

Core Strategy Issues and Options Questionnaire

The Core Strategy issues and option questionnaire has been updated to include the percentage of responses to those parts that relate to general issues. Further reports and analysis will be required for the more detailed responses which are not included at this stage.

N.B the following details only represent those respondents who completed these specific questions.

THE VISION

The Core Strategy will provide a vision which sets out how the District wishes to change in the future and what type of place it will become over the next twenty years. The Council's proposed Spatial Vision is:

“Winchester District will evolve and develop as a vibrant and sustainable place to live, work and do business by harnessing the talent and vitality of our diverse communities. New enterprise will deliver sustainable solutions for housing, commerce, transport and other services, whilst promoting and enhancing the District's rich historical townscape and wider rural landscape”.

1a. Is this an appropriate vision for the next 20 years?

(Please tick one box to indicate how strongly you agree or disagree with this vision).

Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
22%	42%	13%	15%	9%

Total responses = 755

THE STRATEGIC OBJECTIVES

The vision and strategic objectives provide a clear forward direction for the District. To enable the vision to become a reality the following strategic objectives are proposed:-

Objective 1: Creation of an economy that promotes the varied talents of the District, building on the creative and knowledge based industries that exist, whilst developing the agricultural, tourism and cultural assets of our historic towns and villages and valued landscapes, by ensuring that there are a range of sites and premises available for businesses to set up and expand to meet their full potential and provide jobs to use the skills of the District's population;

Objective 2: Provision of a range of housing types and tenures to address the varied housing needs of the Districts' population whilst reducing carbon emissions;

Objective 3: Protection and enhancement of Winchester District's most valuable environments, whether these are urban or rural or involve the built

or natural environments, to ensure that the changes we are seeking maintain the District as a special place;

Objective 4: For the District to mitigate against impacts of and adapt to the impacts of climate change, through promoting lifestyles and maximising the use of technologies that are available to reduce waste and carbon emissions,

Objective 5: Provision of the necessary services and support facilities in the right places at the right time, including health, education, shopping etc, to ensure our existing and new communities are attractive and safe places to live and work, and encourage sustainable transport alternatives that reduce the use of the private car and enable people to live close to where they work;

Objective 6: Maximise new opportunities for walking, cycling, sport and recreation/play to promote healthy lifestyles and to reduce the need to use the car.

2. Do the above 6 objectives deliver the vision?

(Please tick one box for each objective to indicate how strongly you agree or disagree with this vision).

		Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
2a.	Objective 1	11%	63%	11%	8%	7%
2b.	Objective 2	13%	57%	14%	10%	6%
2c.	Objective 3	53%	35%	6%	5%	1%
2d.	Objective 4	23%	58%	12%	5%	1%
2e.	Objective 5	25%	58%	8%	7%	2%
2f.	Objective 6	32%	52%	8%	4%	3%

Total responses to objective 1 = 705

Total responses to objective 2 = 695

Total responses to objective 3 = 713

Total responses to objective 4 = 688

Total responses to objective 5 = 710

Total responses to objective 6 = 688

THE SPATIAL STRATEGY

The South East Plan is the Regional Spatial Strategy covering the Winchester District. It puts an emphasis on existing urban areas and requires amongst other matters, land to be provided for some 12,240 dwellings in the Winchester District over the next twenty years.

These factors have led us to explore the varying role and function of the District's towns and villages and to consider the potential which different parts of the District can offer in terms of growth, sustainable development and achieving the kind of settlement network that helps to reduce the amount people have to travel in order to meet everyday needs.

Evidence gathered in a number of ways and taking account of the availability of local employment, public transport, services and facilities, has led us to suggest a broad division of the District into three areas. This division is

intended to allow a clearer focus on the different needs, characteristics and pressures within these three areas:-

- **Winchester Town**
- **The Market towns and the rural area**
- **The southern part of the District that lies within the Partnership for Urban South Hampshire (PUSH)**

3a. Is this an appropriate way to sub-divide the District?

(please tick one box)

Yes 47%

No 53%

Total responses = 1063

THE SPATIAL STRATEGY: WINCHESTER TOWN

From the District's 12,240 housing requirement, the South East Plan specifies that the non-PUSH (northern) part of the District will need to provide some 5,500 new dwellings.

Winchester Town's position, important role as a hub for facilities and services, retail and economic growth potential (confirmed by recent studies which emphasise the town's attractiveness to retailers and businesses) and commuting patterns, together with the South East Plan's recommendation to increase its housing provision, all suggest that all the options must include major housing provision in Winchester. This includes the 'reserve' sites of Barton Farm, Pitt Manor and Worthy Road/Francis Gardens.

Two options are identified for Winchester Town:-

Option 1 Planned Boundaries

Under a 'planned boundaries' option, the only extensions to the planned boundaries of Winchester would involve the current 'reserve' major development area at Barton Farm being brought forward, together with the two local reserve sites at Pitt Manor and Worthy Road/Francis Gardens. However, other development and growth opportunities would be limited to within the current boundaries, resulting in other larger settlements, nearby having to offset this by absorbing additional development.

Option 2 Step Change

Under the 'step-change' option, a series of options for strategic allocations are proposed, in addition to the release of the major development area at Barton Farm:

4a. Bearing in mind the housing requirement in this part of the District (5,500 dwellings between 2006 and 2026) and the evidence detailed in the Issues and Options paper, which of the 2 options do you prefer?

(Please tick one box).

Option 1 17%
OR Option 2 83%

Total responses = 1046

If you prefer the 'step-change' approach for Winchester Town, there are 4 strategic growth options for housing and/or business/commercial purposes:

- **Area 1** (North of Winchester (including and beyond the existing boundary of the MDA at Barton Farm))
- **Area 2** (West of Winchester)
- **Area 3** (South-west of Winchester)
- **Area 4** (South of Winchester)

5a. Please tick one box to indicate the area you think is most suitable for major development. *(Please tick one box)*

Area 1 78%
OR Area 2 3%
OR Area 3 4%
OR Area 4 14%

Total responses = 407

THE SPATIAL STRATEGY: MARKET TOWNS AND RURAL AREA

The housing requirements for Winchester District will not be fully met through the options within Winchester Town suggested above.

Having looked at the District's wide range of settlements, the ways in which these interact and the local services/facilities which many provide, the Council is suggesting a hierarchy of settlements which can guide the LDF in addressing District-wide local development needs (keeping a clear focus on improving sustainability). The purpose of these distinctions is to ensure that these communities remain sustainable and can serve the small rural settlements in close proximity.

It is proposed that two types of 'hub' settlements should be identified, 'Key Hubs' and 'Local Hubs'. The distinction between the key and local hubs is not just about differences in population but the 'package' of facilities, their vitality, viability, and the availability of choice to avoid the need to travel. It takes account of a number of factors including: - range of shops and services, provision of education, health, sports and cultural facilities, employment opportunities plus public transport provision.

'Key Hubs': Accessible service centres where the presence of a range of services and facilities can: support a concentration of economic and social activity and opportunities for significant further change; act as a focus for a surrounding cluster of lower-order settlements and; reduce the need to travel by car.

The following 4 settlements are proposed as Key Hubs within the District;

- Alresford
- Bishops Waltham
- Wickham
- Whiteley

'Local Hubs': Settlements with a lower level of service provision than the key hubs, which may have the capacity to accommodate change and provide access to improved local services within the surrounding area and, thereby, contribute to the aim of reducing dependence on travel by car.

The following 5 settlements are proposed as Local Hubs within the District;

- Denmead
- Colden Common
- Kings Worthy
- Waltham Chase
- Swanmore

6a. Are the suggested Key Hubs and Local Hubs correct? *(Please tick one box)*

Yes 27% No 73%

Total responses = 1464

Options for Key Hubs

The following 4 settlements are suggested as **Key** Hubs within the District;

- Alresford
- Bishops Waltham
- Wickham
- Whiteley

There are 3 options for change and/or growth for these Key Hubs;

PLEASE NOTE: THERE ARE ADDITIONAL OPTIONS FOR KEY HUBS WITHIN THE PARTNERSHIP FOR URBAN SOUTH HAMPSHIRE AREA (PUSH); See **QUESTION 14**

Option 1: Current Planned Boundaries: - Key Hubs should **maintain their existing boundaries**. This would allow development only within the existing boundaries and would include the release of Local Reserve Sites (Policy H2 of the adopted Local Plan).

Option 2: Consolidation of the Key Hub role: - Key Hubs should allow for some **limited growth** (up to 150 dwellings) outside the existing boundary. This would offer opportunities for sustainable development outside the existing boundary and seek to maintain the role and function of the hub.

Option 3: Step Change: - Key Hubs should be able to **grow substantially** (at least 300 dwellings) beyond their existing boundaries. This would involve sustainable and planned development to create a new specialist/niche role for the Key Hub settlements by being a local focus for economic and commercial activity.

7.	Which of the 3 options listed above is the most appropriate for the future development of each Key Hub ? (Please tick one box for each Key Hub)		
7a.	Alresford	Option 1	23% Option 2 60% Option 3 17%
7b.	Bishops Waltham	Option 1	28% Option 2 57% Option 3 15%
7c.	Wickham	Option 1	60% Option 2 34% Option 3 6%
7d.	Whiteley	Option 1	5% Option 2 5% Option 3 90%

Total responses to Alresford option = 1090

Total responses to Bishops Waltham option = 1159

Total responses to Wickham option = 1085

Total responses to Whiteley option = 1401

Options for Local Hubs

The following 5 settlements are proposed as Local Hubs within the District;

- Denmead
- Colden Common
- Kings Worthy
- Waltham Chase
- Swanmore

There are 3 options for the development of Local Hubs

Option 1 Current Planned Boundaries: - Local Hubs should **maintain their existing boundaries**. This would allow development only within the existing boundaries where there is either an existing permission, for redevelopment of an existing site or for infilling between existing sites

Option 2 Consolidation of the Local Hub role: - Local Hubs should allow for some **limited growth** (up to 100 dwellings) outside the existing boundary. This would seek to strengthen the role of Local Hubs in the local community by supporting the retention of local services and facilities and would include the release of Local Reserve Sites (Policy H2 of the adopted Local Plan).

Option 3 Step Change: - Local Hubs should be able to **develop significantly** (up to 200 dwellings) beyond their existing boundaries in a step change approach to become a Key Hub. This would include promoting sustainable development to enable the Local Hub to grow with a corresponding level of facilities and services.

8. Which of the 3 options listed above is the most appropriate for the future development of each **Local Hub**? (Please tick one box for each Local Hub)

8a	Denmead	Option 1	57%	Option 2	25%	Option 3	18%
8b.	Colden Common	Option 1	26%	Option 2	37%	Option 3	37%
8c.	Kings Worthy	Option 1	31%	Option 2	32%	Option 3	37%
8d.	Waltham Chase	Option 1	41%	Option 2	29%	Option 3	29%
8e.	Swanmore	Option 1	63%	Option 2	27%	Option 3	10%

Total responses to Denmead option = 579

Total responses to Colden Common option = 512

Total responses to Kings Worthy option = 506

Total responses to Waltham Chase option = 535

Total responses to Swanmore options = 529

Options for the Rural Area (beyond Winchester Town and the Key Hubs and Local Hubs)

The options for addressing the pressures and concerns affecting the District's rural area are more limited. The Core Strategy is intended to deal with strategic matters and, therefore, given the mixed and relatively dispersed character of the rural area, such matters are more difficult to incorporate effectively within the Strategy.

Nevertheless, protecting and enhancing the quality of the natural environment and the countryside, the importance of maintaining local services and local employment and the critical challenge of delivering affordable housing are all issues which need to be considered. Therefore, the following questions explore options for the main issues affecting the rural area:

There are two options for future development in the settlements within the Rural Area:-

Option 1: The Rural Area should **only allow for redevelopment or infilling within the settlements** as defined in Policy H.3 of the adopted Local Plan (Cheriton, Compton Down, Corhampton, Droxford, Hambledon, Hursley, Itchen Abbas, Knowle, Littleton, Micheldever, Micheldever Station, Old Alresford, Otterbourne, South Wonston, Southdown Southwick, Sparsholt, Sutton Scotney, Twyford, West Meon).

Option 2: The Rural Area should allow for **some limited growth** and change within settlements with 2 or more of the following facilities: primary school; GP surgery; convenience store/post office; significant local employment provision; at least an hourly public transport service.

9a. Which of the 2 options above is the most appropriate for the rural settlements? *(Please tick one box)*

Option 1 35%

OR Option 2 65%

Total responses = 623

There are two options for **affordable housing** provision in the Rural Area:-

Option 1: The affordable housing targets in the Rural Area should remain as specified in the Local Plan at the existing requirement for 30% affordable housing on sites of 5 or more dwellings (or above 0.17ha);

Option 2: The requirements for affordable housing in the Rural Area should be increased to a requirement of 50% affordable housing (35% social rented and 15% intermediate) on all sites, either through on-site provision or financial contributions;

10a Which of the 2 options above is the most appropriate for delivering affordable housing within the Rural Area? *(Please tick one box)*

Option 1 49%

OR Option 2 51%

Total responses = 624

Current policies allow for 'rural exception' sites to be developed for purely social housing to meet an identified local need. These are small sites, within and adjoining existing villages, which the Local Plan would not otherwise release for housing, which may be developed specifically for affordable housing, to meet local needs in perpetuity.

There are two options for **rural exception sites**:-

Option 1: Retain existing approach to allowing rural exception sites for the delivery of 100% affordable housing to meet local needs (as described above).

Option 2: Explore more creative ways of delivering affordable housing by allowing a small percentage of market housing (25%) on a site to enable the provision of a higher proportion of affordable housing (75%);

11a Which of the 2 options above is the most appropriate for delivering affordable housing in the rural area through rural exception sites? *(Please tick one box)*

Option 1 40%

OR Option 2 60%

Total responses = 581

There are two main options for the use of **redundant rural buildings** in the rural area:-

Option 1: Retain the existing approach to employment provision within the rural area by relying on the conversion of redundant rural buildings purely for employment purposes;

Option 2: Relax the existing approach to make it easier to convert or redevelop rural buildings for employment uses and/or allow redundant rural buildings to be converted to affordable housing units where there is a demonstrated local need;

12a Which of the 2 options above is the most appropriate for the future development of rural buildings in the Rural Area? *(Please tick one box)*

Option 1 20%

OR Option 2 80%

Total responses =646

THE SPATIAL STRATEGY: PARTNERSHIP FOR URBAN SOUTH HAMPSHIRE (PUSH) AREA

A main purpose of the South Hampshire sub-region is to address specific cross boundary issues that cannot be dealt with by individual authorities. The preferred strategy for this area is to improve its economic performance and principally focus growth and necessary infrastructure improvements on the cities of Portsmouth and Southampton.

Because of its character and strong functional links with the urban areas beyond our boundary, this part of the District is very different from the more central and northern parts. There is already a Major Development Area (MDA) in the south-eastern corner of the District - known as 'West of Waterlooville'. In addition, the PUSH strategy identifies the broad location of two Strategic Development Areas (SDA): within Fareham Borough, to the north of the M27 (10,000 homes) and; to the north and north-east of Hedge End (6,000 homes).

The Hedge End SDA will straddle the boundary between Winchester District and Eastleigh and will need to be jointly planned and prepared for. This work has not yet commenced, but will need to express the aspirations of the District.

5 issues are suggested for consideration within the Hedge End Area Action Plan.

Issue 1: Acknowledge the sensitive environment of the District;

Issue 2: Promotion of sustainable transport to reduce the impact on rural roads;

Issue 3: Maximising the generation of on-site renewable energy and sustainable construction techniques to reduce carbon emissions;

Issue 4: Ensuring the provision of both physical and social infrastructure, including greenspace;

Issue 5: Ensuring that the SDA provides a range of services and facilities to serve its community.

13. Please tick one box to indicate how important it is to consider each issue within the Hedge End Area Action Plan?		Very Important	Important	Neither	Unimportant	Very Unimportant
13a.	Issue 1: Environment	45%	26%	26%	3%	0
13b.	Issue 2: Transport	74%	22%	3%	1%	0%
13c.	Issue 3: Renewable Energy	36%	49%	11%	2%	2%
13d.	Issue 4: Infrastructure	69%	27%	3%	1%	0%
13e.	Issue 5: Impact on Settlements	65%	29%	5%	1%	1%

Total responses to issue 1 – environment = 588

Total responses to issue 2 – transport = 583

Total responses to issue 3 – renewable energy = 577

Total responses to issue 4 – infrastructure = 573

Total responses to issue 5 – impact on settlements = 574

Partly because of their respective locations and important service functions, both Bishops Waltham and Wickham will be directly affected by the sub-regional strategy and the scale of new development it proposes. A critical question for both of these settlements is what role do they wish to have to support/respond to the PUSH strategy? Because of the scale of development required in the PUSH area, there is an option for these settlements to expand beyond their present key hub status.

Expansion at Knowle also forms part of this potential option and could benefit from its relationship with the Fareham SDA and enable Knowle to gain improved sustainability through more direct access to a wider range of local services and facilities.

At West of Waterlooville there may be scope to expand beyond the currently permitted area for 2,000 homes and the already identified 'reserve site' extension for a further 1,000 dwellings.

At Whiteley, there is a lack of certain key facilities (e.g. secondary school and through access road). There may be an opportunity for Whiteley to contribute to the PUSH target and, in addition, a concentration of growth

here could improve the settlement's self-sufficiency and overall sustainability. This may offer the opportunity to use facilities and services at Waterlooville, which is better served than the settlements in the southern part of Winchester District. (See Maps 8 -12 for an illustration of the proposed strategic allocations to deliver these different options).

There are 4 strategic options for development to meet development requirements within the PUSH area:-

Option 1: Major Expansion of Bishops Waltham, Wickham and Knowle. This would include allocating greenfield sites to accommodate around 1000 new dwellings in each of these settlements, with a 40% affordable housing requirement, new employment sites and new facilities and public transport provision;

Option 2a: Increase the planned density of dwellings within the area already allocated as a reserve site at Waterlooville;

Option 2b: Expansion of Waterlooville further to the west to take advantage of the facilities already existing or in the planning process;

Option 3: Concentrate growth at Whiteley. This would include the provision of mixed use development; essential transport infrastructure (including the completion of the Whiteley Way); a mix of dwellings (with a 40% affordable housing requirement); greenspace; community facilities; evening economy; and new commercial/business units.

14. For each of the options listed above, please tick one box to indicate how strongly you agree or disagree with the option.

		Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
14a.	Option 1	9%	3%	2%	11%	75%
14b.	Option 2a	55%	23%	10%	8%	4%
14c.	Option 2b	40%	23%	11%	6%	20%
14d.	Option 3	80%	15%	3%	1%	1%

Total responses to option 1 = 1714

Total responses to option 2a = 1402

Total responses to option 2b = 1147

Total responses to option 3 = 1466

CORE ISSUES

The following questions are based on the aims of the Council's Sustainable Community Strategy and explore what these mean in spatial planning terms across Winchester District. The first of these relate to the critical issues of climate change and transport.

CLIMATE CHANGE

There are two broad potential approaches to climate change. One of these is based on meeting the various statutory requirements for reducing carbon dioxide emissions. The second is more challenging and would seek to move further towards achieving a 'low carbon' District. However, the technology needed to provide a low carbon development may increase the cost of developing and consequently increase property prices or rents and affect economic growth.

Option 1: Should Winchester District **only aim to meet the minimum requirements** for tackling climate change? This would include:-

- carbon reduction targets of 26-32% by 2020;
- adopting the national Code for Sustainable Homes Level 6 by 2016;
- require new developments to produce 10% of their energy on site from renewable sources
- require new developments to have more locally based recycling, composting and waste management;
- adopt national standards for water efficiency, sustainable drainage and flood protection.

Option 2: Should Winchester District be more ambitious in tackling climate change and **aim to exceed the minimum** climate change targets? This would include:-

- setting more stringent carbon reduction targets;
- adopt PUSH targets (or higher) for the whole District: Code for Sustainable Homes/BREEAM Level 3/Very Good now, Level 4/ Excellent by 2012, Level 6/ Excellent by 2016.
- require new developments to produce, for example, 20% of their energy on site from renewable sources;
- have more emphasis on waste reduction, waste management on site and biomass plants;
- adopt the more stringent PUSH targets for water efficiency, sustainable drainage and flood protection.

15a Which of the two options above is the most appropriate for addressing climate change issues for the District? *(Please tick one box)*

Option 1 58%

OR Option 2 42%

Total responses = 655

TRANSPORT

Transport and connectivity are inextricably linked with issues around climate change and bring together many concerns regarding: accessibility to services/facilities, particularly in the District's rural areas; reducing air pollution; commuting patterns within and around the District and; the role and future development of public transport.

One option is to maintain current approaches but to try to make these more effective, with the aim of discouraging car use, mainly by making the

alternatives more attractive. However, current policies appear to have had only a limited effect and a more radical option may be needed.

Option 1 Transport: Maintain and improve current transport policies.

This would include:-

- Providing bus lanes in urban areas, improving bus stops, frequency and seeking lower fares;
- Providing short-stay car parks in centres and long-stay car parks or park & ride on the edge of centres;
- Minimise car parking provision in new developments;
- To require larger commercial development to produce travel-plans;
- Provide wider footpaths, new cycle lanes and bus lanes particularly in the larger settlements.

Option 2 Transport: Change transport policies more radically. This option would include:-

- Infrastructure improvements funded by transport charges to secure better public transport services; more bus quality partnerships; rail and station improvements (possibly including new stations where viable);
- Extending preferential charging rates for low-emission vehicles in car parks and residential parking schemes;
- Only allow minimal parking in new developments and no parking provision for new developments in the most accessible areas; less long-stay parking in central car parks; more rigorous limits on parking provision in non-residential development;
- Taxing existing private car parks to encourage redevelopment for more beneficial uses;
- Introducing congestion charging, carbon rationing and other measures in congested and polluted areas and at peak times; more traffic free areas; remodel more roads as 'shared space'.

16a Which of the two options above is the most appropriate for addressing transport issues for the District? *(Please tick one box)*

Option 1 74%

OR Option 2 26%

Total responses = 619

HEALTH AND WELL BEING/INCLUSIVE SOCIETY/FREEDOM FROM FEAR

The strategic objectives include: providing a range of housing types and tenures according to the needs of the District's population, whilst reducing carbon emissions; improving the supply of affordable housing; providing accessible services and facilities where needed and; reducing the need to use the car in combination with sustainable transport alternatives and the promotion of healthier life styles.

AFFORDABLE HOUSING

There are 3 options for affordable housing

Option 1: In new developments, there may be alternative measures of achieving affordable housing rather than a percentage requirement as at present. This may be based on the number of habitable rooms or, floor space, or site area.

Option 2: New non-residential developments should provide contributions to affordable housing.

Option 3: Fully flexible approach - The need for affordable housing should be negotiated on a site by site basis.

17a	In new developments, should there be alternative measures of achieving affordable housing? .
	<i>(Please tick one box)</i>
	Yes 79%
	OR No 21%
17b	Should new non-residential developments provide contributions to affordable housing? .
	<i>(Please tick one box)</i>
	Yes 66%
	OR No 34%
17c	Should the need for affordable housing be negotiated on a site by site basis? .
	<i>(Please tick one box)</i>
	Yes 85%
	OR No 15%

Total responses to 17a = 550

Total responses to 17b = 553

Total responses to 17c = 604

HOUSING MIX

In terms of housing mix, an issue that has come to light through community consultation is the lack of mid-sized dwellings, adding to the problem of retaining families within both the larger and smaller settlements and further contributing to the increase in commuting.

There are 3 options for Housing Mix

Option 1: Retain the existing approach of providing 50% small units (1 or 2 bed) on all sites.

Option 2: Change the requirement so that 50% of dwellings should be medium sized (2 or 3 bed).

Option 3: The approach should be fully flexible, with each site being assessed individually to respond to market need.

18a From the 3 options above, which is the most appropriate for providing a suitable housing mix within the District? *(Please tick one box)*

Option 1 4%

OR Option 2 20%

OR Option 3 76%

Total responses = 680

HOUSING FOR GYPSIES AND TRAVELLERS

With regard to the issue of housing for specific communities, the Government has recently issued new guidance to local authorities for meeting the accommodation needs of gypsies, travellers and travelling show people. In areas where there is a recognised and quantified need, local housing authorities are now required to adopt a more positive stance on encouraging and, where necessary, providing additional sites for permanent and/or transit accommodation.

There is an identified need for more gypsy sites within the southern part of Hampshire, which includes Winchester. There are 3 options for dealing with the assessed need which may have to be met within the District:

Option 1: Existing facilities for gypsies and travellers should be improved and extended. This would include extending the existing Tynefield site in the south of the District.

Option 2: Permanent status should be given to some currently unauthorised sites for gypsies and travellers.

Option 3: New gypsy and traveller sites should be identified and allocated.

19a From the 3 options above, which is the most appropriate for providing housing for gypsies and travellers needed within the District? *(Please tick one box)*

Option 1 78%

OR Option 2 7%

OR Option 3 15%

Total responses = 544

ECONOMIC PROSPERITY

Tourism

In terms of economic prosperity, there are few options that are unrelated to the proposed spatial options, especially those options which propose a step change in growth to deliver more sustainable communities and raise the profile of the District. One area that does warrant further consideration is the tourism sector, where maximising its benefits through further expansion needs to be balanced against possible harm to the District's quality and character.

There are 3 options for tourism:-

Option 1: The existing approach in the adopted Local Plan to tourism allows for the sustainable development of tourism facilities in the settlements and the countryside.

Option 2: Tourism should be promoted more actively in the District;

Option 3: Only tourism which offers 'green' credentials should be actively promoted. This tourism does not rely on car borne customers, and develops facilities that are self-sufficient in terms of energy production and offer local produce.

20a Of the 3 options above, which is the most appropriate for promoting tourism within the District? *(Please tick one box)*

Option 1 50%

OR Option 2 25%

OR Option 3 25%

Total responses = 642

Business and climate change

Regarding the issue of climate change in terms of the District's economic, social and environmental wellbeing, there may be new opportunities to recognise and give added preference to those businesses that offer green 'credentials', as part of their contribution towards a low carbon economy.

There are 2 options for business and climate change:-

Option 1: All commercial uses with 'green' credentials should be actively encouraged. This includes businesses that offer some of the following:-

- Only use sustainable construction techniques and local materials and labour (during construction)
- Has a green travel plan that requires a substantial proportion of staff to travel to work by public transport (minimum/no car parking spaces are provided)
- Provides 100% on-site renewable energy,
- has facilities for recycling a range of materials (including specialist equipment when upgrades are installed) and uses recycled products where possible
- provides employees with training and opportunities to volunteer in the local community

Option 2: Only 'Exemplar' sites offering a full range of 'green' credentials should be actively encouraged. This means that new business that can satisfy all the requirements of Option 1 will be given preferential planning support to become exemplar sites within the District.

21a Of the 2 options above, which is the most appropriate for promoting 'green' businesses within the District? *(Please tick one box)*

Option 1 54%

OR Option 2 46%

Total responses = 588

HIGH QUALITY ENVIRONMENT

Shaping settlement patterns and gaps

In terms of the natural environment, the adopted Local Plan identifies certain undeveloped areas between settlements that function as important 'gaps' and act as breaks to prevent the gradual merging together of built-up areas that are situated close to one another. These gaps are defined as being of 'Local' or wider 'Strategic' importance. The role and purpose of such gaps may need to be reviewed.

There are 3 options for shaping settlement patterns and gaps

Option 1: Maintain the existing approach in the adopted Local Plan, retaining the existing named strategic and local gaps;

Option 2: Consider the amendment and/or deletion of some of the strategic and local gaps;

Option 3: An alternative approach should be developed to maintain settlement patterns within the District.

22a Of the 3 options above, which is the most appropriate for dealing with settlement patterns and gaps within the District? *(Please tick one box)*

Option 1 67%

OR Option 2 25%

OR Option 3 8%

Total responses = 660

Open space, recreation and 'green infrastructure'

Two particular issues for the quality of the environment are, the impact of development on areas in which we live and the question of how to make the most effective use of the land that is available.

The 3 spatial strategies include various alternatives for housing densities, assumptions about the balance between making an efficient use of land, conserving important character and avoiding the unnecessary loss of undeveloped land.

There are 2 options for open space, recreation and 'green infrastructure'.

Option 1: Continue the existing approach in the adopted Local Plan. This includes keeping standards for open space provision and the policies on

countryside, biodiversity and open space protection as set out in the adopted Local Plan;

Option 2: The existing standards for open space provision should be extended to include parks, allotments, indoor facilities and greenspaces as recommended by the Open Space Study. This would include introducing a new standard for 'green infrastructure'.

23a Of the 2 options above, which is the most appropriate for providing open space, recreation within the District? *(Please tick one box)*

Option 1 25%

OR Option 2 75%

23b Of the 2 options above, which is the most appropriate for providing green infrastructure within the District? *(Please tick one box)*

Option 1 15%

OR Option 2 85%

Total responses to question 23a = 677

Total responses to question 23b = 576

INFRASTRUCTURE AND IMPLEMENTATION

New development can put additional pressure on all elements of infrastructure, including transport and the supply of essential ‘utilities’ such as water. Issues relating to the provision and necessary improvement of these will need to be taken into account in determining preferred development options.

The Government has been leading the investigation of new mechanisms to improve financial contributions towards infrastructure and other costs, including affordable housing. Although there are some disadvantages, a tariff system for new developments is currently being favoured, particularly for its ability to secure contributions from smaller development schemes and over a wider range of infrastructure and services.

The current system does, however, permit large developments to make a direct provision of specific items of infrastructure, where appropriate, and this facility may need to be retained for certain situations.

Developer Contributions

There are 3 options for developers contributing to infrastructure provision.

Option 1: The existing system of developer contributions towards specific infrastructure needed by individual developments should be retained and improved. Developer contributions are currently negotiated on a site by site basis, as required under the Local Plan. e.g. open space or transport works.

Option 2: A tariff system should be introduced to secure financial contributions from all developments based on floor size or site size for example.

Option 3: A combination of the above options should be created. This would introduce a tariff system, but allow developers to offset this by providing specific infrastructure instead of a financial contribution.

24a Of the 3 options above, which is the most appropriate method of developers contributing to infrastructure provision within the District?
(Please tick one box)

Option 1 19%

OR Option 2 12%

OR Option 3 69%

Total responses = 634

Exceptions to Developer Contributions

There may be a need to allow exceptions to providing developer contributions for infrastructure provision with 2 possible options:-

Option 1: There are no exceptions – all forms of development regardless of scale must contribute to a tariff or other financial system

Option 2: Some exceptions are allowed. This could allow some land uses/proposals such as affordable housing to contribute less or nothing to infrastructure;

25a . Of the 2 options above, which is the most appropriate option for infrastructure provision within the District? (*Please tick one box*)

Option 1 71%

OR Option 2 29%

Total responses = 628