Winnall and not Bar End.

5.56 North Walls: This label is a misnomer, as it more about River Park/Hyde than its name suggests. Do not redevelop the site of the leisure centre. If none of its component parts for indoor recreation or

facilities, e.g. toilets/showers for use by those who are using the remaining outdoor areas of River Park, then knock it down and restore it to green space for outdoor recreational use, for which the whole site was originally intended. If the sale goes ahead to the University of Southampton, then ensure safeguards are in place for it to be accessed and used by the public as well. Ensure that tennis courts, the children's playpark and the skatepark right next to the Leisure centre building can still be accessed easily by the public using them and that the pedestrian/cycling cross route from Abbots Barton to St.Bede School and the one from Hyde to Park Avenue are not displaced by the redevelopment of the leisure centre.

The idea of putting P & R on the Easton Lane site is not only unnecessary as other P & R facilities on this side of Winchester are sufficient, but also would be absolutely detrimental to the Nature Reserve, increasing and disrupting this quiet space for wildlife especially with proposals for new bridges. The existing access via Durngate for pedestrians is fine, as is the small pedestrian bridge to access it directly from North Walls Recreation Ground.

As for River Park itself, for heaven's sake leave it alone. It is a wonderful open space used for team sports, individual exercise, groups of ramblers, runners & cyclists, as well as for picnics and leisurely walks with or without dogs and certainly should not have any paved areas added to the existing playpark & skatepark facilities.

There is absolutely no need to 'zone' areas for specific activities, what we have is flexible, very well-used and well-loved open spaces, used by all generations. The only one of its kind in this part of Winchester. The only 'improvements' needed are for adequate signage to access the park from the city centre via Park Avenue/Middle Brook St., and from Andover Road/Worthy Lane/Hyde Church Lane, to lead visitors who want to avoid a congested, air and noise polluted route along North Walls to reach the city centre, seeing Hyde Abbey remains, the Hyde Abbey Garden en route or for those who want a 'nature walk' to

get to the nature reserve from the route via Hyde Church Lane. The other 'entrance' to River Park from Abbots Barton, past the Rugby Club, could certainly be better signed and perhaps have a wider access point, where the boundary meets that of the Rugby Club car park. Nothing else is needed.

5.57 'Westgate' - good ideas, but can't see how you can increase pedestrian/cyclist safety if you still have the same amount of traffic coming into Winchester where the main road crossing points are, unless the city centre becomes a 'car-free' zone.

5.58 'Station Approach' - As I said in my comments re Broadway, there is absolutely no need for a bus station to be located next to the railway station, as according to the Council's data, collected pre-pandemic, a miniscule number of people use a bus to get to/from the station. It is perfectly feasible, as Salisbury has done, to get rid of the bus station and allow for 'pull ins' at all the bus stops that thread through the narrow and/or congested city centre streets and the existing bus stops at Station Hill adequately reflect the bus routes to the different parts of Winchester and surrounding area. If you really want a bus station then put it at Bar End.

You could have rent-a-bike facilities at the railway station, if this is considered desirable and others at park & ride locations around Winchester.

Apart from it being desirable to have public lavatories near/on Station Hill, I see no need for any 'improvement'. It is a lovely green leafy approach with a prize winning modern building (The Hampshire Record Office) on one corner, a delightful and much-loved Victorian building, originally a pub, then the local Registry Office at the top of the hill, which complements the Victorian facade of the Railway Station itself. It should not be demolished, but could be re-purposed as a cafe + shared work-space, with good wi-fi for those on short business

meetings to Winchester. Visible from Station Hill is an assortment of local chops and cafes along Stockbridge Road. There is no need for more 'active' street fronts on Station Hill itself, particularly as this would mean felling the mature trees that line this whole area.

The Record Office itself needs 'breathing space' as originally intended by its architect, with a leafy, gravelled parking area accessed from Gladstone St and a diagonal footpath from Station Hill, to reach the junction between Gladstone St and Sussex St. I think this whole area around the Record Office should be kept as 'public realm', green, leafy spaces to relax in, before/after a train journey, whether commuting or visiting Winchester.

The Carfax junction itself cannot be made a 'safer' crossing point (apart from increasing the time allowed before traffic lights change to cross these busy roads) until/unless traffic is minimised by banning private cars from the city centre and installing a much-needed P & R at Sir John Moore's Barracks, for those approaching the city from the Northern side of the outlying District and beyond from the A34.

I notice that instead of showing access to the city via Worthy Lane and Hyde St., which currently allows traffic to 'filter' to North Walls without using the Carfax Junction to get into the city centre, only Worthy Lane is outlined as a main route, which feeds traffic into Andover Road & Carfax junction, thereby increasing congestion and traffic. Whilst I accept that until the P & R sites on the outskirts of the city at Kings Barton and Sir John Moore's Barracks are up and running, then Worthy Lane is currently the only way to access the 'Park & Walk' car park to serve this part of Winchester. However, HGVs have increasingly been using Worthy Road/Lane to access the city centre, rather than coming through via Andover Road or better still for those using the A34 at present to continue to the Winnall Junction. They should be prevented from using Worthy Road/Lane as a through route to the city centre.

	<p>The Worthy Lane/Cattlemarket car parks are needed at present but in the longer term this whole area should have the tarmac lifted to provide much needed green space and add to the public realm, which is 'in deficit' to serve this part of Winchester, especially as it is aligned on one side by the Conservation Area, including the Victorian terraced housing along Worthy Lane and on the other side, just over Andover Road by student housing. It is also used as a 'cross route' by pedestrians to and from educational establishments to the west of Andover Road and beyond. Furthermore, the area itself is of archeological significance, as an extensive Roman cemetery lies beneath it. It can't be classified as a 'brownfield' site for residential development, as previously the land was the extensive garden for Highfield Villa (now The Winchester Club) and not used for industrial or any other building development. Please also note that many people who look across the car park, enjoy the view of Highfield Villa, a local 'historic' landmark. It should not be earmarked for potential re-development, especially as it has a very fine bowling green in its grounds, used by many generations of Winchester residents.</p> <p>Gladstone St. car park is on the fringe of the conservation area and is currently classified as a 'central' car park for Winchester. In fact, all cars that use it, could be accommodated in the nearby multi-storey car park on Sussex St. I would suggest that the whole site should have tarmac lifted and be converted into a small local park (which is also what I think should happen to practically all the current open tarmac car parks in central Winchester, to promote biodiversity, create green corridors and mitigate against the effects of climate change by planting the best-suited trees for carbon capture.) If this small site is required for housing then it should be solely for social housing which could, on the side of the site next to Station Road, be flats on upper floors and the ground floor used for small cafes/workspace areas. This would</p>	
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	<p>leave the charming Victorian terrace on Gladstone St., in plain view, for those using the area to access Sussex St & the HCC offices along it, or to reach the High St.</p> <p>5.59 'Bar End' - The idea of providing a convenience store to serve the residential area nearby is a good one, but with it social housing (flats) could be built on upper floors with ground floor units below used for medical and other facilities, such as a cafe linked with the leisure centre beyond it. However, if a bus station is really needed, then this would be the site for it, as it links very well with the two P & R sites nearby.</p>	
<p>ANON-KSAR-N8M8-V</p>	<p>With regard to the ensuing paragraphs of this section of the Draft Plan Vistry and Taylor Wimpey are interested particularly in the assessment of Winchester and its setting described at paragraphs 5.43 – 5.50. There is agreement that the three spatial areas that are used to inform the strategy of the Draft Plan are distinct and different and that they each perform different roles. It is critical that the Draft Plan is clear and consistent in its messaging and that the spatial hierarchy that underpins the entire plan is transparent in pursuit of its objectives, at the heart of which is the drive to address the Climate Emergency the Council has declared. The primacy of Winchester Town must be front and centre in all policy decisions that are taken.</p> <p>The key components of the Local Plan Vision for Winchester (p.78) should be revised throughout the plan as set out below:</p> <p>Local Plan Vision – Winchester</p> <p>As the largest settlement in the district and the county town, Winchester is the principal focus for housing and employment in the area covered by the Local Plan. The Town experiences significant unsustainable daily commuting flows due to the lack of housing that is</p>	<p>The Local Plan Vision is set out on page 21 and contains a specific section for Winchester Town. The text in page 78 headed Local Plan Vision – Winchester should be reviewed and brought into line with that wording.</p> <p>Proposed Change -</p> <p>Replace text in box marked “Local Plan Vision – Winchester” with revised Vision for Winchester described in the responses to Policy SP1.</p> <p>The comments made regarding the description of views of Winchester in paragraphs 5.43 and 5.44 are noted. The Landscape Character Assessment is recognised in the Plan as an important document to consider when assessing planning applications, so while the</p>

	<p>affordable to large sections of the working population. Established travel links to London also support high levels of out-commuting. Policies in this Local Plan will aim to address the imbalance between affordable homes and jobs as a key objective in the path to achieving carbon neutrality. Winchester Town is a hub for many services and facilities that benefit residents and businesses throughout the district and beyond and is the most sustainable location where growth and change can occur in response to the challenges presented by the Climate Emergency. While growth and change are needed, they must be managed sensitively in ways that preserve and enhance the important natural, historical, cultural, visual and aesthetic qualities that define the character and setting of the town.</p> <p>7.4 The Vision should be captured in a way that balances the necessary imperative for sustainable growth, while ensuring that the quality of place, which is recognised and valued, is preserved. However, the Plan should face into the challenges that the Climate Emergency presents comprehensively, ensuring that the spatial strategy is aligned fully with the need to reduce travel demand, encourage growth in the right places, and control how that growth takes place through the imposition of policy criteria that apply directly to specific allocations.</p> <p>The summary of the characteristics of the setting of Winchester and the numerous historic buildings and attributes possessed by the Town are noted. However, it should be recognised that views across and toward the Town are not all equally sensitive, or constrained, as the Landscape Character assessment identifies . Views from the north, from Down Farm Lane towards the centre, are characterised predominantly by the outer suburbs of the urban area and the emerging form of the Kings Barton MDA. The significant historic forms that are identified in paragraphs 5.43 and 5.44 are characteristic, but not so in views from this direction. The opportunity to make provision</p>	<p>comments regarding the promotion of land to the north of the city are acknowledged but it is not considered that this short description of the city as a whole should be amended.</p> <p>The intention is that this policy contains the framework within which Local Area Design Codes can be brought forward and the work contained in the Vision for Winchester and the Movement Strategy can be progressed. The Council has no plans at present to prepare a masterplan for the whole of the City of Winchester</p>
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	<p>for further MDA scale growth within this relatively unconstrained northern sector is significant and would not compromise the factors that are highlighted.</p> <p>It is notable also that growth in this location would be contained by the line of the A34, which provides a clear and defensible demarcation between the urban sphere/envelope and the open countryside beyond.</p> <p>Paragraph 5.49 notes the desire to move towards the 15-minute City model and to an urban environment that is not dominated by the car, and which supports walking and cycling. The most effective means via which such a strategy could be implemented would be through the concentration of growth at scale in locations that support such a modal shift, and which provide opportunities to masterplan new communities based around active travel. Piecemeal responses that seek to retrofit solutions in locations already constrained by established street patterns, heritage assets, and land availability will necessarily be limiting.</p> <p>In this regard Vistry and Taylor Wimpey support suggestions made by the City of Winchester Trust via the consultation that a masterplan for the whole of the urban area should form part of the Local Plan, with strategic growth planned for in a comprehensive manner founded upon principles that support modal shift towards active travel and foster the creation of 15-minute neighbourhoods. The Vision for the Winchester Northern Neighbourhood is based on such an approach and should be incorporated into the spatial strategy of the new Local Plan.</p>	
ANON-KSAR-N8Y8-8	<p>Development proposals are required to demonstrate how they address, amongst other things, how community engagement has been used to inform and influence the outcome of the design process. Unless community engagement is an explicit requirement during the design process, community engagement is unlikely to happen in any</p>	<p>The draft policy requires applicants to demonstrate how community engagement has been used to influence and inform the design process.</p>

	<p>meaningful way. The concept of a 15 minute settlement is not suitable or achievable for many areas in Winchester town, due to the age profile and/or terrain.</p>	<p>The promotion of 15 minute neighbourhoods is required to be prioritised in travel planning under emerging policy T2, but it is accepted that it is harder to realise this concept in some areas.</p>
ANON-KSAR-N8YU-5	<p>Unless community engagement is an explicit requirement during the design process, community engagement is unlikely to happen in any meaningful way. The concept of a 15 minute city is not achievable for many areas in Winchester town, due to the age profile and/or terrain.</p>	<p>The draft policy requires applicants to demonstrate how community engagement has been used to influence and inform the design process. The promotion of 15 minute neighbourhoods is required to be prioritised in travel planning under emerging policy T2, but it is accepted that it is harder to realise this concept in some areas.</p>
ANON-KSAR-N8GR-G	<p>Proposed re-wording of 'Local Plan Vision - Winchester' between sections 5.42 and 5.43 - to include the fact that there is a lot of commuting into and out of the City by lower paid employees, and the lack of affordable home in the City.</p> <p>Proposed new wording: As the largest settlement in the district and county town, Winchester is an important centre for housing and employment activities. There are significant patterns of commuting into and out of the City due to the mis-match of workers and residents and its strong travel links to London and lack of affordable homes. It is a hub for many services and facilities which benefit residents and businesses in the district and beyond, and is a sustainable location for growth and change. The historic, cultural, aesthetic, visual and nature conservation elements of Winchester and its setting are of exceptional quality.</p>	<p>The Local Plan Vision is set out on page 21 and contains a specific section for Winchester Town. The text in page 78 headed Local Plan Vision – Winchester should be reviewed and brought into line with that wording.</p> <p>Proposed Change -</p> <p>Replace text in box marked “Local Plan Vision – Winchester” with revised Vision for Winchester described in the responses to Policy SP1.</p>

	<p>The Winchester Vision identified the need for further mapping to graphically highlight routes and development opportunities. This map is required to link to this policy.</p> <p>Specific changes to policy wording are below:</p> <p>Proposed change to policy D2, section ii. to include additional reference documents related to active travel:</p> <p>"Any relevant aspects , identified characteristics and principles set out in Masterplans, Winchester Vision, Local Area Design Statements, Winchester Walking Strategy, LCWIP, LTN4, Conservation Areas, Local Area Design Codes, Planning Frameworks and Design Codes that have been prepared and consulted on with the involved local community;"</p> <p>Proposed change to policy D2, section vi:</p> <p>"Opportunities are explored through the design process for including improved strategic and local connections, improving public realm and creating a better environment for pedestrians and cyclists consistent with design codes for streets and public spaces; and"</p> <p>Proposed change to policy D2, section vii:</p> <p>"The retention and opportunities for enhancement of existing green open spaces, and the improvement of the public realm including more public spaces, more natural features and tree planting, and the potential for more use of the high street, linking these into the active travel network;"</p>	<p>The Council has no plans at present to prepare a single masterplan for the whole of the City of Winchester.</p> <p>Agree policy could be improved by the specific mention of local transport evidence for Winchester. It is not considered necessary to cross refer to a design codes for streets and public spaces or the active travel network, which is covered elsewhere in the Plan.</p> <p>Proposed changes:</p> <p>Amend criterion D2ii as follows-</p> <p>Any relevant aspects , identified characteristics and principles set out in <u>the Winchester Vision, Masterplans....</u></p> <p>Add new criterion to Policy D2</p> <p><u>viii Transport improvements identified in the Winchester Movement Strategy, Winchester Walking Strategy and City of Winchester Local Cycling and Walking Infrastructure Plan and other relevant transport documents that have been prepared and consulted on with the involved local community;</u></p>
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<p>ANON-KSAR-NKJ1-5</p>	<p>Winchester College support the principle of the City Council's approach to achieving high quality design for Winchester Town defined in Strategic Policy D2. However, for clarification, the College requests that the wording of the policy is amended to take account of the fact that the criteria listed will not be appropriate for all development proposals.</p> <p>For site security and safeguarding reasons development proposals within the Winchester College estate are unlikely to be able to provide more public spaces as required by (vii). The College therefore requests that the policy is amended as follows (suggested additional text is underlined):</p> <p>“The retention and opportunities for enhancement of existing green open spaces, . . . public realm including more public spaces where appropriate, more natural . . . of the high street.”</p>	<p>It is accepted that it may not always be appropriate to deliver new public spaces, but the policy states proposals should demonstrate how they address this policy aim. Therefore it is considered that, as worded, the policy would allow such circumstances to be taken into account.</p>
<p>ANON-KSAR-N81F-E</p>	<p>Bargate Homes recognise the importance of Winchester Town as one of the district’s principal centres, and the need for development proposals in and around Winchester Town to be based on key design principles. The vision for Salters Lane has been directly informed by the distinct character of the local area and will respond positively and reinforce patterns of development in line with part iv). This is reflected in the approach to density and built form, which varies across the site, denoting the dual orientation of facing the more rural Sparsholt ward to the west, and equally Winchester Town to the east. The site has therefore been designed to represent a sensitive addition to Winchester Town, transitioning between urban and rural character.</p> <p>In light of the site’s favourable location on the edge of Winchester Town, with its good connections to Winchester centre, there has been a particular emphasis on improving and enhancing connections into and through the site, including via pedestrians and cyclists in</p>	<p>Agreed policy should be clearer on expectations for community engagement.</p> <p>Proposed Revision:</p> <p>Amend criterion iii of D2 (and similar criteria in policies D3 and D4) to read -</p> <p><u>iii for applications other than householder development</u>, how community engagement has been used to inform and influence the outcome of the design process;</p>

	<p>particular. In accordance with the principles set out in part vii), the proposed vision equally places particular emphasis on public spaces, including the provision of a playground which is deficient within the local area, and therefore considered a key benefit of the proposals coming forward.</p> <p>Bargate Homes highlight however the requirement for community consultation (criteria iii) of the draft policy wording should be clarified. It is not always appropriate, proportionate or effective in certain situations, such as small scale or householder development. The policy also needs to be clarified in respect of what scale of development it applies to. The requirement for a masterplan for example is only appropriate for larger scale development. Furthermore, the draft policy wording lacks mention of site specific design opportunities which may have been identified by the contextual analysis of the location.</p>	<p>Agree Policy should be clearer regarding masterplan requirements. Policy D5 and individual allocations policies set out when masterplans are required, so this policy should take that into account.</p> <p>Proposed Revision:</p> <p>i. Any aspects, characteristics and specific design requirements that have been identified in the relevant site allocations policies <u>including where required in this Plan</u> the development of the masterplan which will set the design parameters, framework and placemaking principles for developing the whole site in order to deliver high quality places;</p>
ANON-KSAR-N8VW-4	<p>Proposed re-wording of 'Local Plan Vision - Winchester' between sections 5.42 and 5.43 - to include the fact that there is a lot of commuting into and out of the City by lower paid employees, and the lack of affordable home in the City.</p> <p>Proposed new wording:</p> <p>As the largest settlement in the district and county town, Winchester is an important centre for housing and employment activities. There are significant patterns of commuting into and out of the City due to the mis-match of workers and residents and its strong travel links to London and lack of affordable homes. It is a hub for many services and facilities which benefit residents and businesses in the district and beyond, and is a sustainable location for growth and change. The historic, cultural, aesthetic, visual and nature conservation elements of Winchester and its setting are of exceptional quality.</p>	<p>The Local Plan Vision is set out on page 21 and contains a specific section for Winchester Town. The text in page 78 headed Local Plan Vision – Winchester should be reviewed and brought into line with that wording.</p> <p>Proposed Change -</p> <p>Replace text in box marked “Local Plan Vision – Winchester” with revised Vision for Winchester described in the responses to Policy SP1.</p>

	<p>The Winchester Vision identified the need for further mapping to graphically highlight routes and development opportunities. This map is required to link to this policy.</p> <p>Specific changes to policy wording are below:</p> <p>Proposed change to policy D2, section ii. to include additional reference documents related to active travel: "Any relevant aspects , identified characteristics and principles set out in Masterplans, Winchester Vision, Local Area Design Statements, Winchester Walking Strategy, LCWIP, LTN4, Conservation Areas, Local Area Design Codes, Planning Frameworks and Design Codes that have been prepared and consulted on with the involved local community;"</p> <p>Proposed change to policy D2, section vi: "Opportunities are explored through the design process for including improved strategic and local connections, improving public realm and creating a better environment for pedestrians and cyclists consistent with design codes for streets and public spaces; and"</p> <p>Proposed change to policy D2, section vii: "The retention and opportunities for enhancement of existing green open spaces, and the improvement of the public realm including more public spaces, more natural features and tree planting, and the potential for more use of the high street, linking these into the active travel network;"</p>	<p>The intention is that this policy contains the framework within which Local Area Design Codes can be brought forward and the work contained in the Vision for Winchester and the Movement Strategy can be progressed. The Council has no plans at present to prepare a masterplan for the whole of the City of Winchester</p> <p>Agree policy could be improved by the specific mention of the Winchester Vision and local transport evidence for Winchester. It is not considered necessary to cross refer to a design codes for streets and public spaces or the active travel network, which is covered elsewhere in the Plan.</p> <p>Proposed changes:</p> <p>Add new criterion to Policy D2</p> <p><u>viii Transport improvements identified in the Winchester Movement Strategy, Winchester Walking Strategy and City of Winchester Local Cycling and Walking Infrastructure Plan and other relevant transport documents that have been prepared and consulted on with the involved local community;</u></p>
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<p>ANON-KSAR-N85N-T</p>	<p>Much is good, but</p> <ol style="list-style-type: none"> 1. Improve the arrival experience at Winchester Station by creating a new public open space outside the main entrance on Station Hill. THIS MUST INCLUDE 15 minute PULL IN SPACES TO ALLOW CARS for the welcome and collection of family members with luggage – There are already too few spaces as these have been given over to taxis which ae also cars! 2. Why not put better housing in the run down retail sites on the Andover Road. 3. Bar End – this could be interesting for near city centre housing which would reduce carbon pollution. The site has scope for a mixture of housing styles and wont impact negatively on other residential sites. 4. Your maps are too small to identify what you are proposing for transport/movement and local areas.SO THIS IS NOT A FULL CONSULTATION 5. remember we cannot all use bicycles 6. Free electric buses are the answer such as found in various national parks abroad eg Yosemite. Especially for learning disabled, physically disabled and elderly communities 7. You are overreaching yourselves with so many proposals - which ones are serious? For example: Why add an open space. by the Westgate - the trees there are already lovely. Shy alter the roundabout at King Alfred - it is already easy to use. 8. AFFORDABLE HOUSING: why do you expect this be for rent –We need to protect young people, even young professional people who want to buy their first homes. Otherwise landlords will outbid them. 9. Use empty city centre premises for housing – include council housing – reduced travel and carbon emissions 10. Student housing – why assume university of Southampton is of equal status with winchester’s own university of which we should be proud. Students DO HAVE CARS. Student housing for two universities will DOMINATE the town – and as experienced in Greenhill road now 	<p>The site specific comments are noted. The Plan currently summarises the outcomes of an exercise to identify the potential of each opportunity area, but any proposals for delivering this would be subject to significant public consultation and engagement before they come forward. Where the council currently has such detailed proposals emerging (at Station Approach, Central Winchester Regeneration and Bar End) the comments have been passed to the appropriate teams for information.</p> <p>A range of affordable housing is sought, and the approach is explained in emerging policy H6.</p> <p>It is envisaged there will be limited parking provided in new purpose-built student accommodation.</p> <p>The plan seeks all residential development to provide adequate amenity space. It may not always be possible for developments to include private family gardens.</p>
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	<p>dominate facilities like parking which is becoming a really difficult for local residents who can often no longer park.</p> <p>11.every new build should have a garden. WHY HAVE YOU NOT INCLUDED A REQUIREMENT FOR PRIVATE FAMILY GARDENS in New housing developmentS? This is the safest way of gaining children outdoor play space, adults space for reflection and refreshment to aid mental health, space for a diversity of planting, creatures to live.</p>	
ANON-KSAR-N8WC-H	<p>Brownfield land should always be used for development rather than greenfield sites.</p> <p>Brownfield land is far more likely to be in a sustainable location for development and it avoids loss of amenity and countryside and the car dependency which comes with use of greenfield sites. This is also particularly important in the context of mitigating climate change. Valued Landscape must be avoided. The draft Local Plan must have a strategy and policies to implement these principles</p>	<p>The plan does place an emphasis on brownfield land, through the allocation of sites in the development strategy set out in policy and the prioritisation of brownfield land in policy D6.</p>
ANON-KSAR-NKX6-R	<p>Specifically, 5.49 and the 'Vision' proposed to 'Tackle the negative impacts of car traffic by moving towards the “fifteen minute city model” and the remainder which follows within 5.49 should be deleted. This is biased towards those who live within the city or close neighbourhoods and highly disadvantageous towards residents from local villages and more rural areas to access the city easily, perhaps just for an hour's shopping or services. Promotion of cycling is in contradiction to an aging population. Continue to enable good access to the city for short term car parking for local people in order to sustain businesses and retail.</p>	<p>Paragraph 5.49 refers to Winchester Town – other parts of the plan set out design principles for the rest of the Plan area. The principles of promoting active travel and sustainable transport are in line with national policy.</p>
BHLF-KSAR-N8ZV-7	<p>Strategic Policy D2 Design principles for Winchester Town OBJECT Winchester College support the principle of the City Council's approach to achieving high quality design for Winchester Town defined in Strategic Policy D2. However, for clarification,the College requests that the wording of the policy is amended to take account of the fact that the criteria listed will not be appropriate for all development proposals. For site security and safeguarding reasons development proposals</p>	<p>It is accepted that it may not always be appropriate to deliver new public spaces, but the policy states proposals should demonstrate how they address this policy aim. Therefore it is considered that, as worded, the policy would allow</p>

	<p>within the Winchester College estate are unlikely to be able to provide more public spaces as required by (vii). The College therefore requests that the policy is amended as follows (suggested additional text is underlined):</p> <p>“The retention and opportunities for enhancement of existing green open spaces, . . . public realm including more public spaces where appropriate, more natural . . . of the high street.”</p>	<p>such circumstances to be taken into account.</p>
<p>BHLF- KSAR- N8ZG-R</p>	<p>We are currently concerned about the proposals for North Walls on page 83 which aim to “Improve walking connections east-west across the River Itchen” and “Redevelop Retail Park off Easton Lane and open up walking connections between this site and Winnall Moor across the river”.</p> <p>As you are aware, Hampshire & Isle of Wight Wildlife Trust currently manages Winnall Moors Nature Reserve in the centre of Winchester. The River Itchen, and a network of smaller streams, that pass through the nature reserve are internationally important chalk stream habitats and protected as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).</p> <p>Currently there is minimal access along the eastern edge of the reserve adjacent to the River Itchen in order to minimise the level of recreational pressure and disturbance from members of the public on this protected habitat.</p> <p>However, we are concerned with the proposals to open access off Easton Lane and create a new walking connection to Winnall Moors. Creating this additional route would require significant infrastructure, including a new bridge, through the SAC and SSSI which would impact the integrity of these designations. We are not aware that this impact has been appraised. Furthermore, this route would increase the level of disturbance on the designated habitats and increase our costs of upkeeping the reserves.</p> <p>We urge Winchester City Council to reconsider this aspect of the North Walls proposals.</p>	<p>The intention in bringing the outputs of the Winchester Town Vision into the Plan was to set the context for future planning applications and any subsequent detailed design work.</p> <p>Therefore the proposals for North Walls do not have the status of an allocation and any proposal would need to address the policies of the plan, including those to protect and enhance biodiversity. The Council is not in a position to rule in our favour what may be achieved in this and other opportunity areas.</p> <p>Nonetheless, the objection raises matters of importance which warrant recognition in the Plan to inform any further assessments and proposals.</p> <p>Proposed change</p> <p>New paragraph to follow 5.56 –</p> <p><u>It should be acknowledged that some of these identified opportunities are in close proximity to, and have the potential to</u></p>

	<p>We would also like to reinforce our comments sent to the previous consultation on the North Wall Recreation Park and ensure that any redevelopment of the area considers the sensitivities of Winnall Moors and the River Itchen SSSI and SAC.</p>	<p><u>impact upon, important ecological assets including the Winnall Moors Nature Reserve and River Itchen, which includes internationally important chalk stream habitats and is protected as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). Further work on those proposals will need to consider and address the potential impacts before their appropriateness and deliverability can be confirmed.</u></p>
<p>BHLF- KSAR- N8BD-W</p>	<p>Paragraphs 5.42-5.64 – Design issues across the District and Development in Winchester Town and surroundings Objections and comments This section includes a record of the useful discussions and sketches that were tabled at the Winchester Design Workshop and which should be useful for future development in the opportunity areas. They should either be followed by a policy that refers to the improvements (called ‘opportunities’ in paragraphs 5.42 – 5.64) that should be considered when any of the opportunity areas are proposed for development or be removed and added as an appendix and be part of the evidence base for use in the future. The outputs from the Design Workshop should be helpful if it is decided to produce a more detailed city -wide plan in the future. Strategic Policy D2 – Design Principles for Winchester Town Objections and comments Paragraph ii: The Trust has for some years been promoting the need for a more detailed city-wide spatial plan and understands that the City Council believes this paragraph will enable this to be produced in the future. To make this clearer the Trust believes it should either be amended or an</p>	<p>Agree the Plan should be clearer on the role of the 5 opportunity areas identified for Winchester Town.</p> <p>Proposed Change include additional criterion –</p> <p><u>x. For development in the identified opportunity areas, the potential for the proposal to deliver or contribute to the listed opportunities within that area.</u></p> <p>The Council has no plans at present to prepare a single masterplan for the whole of the City of Winchester. It is considered para. 5.5 sets the status an expectations regarding the identified Opportunity Areas. Nonetheless, criterion ii could be usefully reworded to</p>

	<p>additional paragraph added that includes the possibility of producing other planning documents than those referred to, which could include a citywide plan (ie a citywide urban design framework). The text should make it clear that any additional documents should undergo engagement with the community and stakeholders and with statutory/non-statutory consultees and be subsequently adopted as a planning document.</p> <p>Paragraph iv: Amend the first part where words seem to be missing to read: “How the distinct character of the local area has informed the proposed development and how the design will respond to and reinforce” 5</p> <p>Paragraph v: Include reference to street frontages (as well as roofscapes) and refer to streetscapes.</p> <p>Paragraph vi: Delete the existing wording. We suggest the following is more comprehensive and explicit in indicating what the expectations are: “Opportunities are explored through the design process to address the priorities of the adopted Winchester Movement Strategy to improve strategic and local connections, improve the quality of the public realm, create a better environment for pedestrians and cyclists and, in highly sustainable city locations, encourage the reduction in the number of residential and commercial employee car parking spaces. In the city centre it will be expected that parking provision will not be provided in any development unless a need for this can be justified.”</p> <p>Paragraph (vii): The phrase at the end “more use of the high street” needs to indicate what sort of uses are contemplated. Policy WT1 from the adopted Plan includes specific reference to the promotion of the town centre as the preferred location for new development that attracts high numbers of</p>	<p>take into account that other relevant documents, not listed in the policy.</p> <p>Proposed Change to D2 criterion ii-</p> <p>ii. Any relevant aspects , identified characteristics and principles set out in Masterplans, Local Area Design Statements, Conservation Areas <u>Appraisals and Technical Assessments</u>, <u>Local Area Design Codes</u>, <u>Planning Frameworks</u>, <u>and Design Codes and other relevant planning documents</u> that have been prepared and consulted on with the involved local community;</p> <p>Agree criterion vi is not clear.</p> <p>Proposed Change –</p> <p>Amend policy D2 criterion iv as follows –</p> <p>iv. How the distinct character of the local area <u>has informed the proposals</u> and will respond positively to, and reinforce, the patterns of development in the neighbourhoods of the city, in particular views of treed skylines which connect Winchester with its immediate and wider landscape setting including the enhancement of key views as identified</p>
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	<p>visitors; provision of open space in conjunction with development; retention of existing open space and recreation provision.</p>	<p>in the Winchester Townscape Assessment; It is considered that the consideration of frontages is not unique to Winchester and where appropriate should arise out of the design process required by policy D1.</p> <p>With regards to the parking strategy, this is better dealt with in the Movement Strategy itself and in Local Plan policy T2. But it is considered appropriate to make specific reference to documents and strategies which identify transport improvements. Proposed Change –</p> <p>New criterion –</p> <p><u>viii The delivery of transport improvements identified in the Winchester Movement Strategy, Winchester Walking Strategy and City of Winchester Local Cycling and Walking Infrastructure Plan</u></p> <p>There are issues with providing a comprehensive list of what may be entailed within “more use of the high street” in the policy. On balance, it is not</p>
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		considered necessary than to be more specific.
BHLF- KSAR- N86N-U	The requirement for community consultation (criterion iii) should be clarified, as it is not appropriate/proportionate or effective in some cases, including small scale development, householder development etc. The policy also needs to be clarified in respect of what scale of development it applies to; the requirement for a master plan is only appropriate for larger scale development for example. And it lacks mention of site specific design opportunities which may have been identified by the contextual analysis of the location (the emphasis is therefore on published design information rather than site specific context).	It is agreed that the plan should be clearer on when community engagement is required. The outcomes of an analysis of the site context is required under policy D1 so there is no need to repeat it here. Proposed change Amend D2iii as follows – iii. <u>For development other than householder proposals</u> , how community engagement has been used to inform and influence the outcome of the design process;

	Recommendations	Officer response
Comments from SA	Recommendations Areas of Opportunity 5.54 The following recommendations for the text addressing the Areas of Opportunity are included to help mitigate any negative effects and strengthen any positive effects identified: ■ Within the Areas of Opportunity redevelopment should be undertaken to respond positively to the setting of high	Whilst these considerations are covered in other plan policies, it is thought helpful to include a reminder here. New paragraph to follow 5.4 -

	<p>concentration of heritage assets including that of the Winchester Conservation Area.</p> <ul style="list-style-type: none"> ■ Development at each Area of Opportunity should consider potential impacts on the River Itchen SSSI and SAC. ■ Within the North Walls and The Broadway Areas of Opportunity there may be potential for development to reduce existing flood risk and proposals should seek to positively address this issue. 	<p><u>In addition to the specific comments for each area, the following points should be also considered –</u></p> <ul style="list-style-type: none"> • <u>Redevelopment should be undertaken to respond positively to the setting of high concentration of heritage assets including that of the Winchester Conservation Area.</u> • <u>The potential impacts on the River Itchen SSSI and SAC.</u> • <u>Within the North Walls and The Broadway Areas of Opportunity there may be potential for development to reduce existing flood risk and proposals should seek to positively address this issue.</u>
Comments from HRA	None.	

Strategic Policy D2 Design Principles for Winchester Town

Amendments to Policy D2

In order to deliver the Local Plan Vision for Winchester Town, development proposals through the design process will need to demonstrate how they address the following:

- i. Any aspects, characteristics and specific design requirements that have been identified in the relevant site allocations policies including, **where required in this Plan**, the development of the masterplan which will set the design parameters, framework and placemaking principles for developing the whole site in order to deliver high quality places;

- ii. Any relevant aspects, identified characteristics and principles set out in Masterplans, Local Area Design Statements, Conservation Areas **Appraisals and Technical Assessments**, Local Area Design Codes, Planning Frameworks, and Design Codes **and other relevant planning documents** that have been prepared and consulted on with the involved local community;
- iii. **For development other than householder proposals**, how community engagement has been used to inform and influence the outcome of the design process;
- iv. How the distinct character of the local area **has informed the proposals** and will respond positively to, and reinforce, the patterns of development in the neighbourhoods of the city, in particular views of treed skylines which connect Winchester with its immediate and wider landscape setting including the enhancement of key views as identified in the Winchester Townscape Assessment;
- v. Roof designs are sympathetic to the character of the Town's historic roofscape in terms of bulk, grain, form and materials and make a positive contribution to the roofscape of Winchester;
- vi. Opportunities are explored through the design process for including improved strategic and local connections, improving public realm and creating a better environment for ~~pedestrians and cyclists~~ **walking, wheeling and cycling and address issues for people with reduced mobility**; and
- vii. The retention and opportunities for enhancement of existing green open spaces, and the improvement of the public realm including more public spaces, more natural features and tree planting, and the potential for more use of the high street.
- viii. **The delivery of transport improvements identified in the Winchester Movement Strategy, Winchester Walking Strategy and City of Winchester Local Cycling and Walking Infrastructure Plan and other relevant transport documents that have been prepared and consulted on with the involved local community**;
- ix. **For proposals within the setting of the South Down National Park, the need to avoid or minimise any adverse impacts on the national park.**
- x. **For development in the identified opportunity areas, the potential for the proposal to deliver or contribute to the listed opportunities within that area.**

In addition to the specific comments for each area, the following points should be also considered –

- **Redevelopment should be undertaken to respond positively to the setting of high concentration of heritage assets including that of the Winchester Conservation Area.**
- **The potential impacts on the River Itchen SSSI and SAC.**
- **Within the North Walls and The Broadway Areas of Opportunity there may be potential for development to reduce existing flood risk and proposals should seek to positively address this issue.**

Amendments to supporting text

5.56 The main opportunities in the North Walls Area of Opportunity are:

- Redevelop the former River Park Leisure Centre buildings and investigate opportunities around the Winchester School of Art sites to create a more positive interface with the area and increase activity.
- Improve the quality of the walking connection between High Street and North Walls via Middle Brook Street and Park Avenue, including tree planting.
- Improve the quality and offer of North Walls Recreational Ground.
- Improve walking connections east-west across the River Itchen.
- Redevelop Retail Park off Easton Lane and open up walking connections between this site and Winnall Moor across the river.
- Retail Park off Easton Lane is a potential location for a Park and Ride if walking and cycling connections along Wales Street to the River Itchen and city centre are improved.
- Improve the design of the junction of Union Street with North Walls to create a safer environment for pedestrians and cyclists

New paragraph to follow 5.56 –

It should be acknowledged that some of these identified opportunities are in close proximity to, and have the potential to impact upon, important ecological assets including the Winnall Moors Nature Reserve and River Itchen, which includes internationally important chalk stream habitats and is protected as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). Proposals will need to consider and address the potential impacts in order to demonstrate their appropriateness and deliverability.

Replace text in the box at the top of page 78 with the following –

~~As the largest settlement in the district and county town, Winchester is an important centre for housing and employment activities. There are significant patterns of commuting due to the mis-match of workers and residents and its strong travel links to London. It is a hub for many services and facilities which benefit residents and businesses in the district and beyond, and is a sustainable location for growth and change. The historic, cultural, aesthetic, visual and nature conservation elements of Winchester and its setting are of exceptional quality.~~

The County Town of Winchester will continue to be the cultural and economic centre of the district with a significant range of services, facilities and employment, and as such will be a centre for growth. The high-quality environment will attract a range of new uses as the role of the town evolves. The visitor and tourism economy, and creative and education sectors will be increasingly important. Regeneration will make the best use of previously developed land, which will be delivered while protecting and enhancing the character and the wealth of historic assets.

Delete diagram from page 89 of the Plan.