

Winchester District Local Plan Part 2

Report of 'Planning for the Future of Winchester Town' Consultation Feb- Apr 2014

1.0 INTRODUCTION

- 1.1 Winchester City Council's Local Plan will set planning policies and allocate land for future developments. It is being written in two parts. Part 1 was adopted in March 2013. This sets out the key planning policies for the District for the period 2011 - 2031. For Winchester Town this means a requirement for 4000 dwellings to be built , of which 2000 will be at Barton Farm, as well as providing for other development needs identified by a range of organisations including the City and County Councils, and infrastructure providers.
- 1.2 In order to develop a strategy to address these requirements various evidence studies have been undertaken. These include the Winchester Retail Study Update undertaken by NLP in 2013, and the Winchester Station Approach Development Assessment undertaken for the Council by Tibbalds in November 2013. Planning Frameworks have been prepared for Stanmore and Abbots Barton. These Planning Frameworks have been prepared through extensive consultation and reflect the communities' priorities for sustainable change within their areas, and, in turn have informed the policies for these areas.
- 1.3 Briefings and workshops have also been held for local Councillors, interest groups and neighbouring Parish Councils to explore the degree of involvement that these groups may wish to have, explain the Plan production process and the evidence base and to invite suggestions about the needs of the Town and means of achieving them. Account has been taken of the Vision for Winchester produced by the Town Forum and the work of its sub-group which looked at the implementation of the Vision.

2.0 **THE PROPOSED APPROACH FOR WINCHESTER**

- 2.1 The conclusion of the initial evidence gathering and consultation was that there would not need to be any significant greenfield allocations to meet the Town's housing target to 2031. Existing completions, planning consents, SHLAA sites, windfall and other sites within the existing built-up area had the potential to significantly exceed the level of housing required.
- 2.2 Similarly, employment needs could be met in the Station Approach area and on the allocated land at Bushfield Camp and retail floorspace needs had been updated and were expected to be capable of being met (on the short-medium term) at Silver Hill. Some categories of open space were in shortfall, or were unevenly distributed and there were various infrastructure needs. Planned improvements or developments would contribute to meeting these needs.

'Planning for the Future of Winchester Town' Consultation Exercise

21 February 2014 – 4 April 2014

- 2.3 A series of workshops and exhibitions were held across the town during February and March 2014 to consult more widely on these conclusions and to seek views on local needs and issues. These events were primarily Ward based, in order to identify issues of particular concern to local areas, but they also considered issues which affected the whole Town, so were widely publicised and open to all.
- 2.4 A total of 8 meetings/exhibitions were held during February and March 2014 in each Winchester Ward and the adjoining areas of Harestock, Badger Farm and Oliver's Battery. These included a series of events, with a combination of meetings with presentations, questions and answer sessions and drop-in sessions with exhibitions. Visitors to the meetings/exhibitions were encouraged to provide feedback on the emerging approach and to raise any local issues which they felt the Local Plan Part 2 (LPP2) should address. Meetings were also held with the Winchester Town Forum, the City of Winchester Trust, WinAcc and representatives of businesses in the town.
- 2.5 The exhibition boards included material on the overall requirements from LPP1, the housing requirements, the locations of identified sites, the approved Barton Farm masterplan, employment and retail needs, the proposals for Stanmore and Station Approach, the Winnall Economic Framework Study, the shortages and surpluses in open space types, and infrastructure issues.
- 2.6 During the consultation period, a comment form was available. This asked whether people wanted to be kept informed of progress on the Local Plan (question 1) and whether they agreed with the approach (question 2), providing an opportunity to say why. A further question (3) asked whether there were particular uses, local needs or key pieces of infrastructure that needed to be addressed. A space was also provided for people to make comments or raise issues. The comment form was

available to download and complete on WCC's website and paper copies were available at each exhibition/meeting and Winchester City Council offices. Written comments were also accepted by email and post.

- 2.7 The consultation and exhibitions were widely advertised with a leaflet distributed across the town with a local free newspaper and postcard/leaflet drops to all households in some Wards. The precise means and scale of notification varied by Ward, depending on local circumstances and the wishes of the Ward Councillors.

Analysis of responses

- 2.8 In total 126 responses were received together with 21 copies of a standard letter regarding the Cattlemarket site (not included in the analysis below but reproduced at Appendix 2). This section sets out the results of the consultation. For question 2, representations making a similar point are grouped and the number of responses to an issue is shown in brackets. Please note that not everyone replied to each question or made comments on the questions.

Q1. Would you like to be kept informed of progress on the Local Plan Part 2?

Yes – 67 (53%) No – 23 (18%) (29% did not answer this question)

Q2. Do you think this approach will meet the needs of Winchester Town and the surrounding area?

Yes – 24 (19%) No – 52 (41%) (40% did not answer this question)

Reasons for answering 'no' (to question 2):

- Question whether the scale of development proposed is needed or can be accommodated, due to harm to character of Winchester / inadequate infrastructure / town cramming (16)
- The proposed approach will not address deficiencies in open space and will put more pressure on open space, education and traffic – the settlement boundary should be expanded (9)
- Need more open space / youth facilities and to retain existing spaces (especially in northern Winchester) (5)
- Oppose the proposed Station Approach development as it will bring more traffic and impact on the open area and trees (4)
- The housing allocation for Winchester is proposed to be met on a small number of large sites, other sites should be identified / will be needed (3)
- Need to retain parking / car boot sale / residents parking / trees on Cattlemarket / Worthy Lane car park

- Bushfield Camp employment development should have other facilities. Affordable housing is needed and cannot be provided in the town centre due to land prices.
- Generally support but need for facilities for over 8's and to address traffic and pollution issues.
- Fails to provide open / play space in existing developments or town centre. Retail space will lay vacant. Need to integrate traffic, communication and travel facilities.
- May meet retail needs but not sure about employment needs.
- Chose sites that will not increase carbon footprint, some greenfield sites could be better than brownfield if people didn't have to drive.
- Need to reduce traffic in town centre, provide better pedestrian and cycling facilities, better transport interchange at the station and better siting of infill and SHLAA housing.
- Local employment should be considered - more shops, jobs, spending, bigger shopping centre, cheaper P + R to encourage less pollution.
- Concerned about a lack of transport planning.
- Need for a doctor's surgery as part of Barton Farm.
- Insufficient retail floorspace is planned, suggest a site at Winnall.
- Concerned about secondary school places, particularly in eastern Winchester. Improve cycle provision and extend 20mph zone.
- Plan is likely to increase the number of commuters so rail capacity will need to be increased.
- Need expansion of sporting facilities to cater for student population. Housing is high priced and more large scale development like Barton Farm and Pitt Manor is needed.
- Infilling creates little or no low-cost housing. Improve the Town's built environment to maintain shoppers.
- Unable to answer without knowledge of government requirements, local resources, economics, etc.

Q3. Are there particular uses, local needs or key pieces of infrastructure that need to be addressed through the Plan?

Yes – 77 (61%) No – 2 (2%) (37% did not answer this question)

Any comments or issues to take into account through Local Plan Part 2

Many respondents completed this section, either amplifying their answer to question 3, or making additional comments. A schedule summarising all the responses to question 3 is included at Appendix 3. Comments that were not submitted using the standard comment form have been included in this section, unless they were specifically stated to be in response to other questions.

The issues raised are often similar to (or repeat) those recorded under question 2. The issues below represent the broad points most frequently raised (by more than 1 respondent) and are grouped under three general headings. Many respondents made more than one point, so the totals exceed the number of people making comments. They are summarised more fully at Appendix 3.

New Development

- Question the need for additional offices/commercial development, particularly (but not solely) at the Cattlemarket site (20)
- Need for adequate/more affordable housing/general housing (12)
- Need to extend the settlement boundary (10)
- Support use of brownfield sites rather than greenfield (4)
- Bushfield Camp should retain open space/provide leisure facilities/provide other facilities (4)
- Need to avoid land that is liable to flooding (3)
- Barton Farm would be more sustainable if developed at a higher density (3)
- There should be clear criteria for new development (2)

Facilities and services:

- Need to retain and/or improve open spaces, leisure facilities and/or recreation (32)
- Object to the loss of the car boot sale at the Cattlemarket (13)
- Need to retain and/or improve health facilities (11)
- Need to retain and/or improve school provision (6)
- Should provide greenspace at the Cattlemarket (3)

Transport / Parking

- Oppose the loss of car parking, particularly (but not solely) at the Cattlemarket site (27)
- Standard letter re Cattlemarket site: 'I value the car park and car boot sale on a Sunday' (21)
- Concerned about traffic/transport issues (generally or specific points) (13)
- Need for improvements to public transport (of various types) (13)
- Need for adequate/increased car parking (in new development or for the town) (12)
- Need to address problems of air quality/pollution (11)
- Need improved pedestrian and/or cycle routes/facilities (5)

3.0 **KEY CONCERNS TO BE ADDRESSED**

3.1 It is clear from the consultation that the local community has several concerns regarding further development in Winchester and this section looks in more detail at the issues raised and how they can be addressed through Local Plan Part 2.

Development Requirement and Provision

3.2 Many of the comments in relation to questions 2 and 3 concerned to the scale of development needed in Winchester and the proposed approach to providing for it. This was not surprising given the subject matter of the consultation and the questions asked. The responses tended to fall into two main groups (although there was some overlap), relating to the needs of Winchester generally and proposals for the Station Approach area.

Winchester Town

3.3 Several respondents expressed concern at the scale of additional development, particularly housing, required in Winchester and how this can be accommodated within the settlement boundary. They were worried that this will involve the loss of open spaces, facilities or the character of the town.

3.4 The housing requirement for Winchester Town is now established in Local Plan Part 1 and LPP2 needs to provide for this level of growth. A key issue is whether this can be done within the existing settlement or whether additional greenfield sites are needed. While there were a few comments about increasing the density of Barton Farm, this element of provision (2000 dwellings) is now committed and unlikely to change significantly. The question is, therefore, what the capacity of the built-up area is and the impact of this development.

3.5 The combined total of completions (since April 2011) and planning consents is substantial, totalling almost 3300 dwellings (including Barton Farm). Therefore, while many people questioned where the 'missing 2000' dwellings (over and above Barton Farm) would come from and the impact of this, the majority are already permitted. Even taking account of likely reductions in the scale of development at Silver Hill and the Police Headquarters (as a result of revised planning applications), over half of the 2000 dwellings (over and above Barton Farm) are already built or permitted.

3.6 The remainder are expected to be developed on SHLAA sites within the settlement boundary, as a result of development frameworks for Stanmore, Abbots Barton and Station Approach, or through windfall. The studies on which the capacity of these sources are based are robust and show that they could potentially provide almost 1500 dwellings in total. Some comments questioned the deliverability of certain SHLAA sites and whether windfall should be included. The SHLAA will be updated but, even if the contribution of these sites reduced significantly, there is substantial

flexibility within the above figures to ensure that there is not undue reliance on these sources. As the Plan progresses, the proportion of the housing requirement that consists of completions and consents will grow, reducing any uncertainty about the remaining requirement.

- 3.7 With regard to the impacts of such development, transport issues were raised as a concern by several people. This is frequently a concern with development, whether it is brownfield or greenfield, but the location of the planning frameworks and SHLAA sites likely to come forward is such that they are generally in more sustainable locations than greenfield options. Although concerns have been expressed about the capacity of services such as education and health, there has been a considerable expansion of primary school places in Winchester recently and there is no indication of a need for land or buildings to be developed for health uses, beyond what already exists or is planned (see below regarding provision of facilities and services).
- 3.8 The consultation indicated some support for extending the settlement boundary of Winchester to accommodate new development, but much of this was from those associated with the promotion of sites around the town for development. Some concern was expressed about the ability to provide affordable housing on brownfield sites and that provision would be improved if greenfield sites were allocated. It is true that there have been cases where it has not proved viable for some sites to provide 40% of units as affordable housing, whether on-site or by a financial contribution. This has been the case particularly on sites which have high existing use values or which were acquired at values based on previous policies. As the Local Plan Part 1 requirements become more established, the economy improves and land values rise, these occurrences are expected to reduce.
- 3.9 On the other hand, there was also opposition to greenfield development and this would be expected to grow if the Plan were to propose such a solution. Accordingly, while it could be argued that greenfield releases would increase affordable and general housing supply, it is possible to meet the housing and other development needs of the town within the settlement boundary. Such an approach is consistent with government and Local Plan Part 1 policies.

Station Approach

- 3.10 A large number of comments related to the proposals arising from the Station Approach Development Assessment, published in November 2013, as this was the first consultation on that study and its conclusions. Whilst some comments acknowledged the scope to improve the area, the majority were concerned about the implications of the loss of parking and/or the car boot sale. Many local residents were concerned about provision for residents' parking, but there were also more general concerns expressed about the wider effect on parking provision and transport, particularly for commuters and rail users. Many people who objected to

the development of the Cattlemarket also questioned whether additional office development is needed, or opposed the loss of the car boot sale, or suggested the area should be laid out as/include greenspace.

- 3.11 The consultation identified a number of issues which require further investigation and helped in developing a brief for further work on the Station Approach area. The consultants that undertook the Development Assessment were reappointed and asked to look in more detail at 4 particular issues:
- Opportunities for public realm, pedestrian and cycle improvements, including routes to/from the Station, and the Station forecourt area;
 - Key views and the implications for development in terms of height and massing;
 - The scale, function and location of car parking (working with Council officers):
 - Assessment of the importance of existing buildings and the implications of retaining them (particularly the Registry Office and Conservative Club).
- 3.12 Public concerns were primarily about the parking issues, need for development and potential improvements to pedestrian and cycle movement. The issues of views and retention of existing buildings were raised at stakeholder or public meetings / exhibitions, and were therefore included in the additional study, but hardly featured in the written responses received.
- 3.13 The Station Approach 'follow-up assessment' has now been completed and other studies and strategies have been taken into account, e.g. the Station Travel Plan and work by the Highway Authority relating to improvement associated with the development of Barton Farm. A new Development Assessment has been produced which combines the original assessment and the further work (published September 2014), including an up to date assessment of the market for various types of uses, including offices. It is evident from this, and from enquiries made directly to the Council, that there is a need for office development in Winchester to meet the needs of local businesses for modern office floorspace.
- 3.14 The follow-up assessment accords with the (now adopted) Parking Strategy and seeks to generally maintain the level of public parking provision in the Station area, while making provision for the additional development proposed. Most comments objected to the loss of parking and the Transport Analysis (appended to the revised Development Assessment) considers the demand for and supply of parking. The Development Assessment proposes an overall gain of parking in the area, taking account of public parking and that serving the proposed development, with the public spaces meeting expected demand. There is a small readjustment of this from the Cattlemarket to Carfax, reflecting car parking demand and occupancy, but there would remain substantial 'gateway' provision off Andover Road.

- 3.15 Many of the comments concerned future provision for residents' parking, which is an issue for the management of the parking provided rather than the Local Plan. The updated Development Assessment proposes an adequate level of parking and there is scope for residents' provision within this.
- 3.16 While the car boot sale is a popular event, it has no rights over the car park and does not need to be located there. The fact that the car park is available for such a use is an indicator of its under-use, particularly at weekends, and its lack of popularity for shoppers. The boot sale is a transient use that cannot dictate the future of the area, or prevent its development. Given the emphasis of government policy and the Local Plan Part 1 on making use of sustainable brownfield sites, the Cattlemarket and Carfax sites are ideally suited to help meet the development needs of the town. Nevertheless, the updated Development Assessment includes proposals, principles or suggestions that will address a number of the concerns raised, such as making use of brownfield sites, upgrading the public realm, improvements to pedestrian and cycle routes, provision of greenspace, etc.

Facilities and Services

- 3.17 Issues relating to the Station Approach area are dealt with above. Hampshire County Council, as education authority, is implementing a programme for expanding school places, particularly primary provision. Improvements to health facilities are planned in conjunction with the development of Barton Farm and the Silver Hill area. Health providers have not indicated any difficulty in serving the proposed level of development or requested the allocation of additional sites or buildings for health use.
- 3.18 Many people have assumed that there will need to be a loss of open spaces in order to accommodate the level of development expected. However, existing important open spaces have been reviewed and will continue to be protected by the Local Plan and revised Open Space Strategy. The planning frameworks for Stanmore and Abbots Barton have indicated that there is scope for development on parts of some open spaces, whilst at the same time improving their quality and open space value. Where this is the case, following a proper assessment of the options, there may be some scope to use open spaces, but generally the Plan will seek to retain existing important open spaces and extends this definition to include not just recreation value, but also amenity, biodiversity, heritage, or other environmental functions.
- 3.19 Many respondents also commented on the need to improve the amount of open space available, particularly where there are shortfalls against the standards set out in Local Plan Part 1 (policy CP7). Whilst these standards are used to give an indication of the adequacy of existing open space provision, their main application is in relation to new development. Policy CP7 refers to seeking to achieve these standards but this aim is not over-riding and would not justify releasing sites for

housing or other development solely to achieve open space provision, as suggested by some respondents.

- 3.20 The main areas of shortfall when measured against CP7 standards are in the Informal Open Space, Children's Play and Parks categories. These shortfalls do not take into account provision that will be made on sites already permitted or allocated in Local Plan Part 1. In particular, the strategic allocations at Barton Farm and Bushfield Camp include large areas of land intended for open space use. These go beyond what is needed to serve these developments, including large peripheral areas that are well suited to providing for categories in shortfall, particularly Informal Open Space and Parks. Land to the east of the railway line at Barton Farm is to be provided for ecological mitigation, so will also contribute to addressing the relatively poor distribution of Natural Green Space to the north and west of the town.
- 3.21 The remaining large shortfall is in the Children's Play category. While the CP7 standard of provision is appropriate in new development, to ensure good accessibility to play facilities, the application of the standard to existing settlements is indicating that it is of more limited relevance. The scale of the shortfall is far greater than would be achievable, or even desirable, to provide in many of the larger settlements. The emphasis should, therefore, be on retaining and improving existing provision and achieving adequate new provision in association with development.

Transport and Parking

- 3.1 Many of the comments on transport and parking relate to the Station Approach area and are addressed above. With regard to general concerns about the capacity of the town to accommodate the proposed development, the County Council is the Highway Authority and did not object to the housing figure of 4000 dwellings in Local Plan Part 1, nor the proposed development approach. A Transport Assessment was undertaken of Local Plan Part 1, looking at the cumulative impact of development in and around the Plan area, and the 4000 dwelling requirement for Winchester is now established in that Plan.
- 3.1 Therefore, unless there are site-specific matters which prevent particular sites from achieving satisfactory access, general concerns about increases in traffic do not justify failing to plan for these levels of development. Transport policies seek to ensure there is adequate parking in new development, having regard to the sustainability of the site location, and for housing there is a Residential Parking Standards Supplementary Planning Document. The Local Plan Part 2 will include a policy requiring adequate access and parking in new development.
- 3.2 The desirability of improving public transport and pedestrian/cycle facilities is accepted and various studies and strategies are in place or being developed to help achieve this (e.g. the Cycling Strategy, a Walking Strategy, and the Winchester Access Plan). The Station Approach Development Assessment makes suggestions

for improvements in that area and others will be implemented in conjunction with other developments, such as Silver Hill. These are all aimed at tackling traffic and pollution issues, which are acknowledged, with the centre of Winchester designated as an Air Quality Management Area. Other measures, such as a 20mph zone, have been introduced and studies of the scope to rearrange the one-way system are being considered. These issues are, therefore, being addressed and new development can provide a means of funding for some of the measures needed.

4.0 CONCLUSIONS

- 4.1 A comprehensive consultation exercise was undertaken by the City Council, in conjunction with Ward Councillors and neighbouring Parish Councils. This was widely publicised, including by delivering fliers to every household in parts of the town. While some respondents complained of not being notified of the consultation, they did nevertheless respond, and attendance at the public meetings and exhibitions was generally good, and in places very high.
- 4.2 The main issues raised related to proposals for the Station Approach area and the approach to dealing with the development requirements for Winchester Town. There was considerable opposition to the loss of parking at the Cattlemarket and the issues raised in the consultation have been taken into account in commissioning further work on the Station Approach area. It is proposed that the Development Principles arising from the updated Station Approach Development Assessment will be incorporated into the draft Local Plan, which will be subject to consultation in the autumn. The Plan sets out proposed principles for the area as a whole and specifically for the two main development sites of Carfax and the Cattlemarket.
- 4.3 The overall housing requirement for Winchester is established in Local Plan Part 1, along with the approach of making best use of land within existing settlements and prioritising the use of brownfield sites before releasing greenfield sites. This also reflects government policy in the NPPF. The results of assessing the capacity of the town to accommodate the non-Barton Farm element of the housing requirement indicate that this can be accommodated within the existing built-up area. While doubts have been expressed about the deliverability of some sources of housing, much of it is already committed and there is adequate flexibility in the figures to be satisfied that greenfield releases are not needed.
- 4.4 While many sites outside the existing settlement boundary have been promoted as development opportunities, either through the consultation and/or the SHLAA, there is no need to assess the suitability of each site in detail in view of the above conclusions. The consultation did not indicate any general support for such releases other than from those associated with promoting particular sites. Some site promoters suggested the allocation of their sites could bring forward open space or other facilities, but this is not in itself justification to release sites for housing where they are not needed. This approach is consistent with the other larger settlements, where the various open space and other allocations proposed are made in conjunction with the release of the greenfield housing sites necessary to meet the development targets for these settlements.
- 4.5 Accordingly, it is proposed that no new greenfield development allocations are made in Winchester. Policies are included in the draft Local Plan to promote the development of key brownfield sites and areas that will help achieve the development requirements, such as Silver Hill and Station Approach. The Plan also

seeks to bring the planning frameworks for Stanmore and Abbots Barton into planning policy to help deliver the contribution of these areas. There is a presumption in favour of development within the defined built-up area which will enable SHLAA and windfall sites to be brought forward.

Head of Strategic Planning, Winchester City Council

September 2014

Appendix 1 - Winchester LPP2 Comment Form



Winchester District Local Plan Part 2 - Planning for the future of Winchester Town

Winchester City Council is developing its detailed planning policies for the next 15-20 years and we want to hear your views on what should happen in Winchester Town.

Please use this form to make your comments and tick the answer you believe is most appropriate (details on where to return the form can be found at the end of the questionnaire). Further information including exhibition boards can be found on the Council's website at: www.winchester.gov.uk/future-of-winchester-town.

All comments must be received by 5pm on 4 April 2014.

Please provide your name and address.

Name:

Address:

.....

E-mail:

1. Would you like to be kept informed of progress on the Local Plan Part 2?

Yes

No

Current work suggests it is unlikely that there will need to be any significant new greenfield allocations to meet the Town's housing target to 2031. There is also no requirement to allocate further greenfield sites to meet the Town's employment and retail needs, as these will mostly be provided for at Silver Hill and on land in the Station area.

2. Do you think this approach will meet the needs of Winchester Town and the surrounding area?

Yes

No

Please use the following box to explain your reasons if you answered 'No' (continue on the next page if necessary).

3. Are there particular uses, local needs or key pieces of infrastructure that need to be addressed through the Local Plan?

Yes

No

Please use the following box to set out any comments or issues you wish the City Council to take into account or address through Local Plan Part 2.

Once completed, please return this form to:-

**Strategic Planning
Winchester City Council
City Offices
Colebrook Street
Winchester. SO23 9LJ**

You can also e-mail your comments to: ldf@winchester.gov.uk

**All comments must be received by 5pm on 4
April 2014.**

Appendix 2 - Standard Letter Regarding the Cattlemarket Site

**WINCHESTER COUNCIL HAS
PROPOSED THE CLOSURE OF
THIS CARPARK FOR
REDEVELOPMENT**

If you use this car-park or the carboot, now would be the time to consider what the alternatives might be for parking in the future.

Parking in the town centre is already difficult and further congestion will occur putting more pressure on the central road and car parks.

If you have views regarding this matter please write or email Winchester Council at the address below; or simply tick the boxes on the back of the form, add your name and address and post it through the letter box of number 9 Worthy Lane and we will pass on to the council.

Send your views/concerns to :

Strategic Planning, Winchester City Council, City
Offices, Colebrook St, Winchester, Hampshire SO23
9JL

Or email Idf@winchester.gov.uk

This must be before 5pm on April 4th

I VALUE THE CARPARK & CARBOOT SALE ON A SUNDAY

YES	
NO	
COMMENT	
NAME	
ADDRESS	

Appendix 3 – Summary of all Responses to Question 3:

'Comments or Issues'

Ref. No.	Summary Response
201	Increase Park and Ride provision. Increase Car Parking provision. Keep Worthy Lane Car Park at least until replacement site / facility in operation. Improve Public Transport / increase bus frequency at peak times.
202	Anticipate traffic flow to prevent major congestion. Regulate affordable housing plans to ensure adequate properties in new developments.
203	Concerned about Station Approach development and loss of overflow parking for residents. Increase Public Transport and bicycle access / parking.
204	Concerned about possible loss of Worthy Lane Car Park. Improve Public Transport - local bus routes currently inadequate and unreliable.
205	Disagree with 'commercial hub' development on Cattle Market site. Would like to see a 'Build to Rent' development for private rented sector.
206	Welcome proposals to enhance both the Cattle Market and Station Approach but on a smaller scale including soft and hard landscaping. Retain and re-utilise existing historic buildings rather than demolish. Improve parking, pedestrian access and safety. Station Approach should provide good Tourist Information Office, public open space, craft stalls and area for Buskers to perform.
207	Do not agree with proposals to develop Worthy Lane Car Park. More permit parking for residents is needed. Building over car park would also result in loss of popular Sunday car boot sale.
208	Object to proposal to redevelop the Cattle Market / Worthy Lane Car Park. Loss of car park will have an impact in the vicinity and throughout Hyde. Cannot see the need for more office space.
209	Areas designated as Countryside should remain so. Use Brownfield sites for housing.
210	Against development on Cattle Market / Worthy Lane Car Park as this will increase congestion and pollution. Additional Office space is not required. Cycle and walking routes should be improved from the Station into Town Centre via Hyde. Tourist / Visitor information should be promoted including more signposting.
211	Object to proposed closure of Worthy Lane Car Park. Consider impact on Lido Sports Centre which is used during the day and evenings. Introduce maximum stay parking at Winchester Hotel to encourage commuters to use Park and Ride.
212	City Car Parks are becoming increasingly busy and difficult to find spaces during the day. Worthy Lane Car Park is best suited for traffic arriving from Andover area.
213	Where would residents displaced from Worthy Lane Car Park be able to park. Abuse of visitor parking scheme should be dealt with.

Ref. No.	Summary Response
214	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. This car park relieves pressure on other City Centre car parks and for local residents in an area where parking is scarce. Closure would also result in loss of Sunday car boot sale. Additional office space is not needed.
215	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is car park of choice for many travelling from north or north west of Winchester. Other City Centre car parks too expensive. Closure would also result in loss of Sunday car boot sale.
216	Revert to Greenspace - need for open space in a congested city. Issues with car parking.
217	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is car park of choice for many travelling from north or north west of Winchester. Closure would also result in loss of Sunday car boot sale. Cannot see the need for more office space - already many vacant office buildings in Winchester.
218	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park. Also implications for residents parking and their visitors. Cannot see the need for more office space - already many vacant office buildings in Winchester. Area could be improved with hard and soft landscaping and better 'greening'.
219	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is a valuable overflow car park for train station, city centre and residents / visitors to homes in the nearby area.
220	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. This area cannot take any increase in population or traffic.
221	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park. Also implications for residents parking and their visitors. Would also result in loss of popular Sunday car boot sale. Cannot see the need for more office space - already many vacant office buildings in Winchester. Need for affordable social housing not just over-priced flats for wealthy purchasers who will commute to London.
223	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park in an already congested area. Also implications for residents and their visitors having to find parking spaces further away. Cannot see the need for more office space - already many vacant office buildings in Winchester. New office development should be closer to road networks with shuttle services from Station / Park and Ride. Other sites more appropriate for affordable housing.
224	Cycle use and pedestrian access to / from the Station should be encouraged. Agree with idea of more greenery along the roads towards the Station.
226	Object to loss of Cattle Market / Worthy Lane Car Park - and car boot sale.

Ref. No.	Summary Response
227	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park in an already congested area. Also implications for residents and their visitors having to find parking spaces further away. Cannot see the need for more office space - already many vacant office buildings in Winchester.
228	Support many of the proposals but have some further comments. There should be clear criteria for development (details suggested). Would welcome a 'local list' policy and a policy on views. Welcome the conclusion that development needs can be met within the town, the Council should consider whether there are other suitable sites that could be encouraged to come forward. Barton Farm should be developed at a higher density which would make it more sustainable, and should be of the highest quality design. It is important to safeguard green infrastructure and open spaces and these should be identified. Development of the Station Approach area is supported providing it is sensitively planned, but the proposed multi-storey car park at Carfax is unacceptable. LPP2 should indicate how the important entrance to the City at Bar End will be proactively managed. The needs of the Universities should be determined and taken into account. Concerned about proposals to increase parking at Friarsgate and Station Approach, the importance of walking should be highlighted. There should be consideration of the capacity of services. There should be a Conceptual Framework for the Town to achieve pro-active planning.
229	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park in an already congested area. Closure will result in increased traffic flow through the city causing more congestion. Viable alternatives must be offered.
230	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park. Also implications for residents parking and their visitors. Would also result in loss of popular Sunday car boot sale. Cannot see the need for more office space - already many vacant office buildings in Winchester.
231	Disagree with proposal to create 'Office Hub' on Cattle Market site this will lead to an even greater traffic jam at this junction and increase already high levels of air pollution.
232	Not clear what the proposals are for Bushfield Camp, the area should be protected and converted to accessible parkland. Any development should be unobtrusive and include public spaces. There is a need for a pedestrian/cycle friendly link between Badger Farm and St Cross.
233	Maintain parking facilities that strategically help to manage traffic levels. Proposed development will increase traffic and pollution levels. Use the site to try and manage / limit increased traffic that will result from additional housing at Barton Farm.
235	People will not come to Winchester if they can't find anywhere to park. Cattle Market could easily be landscaped to provide an attractive 'Gateway'. Do not need any more offices and shops.

Ref. No.	Summary Response
236	As new residents to Winchester and Commuters to London would like to see more 3 bedroom homes with off road parking in easy walking distance of Station. Bus services to outlying villages inadequate, Rail links to London could be improved. Leisure facilities should also be improved.
237	Supportive of a scheme at Station Approach if consideration given to existing traffic levels and the impact of Barton Farm.
238	Opposed to development of Cattle Market / Worthy Lane which will lead to more congestion and pollution in Winchester.
239	Cattle Market site / Worthy Lane Car Park provide parking facilities that strategically help to manage traffic levels. It is an important 'Gateway' car park. Would also result in loss of popular Sunday car boot sale. Cannot see the need for more office space - already many vacant office buildings in Winchester.
240	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park. Also implications for residents parking and their visitors. Would also result in loss of popular Sunday car boot sale. Cannot see the need for more office space - already many vacant office buildings in Winchester. Also would result in loss of open space. Should aim to improve bus services, more use of Park & Ride, and provision of safe pedestrian /cycle routes into City.
241	There is a need for a Doctors' Surgery on Barton Farm. High pollution levels in City need to be addressed.
242	Concerned about changes to town boundary. Would like to see more Health Centres other than in City Centre. Would like to see more Community Centres and for public green space to be protected. Pleased to see plans for skate park but would also like to see more for Teenagers. Also more pedestrian and cycle friendly routes.
243	Community facilities in Abbots Barton. More Doctors' Surgeries required particular to service Barton Farm and the University. Concerns that changes to town boundary will lead to more greenfield development. Ensure public green spaces are protected. More safe pedestrian / cycle routes should be included in plans and air pollution in City Centre needs to be addressed.
244	Need for open space, youth facilities, cycle routes, low cost housing and expanding city boundaries to prevent overcrowding of city centre.
245	Object to redevelopment of Cattle Market site / Worthy Lane Car Park. It is important 'Gateway' car park. Also implications for residents parking and their visitors.
246	Agree there is potential to develop around the station - but needs to be sympathetically planned with no high buildings enclosing the space. A large forecourt area with cycle lanes and wide pedestrian routes. Do not see need for more offices- many lie empty for months at a time. Loss of the car park will result in more cars in an already polluted city centre. Not opposed to building of new homes in this area but a large proportion need to be genuinely affordable.
247	The Plan should retain and improve open space amenities at Weeke.

Ref. No.	Summary Response
248	More open space is required - particularly to North Winchester. Preserve the city's character - do not cram houses into it, expand the City's boundaries to provide quality housing.
249	More open space is required - particularly to North Winchester. Preserve the city's character - do not cram houses into it, expand the City's boundaries to provide quality housing.
250	Loss of the car park would result in more cars in City Centre leading to more congestion and pollution together with loss of amenity for residents. Any development of houses/offices/retail outlets will increase traffic movement and problems with traffic flow. There is plenty of unoccupied office space and retail units. Support Imogen Dawson's comments. Registry Office building should remain perhaps as tourist information with cafe. Improve signage for pedestrian routes to City Centre.
251	The Plan should not rely only on sites within the settlement boundary. Question whether all SHLAA sites will be delivered. Land at Dykes Farm, Winnall is close to the town centre and would be a sustainable location for an extension of the settlement boundary.
252	LPP2 should include a policy to protect important views for Winchester - impact of development skyline must be considered. Encourage higher density. Development within low density suburban settlements. Later phases of Barton Farm development should be higher density. Include policy to reduce amount of vehicles through the centre by planning for car parking before entering the circulatory system.
253	Issues to be addressed: 1. Reduce pollution - no further city centre brownfield development. 2. North Winchester Park and Ride. 3. Significant additional city centre green leisure space. 4. Cycle ways - in, out and within city centre. 5. Parking provision for residents of Worthy Lane.
254	Consider additional site for development, adjoining Pitt Farm development site and existing housing with access from Kilham Lane.
255	Station Approach Assessment raises issues concerning pressures on parking but also represents a rather dull proposal for a strategic plan - very samey promoting more office space of which there is already a surfeit. There is a shortage of small studio work spaces which could be addressed on this site.
256	There should be a clearer operational vision for Winchester with criteria for development. These should cover development location, density, design, sustainability and public realm. There should be measures to achieve transport modal transfer including a walking strategy, cycling strategy, shared space, a consistent parking strategy, and increased rail and bus use.
257	There should be a more positive policy towards housing. It is unclear how the SHLAA allowance is calculated and how deliverable the sites are. Windfalls should only be used in addition to the 4000 dwelling target, to give a flexibility allowance. The Plan should consider the future of land to the rear of Courtenay Road which should be included within the settlement boundary and developed for housing.

Ref. No.	Summary Response
258	Standard Letter - See Appendix 2
259	Oppose plans for Cattle Market / Worthy Lane site - office space in this area not necessary as can be seen from empty office space in the area. The space could be used for affordable housing and multi level car park
260	More open space required and facilities for the youth. Opportunities for self-build should be allocated in the local plan.
261	Affordable housing is not being delivered and this can only happen on greenfield sites. New youth and community facilities are needed North of Winchester.
262	More housing needs including affordable, more open space and new facilities for young and old in North of Winchester. Protect existing open space by allocating new greenfield sites to meet current and future housing supply.
263	LPP2 needs to take into account need for community space, open area, youth clubs, schools, Doctors surgeries, parking, affordable housing and better bus routes.
264	LPP2 needs to provide satellite car parks outside of the one-way system to address problems with congestion and pollution Cattle Market and Chesil Car Parks are key and there should be more. Also need to take into account need for community space, open area, youth clubs, schools, Doctors surgeries, parking and affordable housing.
265	LPP2 should address the following: More open space North of Winchester, Well designed housing on greenfield sites adjacent to Winchester boundary, Youth and community facilities, affordable housing.
266	Expand City boundaries and build on the edge of the city rather than cram more housing in the existing settlement. More low cost housing.
267	Youth Club, areas for teenagers. Houses that I can afford when I'm older so I don't have to leave Winchester.
268	Youth Clubs, open space, football pitch, park for over 12 year olds. Skate park.
269	Weeke needs a decent pub and access to dog walking area. Youth facilities throughout Winchester at all time low and sports facilities very limited.
270	Future plans / policy should future proof against flooding. Retain low flat grass areas at Garrison Playing fields which act as a vast storage area for rainfall and in periods of heavy rain as experienced recently this prevents adjoining areas from flooding.
271	Garrison Field and Horses Field are unsuitable for development as they flood extensively in Winter.
273	More open space required to North of Winchester. The Plan's housing delivery approach is over optimistic and will lead to more crisis in the future. Other settlements can be expanded to meet quality design and infrastructure requirements.
274	Better planned and located new housing that does not 'cram' Winchester City. Winchester needs more open space, affordable housing and more facilities for youth and older persons. Pollution should also be addressed.

Ref. No.	Summary Response
275	Where will new school places be provided, residents parking, GP and dental provision? Recreational green space amenities?
276	Need for services such as doctors, dentists, schools, recreation and parking.
277	The number of school places required by 4000 new homes needs to be addressed together with additional traffic / congestion that will be generated. Surely better to have self-contained developments with all the services on site in areas on outskirts of Winchester
278	Issues to be addressed include: Pollution in the city, Youth facilities - particularly clubs, Play spaces, Landscaping and high quality jobs near train station.
279	For Bushfield Camp to realise its potential it should provide a mix of hotels, eateries, discos, business and sports facilities. Desperately short of football pitches and a 50 m pool outside the town would be great.
280	Winchester needs more affordable housing. More open space needed and more youth / community facilities (north of Winchester).
281	Issues to be addressed include provision of school places - primary and secondary, Doctors and inner city car parking.
282	Need for more housing (including affordable housing), more open space and new facilities for young and elderly to North of Winchester
283	Worthy Lane car park should be retained as a gateway car park - better signage and reduced fees at weekends would encourage use and reduce traffic in city centre. Not convinced of need for 'modern high quality office space' The refurbished Athena House is still not fully let after 2 years or so.
284	Unhappy with plans to develop Bushfield Camp. Provision of sufficient car parking spaces for residents in outskirts and outlying villages to drive to the centre to shop. The elderly, disabled and mothers with young children would not be able to manage heavy shopping by bus.
285	Winchester should retain and enhance unique historic character, reduce traffic, encourage small businesses and reduce the number of large office buildings. Ensure new developments included as much tree planting and green landscaping as possible. Develop park and ride provision.
286	The Garrison Ground and field behind and in front of Chilcomb Lane are prone to flooding and completely unsuitable for building.
287	The Local Plan should address the issue of housing in trying to ensure that those working in Winchester can afford to live here. This would help to reduce traffic congestion and help with green issues.
288	Look at traffic issues at City Road / Andover Road, Pollution caused by stationary traffic. Keep traffic moving and don't kill the city centre by restricting cars. Small scale Skate Park using 'quiet concrete'.
289	Object to closure of Andover Road because of construction of Barton Farm. There should be a new road to service the new estate and the old road should remain in tact in order for local residents to be able to continue without having to drive through the vast new estate. (which they probably have no desire to do)_

Ref. No.	Summary Response
290	The area behind Olivers Battery is currently owned by Developers. This area should be protected from development of any kind as it is a clearly defined space between Winchester and Compton, Shawford etc.
291	Provide a solution for North Winchester during development of Barton Farm. Improve the environment, reduce traffic congestion and provide more park/green area in the town centre.
292	Provision of housing for the elderly - build 1 or 2 bed bungalows at ends of long gardens.. Traffic lights at end of Olivers Batter Road to be used in rush hour. Also consider traffic lights at roundabout junction of Olivers Battery Road South / Romsey Road - particularly needed when new homes built at Pitt.
293	Youth and Elder folks facilities in Weeke area.
294	Improve parking / access to Waitrose and Aldi. Land behind Harestock Road shops could be developed and better utilised. Same applies to shops on Stoney Lane. Provide off-street parking for the Weeke estate. Consider selling stock of Council houses. Improve community facilities at St Barnabas Church.
295	Doctors surgery needed at Barton Farm as Friarsgate cannot at present give speedy appointments. Traffic congestion / parking problems in Stoney Lane will get worse with Barton Farm development. The Shops at Weeke and area behind them is tatty and in need of a facelift. Lack of Open space in Weeke / Harestock / Teg-Down. Improvements needs to Winnall 'Tesco' roundabout - currently a traffic nightmare.
296	Site workers and first residents at Barton Farm will need to use other local facilities which will result in increased traffic - WCC needs to address the upkeep of infrastructure in this area.
297	Choose sites near rail and bus services and use Developer contributions to pay for buses 7 days a week and evening til 11.30 pm. Do not allow space for parking. Provide high density development to Sustainable Homes Code 5. Make all roads 20 mph and have as many 'home zones' as poss for play.
298	Leisure Centre Location?
299	Proposals for infill housing are unrealistic, many will not meet numbers required - Winchester will fail its targets resulting in developers having a free hand. Middle Brook Street and St Peter's Gladstone Street car parks should be added to list of available sites and cars diverted to parking at the gates of the city. The Station area plans are a mess and fail to make good public spaces.
302	All aspects of new development should be carefully considered - Roads, Drainage and Utility Services. Also liaise with other large Groups such as NHS regarding plans for Hospitals, Surgeries, Transport requirements.
303	Provide cycle path along side Romsey Road - could be achieved by cutting back hedges. Every new development should have a cycle route towards the town. Make underpass on Badger Farm Road accessible for push chairs, wheel chairs and cyclists.

Ref. No.	Summary Response
304	Close collaboration between WCC and HCC on infrastructure issues - traffic remains major concern. Ensure maximum use is made of S106/CIL payments to provide affordable housing.
306	60 Bed Nursing Home would also benefit from local Doctor Surgery being on the site. Impossible to comprehend that nearest surgery on Stoney Lane Week will be able to cope with all these extra people.
308	Positive support to local areas that have 'needs' for community infrastructure i.e Stanmore, Weeke, Highcliffe by putting resources that can be linked up together during the life of the plan.
309	There will be an increase in local traffic on the roads due to planned house building with shops, schools etc. and there has been significant increase in traffic in recent years - attention must be made to this factor.
310	Sufficient co-ordinated planning between Winnall and Highcliffe. Worried about Pitt Farm development's effect on traffic on Romsey Road. Development at Bushfield should be as light as possible and dominated by trees so as not to spoil views. Interested in Plans around the station as feel this area must be improved.
312	Development at Pitt Manor will increase pressure on roads in the area which already congested. Road capacity needs to be increased without more traffic lights. Consider ring road to West and North
313	Provide housing people want to live in, more open space, youth facilities and consider traffic/parking issues.
314	Need more housing, open space and community housing.
315	Sports facilities, Car Parking, School Places
316	River Park should be pleasure pool for children and families. Sport swimming should be accommodated elsewhere - Bushfield probably along with more Hockey /Football pitches as well as the employment. Better housing development - Abbots Worthy has too many houses crammed together. Better planned spacious development will only come from Greenfield sites.
317	Better Jobs, Travel Plan, More Parking, Youth Clubs, Parks/Open Space north of Winchester. Provision of more benches and trees. North Walls needs a facelift.
318	More facilities for Youth. Re-generate existing estates, make new play spaces, clubs and sports facilities especially in north of Winchester. The Plan does not address the pollution in Winchester or how it is going to create cycleways.
319	Do not agree with current proposals for Cattle Market site. It will increase rather than reduce amount of traffic. Gladstone Street Car Park could be a pedestrian square with cafes, shops, housing and offices above and the Cattle Market could provide a park and walk / ride for traffic from north / north west with some space allocation for resident parking
320-339	Standard Letter - See Appendix 2

Ref. No.	Summary Response
340	Events likes 'drop-ins' need to be well publicised - (this refers to Discovery Centre event). Unhappy about proposals for Cattle market site - not necessary or desirable to build more offices. Car park should be retained for use by residents and visitors as a 'Gateway' car park. Also worried out air pollution.
341	Appalled at plans to redevelop the Cattle market site. Cannot afford to lose this valuable parking space on edge of town which serves to reduce traffic on the congested one way system. Also the car boot sale is very vibrant well attended and raises money for many local charities.
342	Appalled at plans to redevelop the Cattle market site. Cannot afford to lose this valuable parking space on edge of town which serves to reduce traffic on the congested one way system. Also the car boot sale is very vibrant well attended and raises money for many local charities.
343	Object to plans to redevelop Cattle market site. No need for further offices - there are already too many in Andover Road, a number of which are empty. Also the car boot sale is important to the area and beyond. Parking is already a problem in P1 Zone. Rather than spend money on unnecessary building when there are necessary repairs to be carried out to many pot holes in road.
344	Dismay at plans to redevelop Cattle market Site. Parking in Winchester is already a concern, with pressure on existing car parks. Question the need for more offices with so many empty offices in Andover Road. The car boot sale provides a source of revenue to City Council and many local charities.
345	Comment addressed to Mark Maitland re: Silver Hill Bus Shelter. There are some good examples of shopping centres that have adjoining bus stops which serve their cities. Perhaps Planners might look at how this has been achieved without the need for a bus shelter within their complexes. Also reduce frequency of buses at less peak times but ensure clear information re timetabling to enable trips to be planned.
347	Residents never seem to be consulted, people living in the Worthy Lane area are stakeholders too. The Station Approach development would spoil the City and new offices would soon be vacant. Should aim to attract tourism rather than creating urban sprawl.

Note: Personal details have been removed, with each respondent given a reference number. Where there are gaps in reference numbers this indicates that no comment was made on Question 3.

Key to representations by organisations:

228 City of Winchester Trust

256 Winchester Action on Climate Change (WinAcc)