

Central Winchester Regeneration

Draft SPD – Summary of Comments, Council Response and Proposed Changes

Section 1.4 - VISION

Comment Number	Summary of Points Raised	Council Response	Recommended Changes to SPD
1, 2, 4, 5, 7, 12, 13, 14, 17, Hope Church Winchester, 19, 20, 22, 23, 24, 28, 30, 31, 32, 33, 34, 35, 36, 38, 39, 41, 43, 44, 46, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 69, 70, 72, 73, 77, 78, WinACC, 81, 83, 85, Winchester	<p>Support the vision, sometimes subject to various points:</p> <ul style="list-style-type: none"> Mixed Use – support mixed uses, should refer to housing, too much retail emphasis (need is reducing, uncertainty, avoid harming High Street, should demolish the Brooks), need a range of retail, support specialist shops. Pedestrian Friendly – support the emphasis on pedestrians, need places to meet and sit, refer to cyclists/cycle facilities, refer to cars/parking facilities. Culture/Heritage – more emphasis on culture/heritage, more emphasis on Anglo Saxon museum, need good design guidelines, more on architectural style, refer to historic buildings/sites. Public Realm – support opening up waterways, support imaginative re-use of existing buildings, re-use all existing buildings. 	The considerable support for the vision is welcomed and the various points raised are noted. These raise various points of detail or emphasis which it is not possible to reflect in a broad vision, but which are addressed in more detail in relation to other parts of the SPD.	No change to the Vision.

<p>CTC, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 99, 100, 101, 103, 104, 105, 107, 112, 113, 114, 116, 117, 118, 119, 120, 121, 122, 125, 127, 129, 130, 131, 133, 134, 135, 136, 137, 138, 140, 141, 143, 144, Hampshire Chamber of Commerce , 146, Hampshire Cultural Trust, 148, 152, Winchester SALT, 154, 155, 159, 161,</p>	<ul style="list-style-type: none"> Other Matters – complete Winchester Movement Study before SPD, link with other major sites in Winchester, Winchester has no Town Council, don't let developers spoil the good work. 		
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Theatres Trust , 163, 164, 186, 194, 199, Winchester Friends of Earth , Winchester Business Improvement District, 209			
6, 15, 29, 36, 40, 46, 95, 102, 106, 107, 108, 115, 116, 117, 124, 138, 139, 146, 150, 151, 197, The English Project, 207	<p>Do not support the vision for the following reasons:</p> <ul style="list-style-type: none"> • Mixed Use – too much retail emphasis, should refer to housing, retail and hospitality brands want a branch in the city. • Pedestrian Friendly – refer to cyclists/cycle facilities, parking continues to be needed. • Culture/Heritage – more emphasis on culture/heritage/museum, should be heritage-led, likely to be interesting archaeology. • Public Realm – design is all-important, avoid uniform/pastiche architecture, need easy/short walk from bus hub, depends what will be built, buildings should be designed/built by users. • Other Matters – complete Winchester 	<p>Several people or organisations do not support the Vision, although many of the points raised were also mentioned by those supporting it. Whether people are supporting the Vision or not, many seek to add detail or emphasise particular matters.</p> <p>The vision is intended to be a brief statement and cannot cover every aim or issue in detail. However, the SPD's subsequent objectives and detailed sections include reference to most of the matters raised, including culture and heritage, cycling, archaeology, and design. The elements raised are often repeated in relation to other parts of the SPD, where they are considered in more detail.</p>	<p>No change to the Vision.</p>

	<p>Movement Study before SPD, should cover whole city centre, don't be guided by developers/profit, refer to sustainability/ environmental impact, prioritise residents not visitors, Winchester is always a step behind the times.</p>		
Historic England	<p>Thank you for consulting Historic England. The site is within the Winchester conservation area, where special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area. The 'test' for the SPD is whether the vision and objectives would do this?</p> <p>The historic character of this quarter of the city has been much eroded. The vestige of the historic street pattern, (limited) presence of water courses, the Woolstaplers' Hall and the former antiques market building are practically all that remain so it is pleasing to see that these are to be retained (the buildings) and enhanced (improved public realm).</p> <p>We welcome the delivery of the SPD and the analysis of 'Winchesterness' provides the guidance of the design process. Understanding the significance of Winchester is key to unlocking both the character and distinctiveness of the city centre. Significance led placemaking is a concept that leads from</p>	<p>Historic England's general support for the SPD is welcomed and the importance of development in this area, in terms of preserving or enhancing the Conservation Area, is fully appreciated. The SPD is itself an attempt to recognise and aspire to this and also provides the basis for 'significance led placemaking', which is a concept that may well be valuable.</p> <p>The impact of development on the Conservation Area, and how the SPD can aspire to preserve or enhance it, is taken into account in the detailed sections of the SPD. The Vision already refers to development which is 'distinctly Winchester', and set in an 'exceptional public realm', incorporating buildings of historic interest. This recognises the importance of the area and there is no need to refer further to the Conservation Area or add to the Vision. Rather, the SPD is supported by Conservation Area policies in the Local Plan and NPPF.</p>	No change to the Vision.

	<p>values based expression where the appropriateness of development can be judged on its understanding of heritage values.</p> <p>Beyond the statement of 'Winchesterness' we would welcome further guidance on what is appropriate as a form of 'Contemporary Winchester' that complements the established city centre enhanced through generations of power of religious, commercial and royal patrimony and industriousness.</p>		
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Section 1.5 – OBJECTIVES

Comment Number	Summary of Points Raised	Council Response	Recommended Changes to SPD
1, 2, 4, 5, 7, 12, 13, 14, 17, Hope Church Winchester, 19, 20, 22, 23, 24, 28, 30, 31, 32, 33, 34, 35, 36, 38, 39, 41, 43, 44, 46, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 69, 70, 72, 73, 77, 78, WinACC , 81, 83, 85, Winchester CTC, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 99, 100, 101, 103,	<p>Support all or most of the objectives, subject to various points:</p> <ul style="list-style-type: none"> Objective 1: Vibrant Mixed Use Quarter – should provide/investigate cultural/heritage/ museum, should require a significant market square, should be independent shops/market/ leisure, should complement the High Street, encourage designs that can change to temporary/alternative uses, should refer to commercial leisure. Objective 2: Winchesterness – what is Winchesterness, need to balance conservation and economic development. Objective 3: Exceptional Public Realm – should be a variety of materials/styles, retain views of Cathedral and Guildhall, support reintroduction of water features/river, 'public realm' should be key driver, key words are: 'scale, balance, restful and active'. Objective 4: City Experience – need a good performance/concert space, need enough footfall to support cultural/retail/restaurants, recognise the City as a destination particularly for Cruise Ship market. 	<p>The considerable support for the various objectives is welcomed and the points raised are noted. It is not possible to reflect the various points of detail or emphasis in a series of broad objectives, but they are addressed in more detail in relation to other parts of the SPD.</p> <p>This SPD provides further guidance for development on specific sites / particular issues. It is not an allocation of land uses, nor prescriptive in its design approach. Whilst many of these points are addressed in more detail, it is important to note that these are aspirational.</p>	No change to the Objectives.

<p>104, 105, 107, 112, 113, 114, 116, 117, 118, 119, 120, 121, 122, 125, 127, 129, 130, 131, 133, 134, 135, 136, 137, 138, 140, 141, 143, 144, Hampshire Commerce of Commerce , 146, Hampshire Cultural Trust, 148, 152, Winchester SALT , 154, 155, 156, 159, 161, Theatres Trust, 163, 164, 186, 194, Winchester</p>	<ul style="list-style-type: none"> • Objective 5: Sustainable Transport – support walking/cycling/reducing the need to travel, maintain/improve accessibility by private vehicle, encourage ultra low emission vehicles/electric buses, support the bus hub/location, provide "pick-up" or "drop-off" areas from cars/service vehicles, restrict deliveries to "out of hours", how will cars access Colebrook Street from The Broadway, make the area traffic free, what about those who cannot easily walk? need modern (covered) bus station close to shops, provide for cyclists/cycle facilities, provide for cars/parking, no reference to travel by water ('Park & Sail' from Barfield?). • Objective 6: Incremental Delivery – support incremental development/several architectural firms, want development of this depressed area to commence asap, explain 'reducing risk'. • Objective 7: Housing for all – prioritise residential, need housing for range of ages/types not just the elderly, need affordable artistic start ups / workshops / shops as well as housing, site more suited to smaller units than family housing, balance requirements with viability considerations, check punctuation. • Objective 8: Community – refer to disabled access/dementia-friendly, don't overlook the disabled/limited mobility. 		
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<p>Friends of Earth , Winchester Business Improvement District , 209, 211</p>	<ul style="list-style-type: none"> • Other Matters – need to integrate with other developments/concerns (Leisure Centre, Station Approach) and Movement Strategy, need stronger emphasis on river-caused flood management, need a non-political City Team and for Council and developers to take its advice. 		
<p>3, 6, 15, 29, 37, 42, 49, 52, 59, 74, WinACC , 102, 106, 108, 109, 115, 128, 132, 139, 142, 146, 150, 151, 187</p>	<p>Do not support the following objectives:</p> <ul style="list-style-type: none"> • Objective 1: Vibrant Mixed Use Quarter – limit retail to small independent traders, should be no single use of more than 200(?) m2 or undifferentiated design of more than 120(?) m2 or frontage of more than 15m. • Objective 2: Winchesterness – proposals must follow Winchesterness principles / comply with planning and urban design framework / show they have reused buildings, should be heritage-led. • Objective 3: Exceptional Public Realm – should utilise/open up natural water courses, proposals must comply with the public realm framework plan/planning and urban design framework. • Objective 4: City Experience – delete as it repeats Objectives 1-3, proposals must show they contribute to City Experience. • Objective 5: Sustainable Transport – cycle transport should be the top transport priority, should promote public transport, 	<p>Several people or organisations do not support particular Objectives, although some points were also mentioned by those supporting them. Whether people are supporting the Objectives or not, many seek to add detail or emphasise particular matters.</p> <p>This SPD provides further guidance for development on specific sites / particular issues. It is not an allocation of land uses, nor prescriptive in its design approach, but sets out a coordinated framework for the whole area, within its context</p> <p>The matters raised regarding each Objective are considered below.</p> <p>Objective 1 – this SPD cannot set out detailed restrictions or requirements. However, in any event, it is not realistic to set limits on areas of single use / appearance, especially at the small thresholds suggested, as there are likely to be significant areas of single use, whether for housing, open space, retail, etc.</p>	<p>A new Objective 9: "Climate Change and Sustainability" has been added to ensure it is clear that the aspiration for the design of new development is resilient to the impacts of climate change, particularly flooding in this location, and to minimise its impact on climate change. High standards of sustainability should be achieved in accordance with LPP1 policy CP11, incorporating measures to minimise energy and water use, generate</p>

	<p>provide for cyclists/cycle facilities, need parking for shoppers/tourists, the bus hub is too large/polluting, the Winchester Movement Study should be completed before the SPD, should encourage public transport, proposals must demonstrate legible network/ impact on Winchester Air Quality Action Plan/minimise motor vehicles/low carbon transport/avoid off-street parking/include cycle parking.</p> <ul style="list-style-type: none"> • Objective 6: Incremental Delivery – ‘meanwhile opportunities’ needs explaining, need realistic forecasts for retail/catering/ workspace/residential, proposals must demonstrate how they relate to other developments/fit with agreed programmes. • Objective 7: Housing for all – proposals must demonstrate compliance with NPPF/Local Plan policies. • Objective 8: Community – the Statement of Community Involvement needs updating, wording should be more confident. • Other Matters – should be an objective covering sustainability/protection of the environment, should be an objective promoting energy efficiency (BREEAM excellent), have no faith in Winchester planners/council to get this right, show how each objective is to be achieved/don’t include things that don’t contribute to at 	<p>Objective 2 – it is not appropriate to use language such as ‘must’ in this SPD. However, the purpose of this objective is to ensure it is clear that the aspiration for development in this area is to follow the ‘Winchesterness’ principles which are detailed in other parts of the SPD (planning and urban design framework, Appendix 5, etc). These are very much influenced by the heritage and character of Winchester.</p> <p>Objective 3 – it is not appropriate to use language such as ‘must’ in this SPD. However, this objective already refers to the Public Realm Framework and its aspirations. Most of the water courses are no longer ‘natural’ and the SPD aspires to reintroduce these, as stated by this objective.</p> <p>Objective 4 – while objectives 1 to 3 will contribute to the ‘City Experience’, it is not considered that they are duplicated by objective 4.</p> <p>Objective 5 – the comments on this objective illustrate the difference of views between those that want to prioritise non-motorised and public transport and those that want to retain some car access or parking provision. The aspiration for the development is to have good access for those that are able to access it by foot, cycle and public transport but also relies on a wider catchment to support the range of uses proposed.</p> <p>Objective 6 – ‘meanwhile’ opportunities are</p>	<p>and store renewable energy."</p>
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	<p>least one objective, need new Objective 9 on Minimising Emissions, Mitigating Climate Change and Improving Health (BREEAM excellent, provide solar energy-producing equipment, space for battery equipment, equipment to prevent heat/cooling loss, assess renewable energy options, explore CHP systems), should be a planning-committee-friendly summary and requirements for each objective.</p>	<p>explained in section 3.12 of the SPD. The issue of how an incremental development could be coordinated and any aspirations apportioned fairly are mentioned in relation to 'Delivery' (section 3.11).</p> <p>Objective 7 – planning decisions are already required by law to accord with the development plan (Local Plans) and other material considerations (including the NPPF).</p> <p>Objective 8 – the Statement of Community Involvement is in the process of being updated. The use of the word 'should' is appropriate in the context of this objective</p> <p>Other Matters –The aim of the SPD is to outline aspirations for the development. . The suggested additions are often matters that will be addressed when proposals are assessed against the detailed policies of the Local Plan, e.g. transport, sustainability, affordable housing, etc. While Local Plan policy CP11 covers much of what is suggested as a new Objective 9, it is agreed that there is a lack of reference to sustainability standards / expectations in the SPD's objectives, which could be addressed by adding a new objective (sustainability matters are covered in more detail in section 3.14).</p>	
106, 108, WDB, Winchester Deserves Better	<p>The draft SPD lacks necessary guidance on building form and style - street patterns and widths and enclosure of space are only part of the story. Appendix 5 (Winchesterness) needs more consideration of existing</p>	<p>Section 3 of the Draft SPD (Planning & Urban Design Framework) sets out more detailed aspirations for each location within the area and on particular topics. The purpose of this SPD is to set out the possible type and layout</p>	<p>No change to Objective 2.</p> <p>Wording has been added 1.1.3 to</p>

	architectural styles, features and materials. The Square is an example for any new development but the assessment at paragraphs A5.3.23 to A5.3.26 is wanting. What is needed is a considered explanation how that sense of place can be generated.	of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses, nor prescriptive in its design approach. The SPD outlines aspirational development criteria for the area which, once the SPD is adopted will be a material consideration during the decision making process, as and when proposals come forward. Therefore it is considered that the level of detail contained in this SPD is appropriate.	clarify that this SPD does not set out prescriptive design guidance.
208	It's about getting the architecture right - the older persons accommodation on Chesil Street is a perfect example of how NOT to do things.	Noted.	No change.
34	Not concerned regarding impact on other existing structure provided the new constructions are of sufficient architectural merit.	Noted	No change.

Section 3.2 – PUBLIC REALM

Comment Number	Summary of Points Raised	Council Response	Recommended Changes to SPD
General			
14, 51, 54, 56, 59, 60, 72, 77, 84, 109, 119, 120, 121, 130, 132, 138, Hampshire Cultural Trust , 151, 152, 154, 209	Support / accept / agree with the public realm section and/or the Public Realm Framework Plan (3.2)	The support for the public realm section / Public Realm Framework Plan is welcomed.	No change to the Public Realm section.
52, 70, 74, WinACC, 128, 131, 146	Clarify what is 'mandatory' / provide more robust requirements / summary list and guidance for development proposals.	<p>The purpose of the SPD is to set out the possible type and layout of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses, nor prescriptive in its design approach. The SPD sets out aspirational development criteria for the area which, once the SPD is adopted will be a material consideration during the decision making process as and when proposal come forward.</p> <p>It is accepted that there is a general need to clarify the aspirations for the development by highlighting this in the SPD.</p>	The list of streets and spaces has been highlighted and wording has been added to clarify that it refers to the Public Realm Framework Plan and the sections that follow' to make clear that the Plan and all the area-specific pages form the illustrative guidance based on the

			Council's public consultation for each of the streets and spaces.
52, 74, 159	Support the Public Realm Framework Plan but there is a need for evidence-based information to demonstrate feasibility.	The support is welcomed. Sections 3.11 - 3.14 cover various feasibility / delivery issues and are considered further below.	No change to the Public Realm section.
106, 107, 108, 118, WDB , Winchester Deserves Better	The lack of any detailed layouts makes it difficult to gauge how much land is devoted to the public realm. The assessment of street enclosure indicates that the street spaces may be too snug and the site is too densely developed. Need clarity on this issue and consultation before the SPD is finalised.	It is accepted that more clarity should be provided to ensure it is clear that the aspiration for the street spaces is to ensure they are adequately sized to accommodate the types of movement within them. The type of movement that could be accommodated within each street and space has been added into section 3.2.	The following amends have been made to the tables for each street and space in sections 3.2.9 to 3.2.20: 'Type' has been updated to clarify how the space could be used (i.e. shared surface street) and 'Role' has been change to 'Movement' to show what kind of movement could be accommodated (i.e. pedestrian, cyclist, bus, services, motor vehicle)
144	Support incremental phasing but must avoid disruption.	The support is welcomed. Sections 3.11 - 3.13 cover various feasibility / delivery issues and are considered further below.	No change.

37	No large waste bins on the street.	Noted, this level of detail will be considered as part of the next stage of work once the SPD has been completed and adopted.	No change.
69	It is important that the upkeep of the existing buildings is maintained. Also Middle Brook Street buildings must be included in the plan.	The maintenance of existing buildings is not a matter which the SPD is intended to cover. The section on Middle Brook Street has been amended to refer to The Brooks as well as the new uses which are suggested.	A sentence has been added to 3.2.15 to refer to The Brooks.
113	Bath is a great example of sympathetic development in an old city and Winchester would benefit from something comparable.	The SPD aspires to a development which is sympathetic to Winchester's character, but Winchester's character is different to Bath's.	No change.
Land uses			
144	Support mixed uses, with more 'busy' uses nearer High Street and 'quiet areas' further away.	The support is welcomed and the SPD aspires to locating more active uses close to the High Street.	No change
13	Its not clear what is designated for the "white" spaces on the Public Realm Framework Plan.	<p>The white 'spaces' are the various development blocks that could be created when the aspirations set out in the SPD are applied. The plan focuses on public realm and therefore does not show the development blocks in detail. They are however, illustrated in the subsequent sections for each area (3.2.9 – 3.2.20).</p> <p>Wording has been added to paragraph 3.2.8 to explain why white areas are shown on the plan instead of detailed block plans and that the aspirations for these blocks can be found in the sections that follow (3.2.9 – 3.2.20)</p>	<p>Wording has been added to 3.2.8 to explain that:</p> <p>The plan focuses on public realm and does not show development blocks in detail</p> <p>The white areas on the framework plan represent future building parcels, which have not been designed in detail at this stage</p>

			The sections that follow (3.2.9 – 3.2.20) set out the illustrative spatial framework and public realm principles for the CWR area.
112	Small retail units would be preferable with mainly independent shops not national chains.	Section 3.5 of the SPD envisages a mix of retail space from larger suits to smaller ones. Larger-scale units ensure commercial viability. Smaller independents attract a higher retail yield, they are therefore less valuable which creates a negative impact on viability. The range and mix of units remains flexible to respond to market demands.	No change
20	Tanner Street and Middle Brook Street need livening with good shops to draw you in.	The SPD states that both streets could be redeveloped/reinvigorated to include retail, residential and mixed uses.	No change
99	There is too much retail space and inadequate provision for affordable housing.	The Land Uses section (3.4) allows flexibility over the scale and type of retail provided, with a very wide floorspace range. Retail studies have identified a substantial need for new floorspace, although it is accepted that there are currently uncertainties around retail, and provision will be influenced by market demand. The level of retail provision in the SPD does	No change

		not restrict the amount of affordable housing and planning policies require affordable housing to be provided where it is viable.	
140	Concerned that mainstream shopping would be pulled away from the High Street and towards the bus hub.	Section 3.4 of the SPD that retail and commercial uses could be weighted towards the High Street Quarter, with the aim being to complement rather than detract from the High Street.	No change
128	Support the aspiration for mixed public spaces but the space available seems too tight to achieve all the aspirations.	The Public Realm Framework Plan illustrates how and where the various public spaces could be provided.	No change
191	Should be a new public space facing the Guildhall which could serve as a market place. Develop a new Inns of Court for Winchester's Law Courts to allow a collegiate quadrangle of chambers.	The aspiration is to create a new public space in front of the Guildhall. The purpose of the SPD is to set out the possible type and layout of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses. It is therefore not appropriate to promote particular uses within the SPD.	No change
126, 131	There should be provision for children's play.	A sentence has been added to 3.2.11 to suggest that this area could accommodate spaces for playable qualities. The level and nature of any provision would need to be determined at the detailed design stage.	A sentence has been added to 3.2.11 to suggest that Riverside Walk could accommodate space for playable qualities.
146, Winchester Business Improvement District	There should be a dedicated outdoor events space and a permanent site for the open/covered market.	The SPD aspires to make provision for a dedicated space for markets and outdoor events.	No change

126	There is no mention of commerce.	The scope for retail, offices, etc is mentioned in various parts of the SPD and is a key element of the aspirations.	No change
Water / watercourses			
13, 14, 33, 34, 44, 104, 118, 124, Hampshire Chamber of Commerce, 146, 158, 194, 199	Support the opening up of watercourses / provision of water features	The support is welcomed.	No change
3	Existing waterways should be utilised instead of creating new.	The SPD suggests that culverted streams running under various streets within the central Winchester area which were once open waterways could be opened up.	No change
35, 37, 73, 111, 125, 143, 144, 164	Concerned about safety / cleaning / maintenance / attractiveness of water features (appearance, vandalism, litter, paving hazards, partially sighted).	Noted. This will be considered in future stages of design work and maintenance responsibilities will be determined as part of the planning application process.	No change
123, 128, 131	Public drinking fountains should be included.	While public drinking fountains could be encouraged, this is a detailed issue which will need to be considered at the planning application stage.	No change
123	Water should be explored more imaginatively than opening up water ways. It should include offering water to drink and a water feature linking to Winchester's historic connection to the river.	See above regarding drinking fountains. This is a detailed issue which will need to be considered at the planning application stage.	No change
Hampshire Chamber of Commerce	Should refer to use of water for leisure and transport.	The SPD suggests that waterways could have a leisure function as part of the public realm but they are too small scale to be used	No change

		for transportation.	
144, 161	Please ensure it won't flood / use SUDs.	Local Plan policies already promote SUDS and resist development that would cause or be vulnerable to flooding.	No change
Trees / landscape			
3, 29, 34, 37, 47, 81, 133, 144, 146	More trees / landscaping are needed in the scheme / town. Planting schemes need to be mentioned in the document	The Public Realm Framework Plan suggests space for landscape features such as tree planting, and key aspirations are set out in the sections on particular parts of the area. Whilst the guidance is not mandatory, proposals that take account of it will be supported.	No change
7, 13	Retain / relocate the (crab apple) trees in Middle Brook Street.	The removal of the trees is suggested to provide a clearer view of the Cathedral, which is an objective. It is not possible to retain the trees as well as opening up views to the Cathedral and the trees are not sufficiently important to suggest retaining them. However, a net gain in trees and other planting is an aspiration of the SPD, this will offset the loss of these trees. It is accepted that this could be made clearer in the SPD and the Landscape and Ecology section has been amended to explain this.	3.14.14 of the Landscape and Ecology section has been amended to state that development is expected to achieve a net gain in trees, including the removal of poor quality specimens and additional planting in key areas including Friarsgate and the Riverside Walk.
47	Remove the crab apple trees but replace with other trees.	It is not possible to replace the trees while achieving the important objective of opening up views to the Cathedral, which is an objective.	No change

52, 74	Para 3.1.2 is weak, suggest instead: 'Planting and trees will be provided along waterways and in streets where appropriate.'	This paragraph summarises the more detailed proposals in other parts of the SPD and is adequate for that purpose. Please also note that this SPD provides further guidance for development on specific sites / particular issues. It is not an allocation of land uses, nor prescriptive in its design approach, therefore it is not appropriate to be this prescriptive on any matter that the SPD aspires to.	No change
Seating			
47,125, 144	There should be areas for public seating / regular seating for people with restricted mobility.	It is agreed that seating is important and this level of detail will be considered as part of the next stage of work once the SPD has been completed and adopted.	No change
37	Seating will be a problem as drunks and beggars will congregate – need street wardens and seating to be stored away.	Noted, but the provision of seating is important in creating an attractive environment and is not the cause of street drinking, begging, etc.	No change
Pedestrians / cycles			
6, 62, Winchester CTC, 111, 114, 150, Winchester SALT, 155	Support the creation of a mixed-use pedestrian and cyclist friendly area. Refer to pedestrian and cycle permeability. Clarify that references to 'vehicular' traffic relate to motor vehicles.	The support is welcomed. The SPD already refers to prioritising pedestrians and cyclists and reducing accessibility for other vehicles (paragraph 3.1.3), with more detail at section 3.3.	No change
38, 115, 116, 117, 144, 161, 163	How will pedestrians, cyclists and vehicles share spaces safely – they should be allocated separate spaces where possible.	There is likely to be an ongoing need for access for service vehicles in some streets and complete segregation may not be realistic. It is agreed that the SPD needs to be clear where it suggests servicing, cycling, etc could be allowed or disallowed, taking account of the need to provide servicing	3.2.9 to 3.2.21 has been updated to include suggestions for the type of movement that could be accommodated in

		along with convenient and safe cycle and pedestrian routes through and around the development.	each street and space. The 'Street Market & Pedestrian Movement' diagram will be updated to show cycle movement.
199	Need safe spaces and traffic control, recognising the need for accessibility.	See above.	See above
131	Need additional cycle parking.	Section 3.3.13 of the SPD suggests cycle stands could be provided at the bus hub and throughout the CWR area.	No change
14, 22, 131	Support the creation of east-west cross streets / good idea to cross-link the city.	The support is welcomed.	No change
105	"Legibility" is particularly important. The north-south connections are light-starved in winter so the east-west connections become even more important.	These matters need to be addressed at the detailed design stage.	No change
52, 70, 74, 104, 159	Need to emphasise connectivity on foot and by bicycle to parts of the town outside the redevelopment area (e.g. Winnall).	While the SPD aspires to provide connectivity to areas outside the SPD area, as well as within it, the city-wide Movement Strategy will set the overall framework for traffic and travel across the city recognising the need for cross-city non-car based links. The Strategy can in turn directly support local strategies for walking, growth, public realm and cycling for example. The 'Street Markets & Pedestrian Movement' diagram includes future pedestrian connections for the future. This	A reference to Walking Strategy for Winchester (October 2014) has been added to 3.3.12 and a reference to the Winchester District Cycling Strategy (July 2012) has been added to paragraph 3.3.14

		diagram has been updated to include future cycle connections as well. Walking Strategy for Winchester (October 2014) is mentioned in paragraph 3.2.4. A reference to this strategy has been added to 3.3.12 and a reference to the Winchester District Cycling Strategy (July 2012) has been added to 3.3.13.	Future cycle connections will be added to the 'Street Markets & Pedestrian Movement' diagram
Open / paved areas			
40	The planned 'Open Spaces' look great, suggest themes from the City's history could be reflected in the design of specific areas.	One of the objectives of the SPD - Winchesterness, aspires to achieve a development that is in keeping with the historic context whilst providing for 21st Century needs of workers, residents and visitors, drawing upon the rich culture that makes Winchester unique.	No change.
46	Paved areas need to be vehicle-free and require ongoing maintenance.	Noted, this level of detail will be considered as part of the next stage of work once the SPD has been completed and adopted.	No change.
47, 128, Winchester Business Improvement District	Need to provide / plan for security measures (barriers, retractable bollards?).	Noted, precise methods of achieving this are too detailed to be specified in the SPD.	No change.
Design / architecture			
61, 112, 199	Avoid a large single development, should be high quality design, small scale with mixed uses, planted areas and watercourses.	The SPD aspires to incremental delivery of development and high quality design, landscaping, etc.	No change.
144	Varied materials and heights are essential to keep Winchesterness. Support old buildings being retained.	The SPD suggests provision for the retention of some of the existing buildings and sets out aspirations to inform design and heights.	No change
55	'Architectural style' should include a mix of	The SPD does not specify architectural style	No change.

	quality architects. Avoid pastiche and timid architecture.	because this is too prescriptive for this SPD. However, Winchesterness sets out guidance principles to inform design of the CWR area and architectural style will be explored further as and when proposals come forward.	
Historic England	Unclear how the analysis of historic street patterns and spaces in section 2 has led to the justification of the block pattern between Silver Hill and Friarsgate.	Analysis of historic street patterns in Winchester has led to the suggested design of the street pattern within the CWR area through the retention and extension of the long north-south streets, which are typical of Saxon settlements and Winchester. The east-west connections within the CWR area have been included to increase permeability and create spaces around the existing heritage assets including the Antiques Market building and the Woolstaplers' Hall, revealing façades of these buildings that are currently hidden by surrounding development. The suggested street network also takes account of land ownership boundaries to ensure the positions of streets and spaces could be deliverable. 3.2.2 and 3.2.3 have been updated to strengthen the connection between the analysis of Winchesterness and the illustrative Public Realm Framework.	A note has been added to 3.2.2 and 3.2.3 have been updated strengthen the connection between the analysis of Winchesterness and the illustrative Public Realm Framework.
49, 52, 70, 74, 156, 159	Should include guidance as to how The Brooks Centre could be improved / should redevelop The Brooks.	The SPD identifies The Brooks Centre as an existing building that could be retained. The regeneration of the area is expected to provide an impetus to improve The Brooks, whether by improving the existing buildings or	3.2.15 has been amended to refer to the desirability of improving The Brooks and the

		<p>redevelopment.</p> <p>It is agreed that the section regarding Middle Brook Street should identify The Brooks Centre as having the potential for significant improvement through refurbishment or redevelopment and to the desirability of improving its appearance and attractiveness.</p>	<p>aspiration to potentially refurbish or redevelop in due course.</p>
144	Need careful consideration of solar panels to be sympathetic to historical area.	The SPD includes an energy strategy at section 3.14.6 but it is accepted that this should refer to the visual impact of renewable technologies.	3.14.6 has been amended to include sensitive integration of renewable technologies.
Materials			
15, 35, 37, 44, 128, 130	There should be a high quality of design / materials / style	Noted, Winchesterness sets out guidance principles to inform design of the CWR area. Materials/style will be explored further as and when proposals come forward.	No change.
Historic England	Concern that in the context of Winchesterness (Appendix A5.5), the palette will not be restricted to brick, tile, flint etc but this is not clear in this document. An addendum could provide more guidance.	Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify building materials because this is not appropriate for this SPD. The purpose of this SPD is to set out the possible type and layout of land uses and provide a coordinated framework for the whole area, it is not prescriptive in its design approach. The SPD needs to retain an element of flexibility to allow creative and innovative proposals to come forward. There will be an opportunity for comment on proposals at the appropriate time. The title of section 2 in the SPD has been amended to 'Context and Design	The title of section 2 in the SPD has been amended from 'Context' to 'Context and Design Principles' and 3.13 has been updated to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has

		Principles' and the Planning Process set out in section 3.13 has been updated to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken into account.	been informed of the emerging proposals and how any matters raised have been taken into account
17, 37	Should not be a concrete / glass / steel / timber-fronted buildings.	This matter will be explored as and when proposals come forward. Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify building materials because this is not appropriate for this SPD. The purpose of this SPD is to set out the possible type and layout of land uses and provide a coordinated framework for the whole area, it is not prescriptive in its design approach. This SPD's aspirations will be a material consideration during the decision making process.	No change.
12, 25, 30	There should be a variety of architectural / design input.	This is matter that will be explored as and when proposals come forward. This SPD does not specify architectural style / design because this is not the purpose of this SPD. However, the SPD promotes aspires to incremental delivery which could promote a variety of architecture and design input.	No change
34	Architecture should represent this time and not a pastiche of Winchesters past.	The SPD does not specify architectural style because this is not appropriate for this SPD. However, Winchesterness sets out guidance principles which could inform design of the CWR area. Architectural style will be explored	No change.

		further as and when proposals come forward. This SPD's aspirations will be a material consideration during the decision making process.	
37,113	A first rate copy of existing buildings is required, as has been done in York, Bath, Farnham, etc.	Winchesterness sets out guidance principles to inform design of the CWR area which will be a material consideration during the decision making process as and when proposals come forward.	No change
113	Any building materials used would have to be sympathetic to the city	<p>Winchesterness sets out guidance principles aspirations to inform design of the CWR area which will be a material consideration during the decision making process as and when proposals come forward.</p> <p>There will be an opportunity for comment on proposals at the appropriate time. The title of section 2 in the SPD has been amended to 'Context and Design Principles' and the Planning Process set out in section 3.13 has been updated to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken into account.</p>	<p>The title of section 2 in the SPD has been amended from 'Context' to 'Context and Design Principles' and 3.13 has been updated to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken into account</p>
Transport			

83, 137	The Winchester Movement Study needs to be completed and to inform the SPD	<p>The Movement Strategy will not be completed until after the SPD is due to be adopted, and it has a broader remit. The SPD includes sufficient flexibility to be able to deal with the potential outcomes of the Movement Strategy. However some amends have been made to create further flexibility in relation to the bus routes and bus stops, explaining that the aspiration is to develop a phased approach to the removal of the buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated. This is considered a more appropriate solution than delaying the adoption of the SPD, with possible knock-on effects for the improvement of the CWR area.</p> <p>WCC continues to work with HCC as Highway Authority on local and wider access issues relating to the SPD, other major developments across the city and the wider Movement Strategy.</p>	<p>The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and</p>
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			the Highway Authority as part of the transport assessment and development control process;
53, 95, 139	Needs to be ample allowance for the car / should not prevent access by car otherwise there will be more congestion / pollution / difficulty for shops.	Noted, parking and access issues are considered below in relation to the 'Movement and Accessibility' section.	No change
131	There should be no parking for private cars in the city centre except for disabled people.	See above.	No change
112	Pedestrianised streets / reduction of cars and delivery vehicles should not reduce access for buses.	See above.	No change
131	How do bus passengers with suitcases get from Broadway to new bus hub - all buses should stop at the same place.	It is believed that most coach passengers get picked up from The Broadway or use taxis. If necessary, passengers could walk or use a local bus to get from The Broadway to the bus hub.	No change
137	Success will depend on improving traffic management to remove non-essential traffic from a wider area than now.	The Movement Strategy will set the overall framework for the future of traffic and travel for the city working collaboratively with the SPD and other major developments, helping to reduce non-essential motorised traffic, particularly in the city centre.	No change
7	Revamp the St Georges St/Jewry St junction	This junction is outside the boundary of the SPD but the Winchester Movement Strategy will look at transport issues in the wider area.	No change

Section 3.2.10 – Public Realm - THE BROADWAY

53, 55, 62, 77, 113, 119, Hampshire Cultural Trust , Winchester SALT, 154,	Support / accept/ agree with the section on The Broadway (3.2.10)	The support for the section on The Broadway is welcomed.	No change
34, 20, 36, 42, South Downs National Park Authority, 103, 128, 131, 132, 137, 143, 155, 187, 209	Support (fully) pedestrianising The Broadway / improved setting of King Alfred / provision of open space	The support is welcomed but these comments generally want the SPD to remove all traffic from this area. Although the aspirations of the SPD are to create an area within which pedestrians have priority, large parts of the lower High Street, Market Lane and Colebrook Street are serviced via The Broadway. This access will still be required as Colebrook Street is too narrow to use as an alternative. The Movement Strategy is looking at access options for the eastern approaches to the city particularly helping to reduce non-essential motorised traffic in particular.	This section has been amended to emphasise the importance of the Broadway and suggested future uses
56, 70, WinACC, 81, 105, 112, 121, 128, 131, 132, 137, 152, 155,	All bus and coach movements should be relocated out of The Broadway (e.g to bus hub, Park & Ride, etc)	It is important that the city centre is accessible by public transport, including buses and coaches. It would not, therefore, be appropriate to relocate bus movements to Park and Ride. Given the limitations on space in other locations, the Broadway remains the best location for those buses that	No change

163, 164, 187		need to drop off and turn, rather than navigating the whole one-way system.	
140	The Broadway is an appropriate site for the bus station, if the relocation of the bus station does not happen.	Noted, but the SPD suggests relocating the bus hub in order to free up the existing site for more viable development and Middle Brook Street has been identified as an appropriate location. In relocating the bus hub, the area benefit from land released between Tanner Street and St John's Almshouses to allow for improvements to the public realm and landscape, opportunity for residential, leisure and cultural/heritage redevelopment, views to the Guildhall and connections to the Broadway.	No change
70, WinACC, 131, 163, 164	Not clear about how Colebrook Street car park will be accessed. Colebrook Street car park is accessed from The Broadway so should be closed / redeveloped for housing or other use.	Some vehicular access is required for servicing and access to premises, including those in the lower High Street and Market Lane, as well as the Colebrook Street car park. While the car park may be developed in due course, maintaining access to other premises is an aspiration of the SPD.	No change
54, 72, 73, 114, 164	Need to make provision for the disabled – parking / drop off spaces, retain / replace disabled parking bays on Market Lane.	It is agreed that provision for disabled parking and dropping off should be an aspiration of the SPD. 3.2.9 has been updated to make this clear.	Amend 3.2.9 to read: "This could be achieved by .. maintaining adequate disabled parking and dropping off provision."
112	Removing car parking will make the area less cluttered, but the taxi rank needs to be retained.	Noted, the SPD aspires to this.	No change

139	Should not remove the car parking, which should be free for short stay.	The benefits of improving the attractiveness of this area are considered to outweigh the loss of the small number of spaces involved. Provision for convenient disabled parking to be maintained is an aspiration of the SPD (see above).	No change
136	Why is there a free period of parking in the Broadway rather than the library car park?	The SPD is not the place to determine detailed car park pricing matters.	No change
6, 47, Winchester CTC, 116, 117, 141, 150, 151, 155	Add reference to cycling / facilities for cyclists / allow cycling west of Buskett Lane.	Provision is included for access, service vehicles and taxis, but it is accepted that clarification is needed regarding the aspiration for cyclists and this will be added to the SPD.	<p>The red boxes in 3.2.9 to 3.2.20 have been amended to show clearly what kind of movement is envisaged for each street and space.</p> <p>The 'Street Markets & Pedestrian Movement' diagram will be amended to show existing and proposed cycling routes.</p> <p>3.3.13 has been updated to include references to the Winchester District Cycling Strategy.</p>
42	Should be a shared surface on the Broadway to reduce speeds, and a water feature.	Most of The Broadway could be paved, with access for servicing, etc resulting in some	No change

		shared surface areas. The detailed design stage will consider the potential to create/extend water features.	
128	The Broadway needs to be considered by the Winchester Movement Strategy, and the timelines aligned.	The Movement Strategy will not be completed until after the SPD is due to be adopted, and it has a broader remit. The SPD includes sufficient flexibility to be able to deal with the potential outcomes of the Movement Strategy. This is considered a more appropriate solution than delaying the adoption of the SPD, with possible knock-on effects for the improvement of the CWR area. Specific transport issues are dealt with below in relation to comments on the Movement & Accessibility section. In the meantime, WCC continues to work with HCC as Highway Authority on local and wider access issues relating to the SPD, other major developments across the city and the wider Movement Strategy.	No change
103, 104, 139, 143, 148, 156	The market causes problems in the High Street and should be relocated here.	The Public Realm Framework Plan suggests that the market could expand into The Broadway, while continuing in the Lower High Street where it operates well.	No change
15	Broadway should be partially covered for markets, recreation, eating outside	Noted. The SPD suggests that areas for outdoor seating, street markets and events could be created on The Broadway, although covered markets may be difficult or intrusive to achieve in this area.	No change
125	Market stalls must not be allowed to block the fronts of shops - consider a permanent indoor market, which could be used in the evenings	The SPD suggests the potential for an indoor market in the Antiques Market building, but this could be difficult to accommodate in The	No change

	as a performance space.	Broadway (see above).	
161	Please give priority to the Farmer Market! Farmers Market which is marginalised at present	The increased provision aspired to in the SPD could enable improved market provision, but it is not for the SPD to specify which area should accommodate the Farmers' Market.	No change
159	The Broadway should not be an extension of the market but kept free for other communal events.	The space that is suggested could be large enough to accommodate various activities, some of which could be at different times of the day or night.	No change
194	Not convinced Winchester could support a covered market, but market with cafes and restaurants could work in Woolstaplers Warehouse. High quality street furniture needed.	Noted, see above regarding a covered market. The SPD high quality street furniture (paragraph 3.2.9).	No change
111	Additional and replacement large street trees need to be provided	This SPD does not suggest removing existing trees in The Broadway. It does suggest planting, which could include large street trees.	No change
130	How will Abbey Gardens be separate from / integrated into this space?	The SPD could help to integrate and link Abbey Gardens with the public spaces aspired to in The Broadway and Riverside Walk.	No change
Hampshire Chamber of Commerce	This wide open concept is not in line with current violence threats and anti-threat measures should be included in these plans.	The need to incorporate security/anti-terrorism measures is accepted but the precise methods of achieving this are too detailed to be specified in this SPD.	No change
158	Should be piazza standard not plaza - there are buildings of scale, and a venue for events.	The surrounding buildings are largely 'fixed' but the detailed design of the space will be considered as part of the next stage of work once this SPD has been adopted.	No change

3	Paving should be UK stone like the High Street, not imported granite.	Noted. High quality paving is an aspiration of the SPD. The wording in 3.2.9 has been updated to suggest that the tarmac street surface could be removed and replaced with high quality paving and surfacing.	3.2.9 has been updated to suggest that the tarmac street surface could be removed and replaced with high quality paving and surfacing
4	Use smooth surfaces rather than uneven paving for cyclists / disabled.	Noted. Accessibility for cyclists and disabled will be considered as part of the next stage of work once the SPD has been adopted.	No change
69	The upkeep and maintenance of current buildings is key to improving the area. It is important to attract businesses to the area.	Noted, but the upkeep of buildings is not a matter for this SPD. This SPD aspires to attract businesses to the area (retail, office, etc).	No change
16	The Broadway side of the development should all be brick faced.	This SPD should not dictate detailed designs . materials, but provide aspirational guidance for these to be developed in planning applications.	No change
48, 51	The Broadway is central to our city and should be kept that way.	Noted, the SPD recognises the importance of The Broadway and aspires to make it more attractive and usable.	No change

Section 3.2 - Public Realm - LOWER HIGH STREET

54, 55, 62, 72, 77, 111, 112, 113, 119, 121, 125, 151, Winchester SALT, 154, 209	Support / accept/ agree with the section on the Lower High Street (3.2.11)	The support for the section on Lower High Street is welcomed.	No change.
70, 132, 159	The market should be removed from the High Street and to/from The Broadway.	The SPD suggests provision for a dedicated space for markets. A range of uses have been suggested for the Broadway including markets.	No change
127, 137, 163	The market should be in one (off-street / covered) location.	The SPD suggests provision for a dedicated space for markets.	No change
158	Market stalls should not obstruct architecture or shops.	The SPD suggests provision for a dedicated space for markets.	No change
161	Please give priority to Farmer Market.	The increased provision aspired to in the SPD could enable improved market provision, but it is not for the SPD to prioritise different elements of the market.	No change
194	Not convinced Winchester could support a covered market, but market with cafes and restaurants could work in Woolstaplers Warehouse. High quality street furniture needed.	Noted, high quality street furniture in this area is an aspiration of the SPD.	No change
211	Retail and leisure investment should be supported to enhance the attraction of the City Centre.	Noted. An aspiration of the SPD is to enhance this area's role as a primary shopping area, so could support the uses suggested.	No change

6, Winchester CTC , 116, 117, 141, 155, 209	Should allow for cycling in this area / include additional cycling provision / refer to cycling.	The SPD suggests the retention of the existing cycle parking so envisages cycling and cycling provision in this area. The SPD has been updated to clarify this. 3.3.13 sets out that cycle stands could be provided throughout the CWR area.	<p>The red box has been amended to show clearly what kind of movement is aspired to.</p> <p>The 'Street Markets & Pedestrian Movement' diagram will be updated to show existing and proposed cycling routes.</p> <p>3.3.13 has been updated to include references to the Winchester District Cycling Strategy.</p>
131	Should include a drinking water fountain.	While public drinking fountains could be encouraged, this is a detailed issue which will need to be considered at the detailed design stage.	No change
140	The High Street's distance from the bus hub would jeopardise its status as a primary shopping street.	The High Street is already a primary shopping street and the SPD aspires to maintain and reinforce this by improving its attractiveness and providing the bus hub in a convenient location.	No change
69, 144	There needs to be adequate maintenance of the proposed high quality paving.	Agreed, but this is not a matter for the SPD.	No change

73	How will customers access the proposed new hotel?	Maintaining the access to Market Street is aspired to.	No change
81	Anti terror barriers are unsightly and should be made more functionally decorative.	Agreed, but this is a detailed issue which will need to be considered at the detailed design stage.	No change

Section 3.2 - Public Realm - RIVERSIDE WALK

13, 19, 20, 22, 23, 33, 35, 42, 51, 54, 55, 62, 72, 77, 81, 83, 103, 111, 113, 114, 121, 122, 136, 138, 144, Hampshire Chamber of Commerce , 146, Hampshire Cultural Trust , 148, 154, 158, 209	Support / accept/ agree with the section on the Riverside Walk (3.2.12)	The support for the section on Riverside Walk is welcomed.	No change.
47, 112, 128, 136, 161, 163, 164, 194	The Riverside Walk should be a pedestrian zone only with no vehicles or cycling (car shown in artist's impression).	Whilst the aspiration of the SPD is to create an area within which pedestrians have priority, the SPD recognises that access for some vehicles is likely to be needed and therefore it is suggested that Riverside Walk is shared surface. However it is worth noting that service access is only likely to be needed for buildings which cannot be serviced along Friarsgate Passage. This is limited to the southern half of Riverside Walk, it is suggested that the northern section will be	No change

		pedestrianised.	
38, 49, 52, 60, 74, 104, 132, 159	Riverside Walk should connect to other areas to the north and/or south (e.g. Winnall Moors, Kings Worthy, St Cross, Twyford, etc).	While the aspiration of the SPD is to provide connectivity to areas outside the SPD area, as well as within it, it is accepted that this could be made clearer by indicating/referring to key links to adjoining areas. The city-wide Movement Strategy will set the overall framework for traffic and travel recognising the need for non-car based links across the city as well as those linking to neighbouring settlements.	The 'Street Markets & Pedestrian Movement' diagram will be updated to show existing and proposed pedestrian and cycling routes. 3.3.12 and 3.3.13 to include references to relevant strategies.
6, 36, Winchester CTC, 117, 150, 151, Winchester SALT, 155	Add reference to cycling (as well as pedestrian) priority/facilities.	Cycling is suggested for the Riverside Walk. The SPD has been updated to clarify this.	The red box has been amended to show clearly what kind of movement is aspired to.
194	Support retaining the bus station arch with a new name. Woolstaplers Warehouse is missing from the artist's impression whereas it should be the key building.	The support is welcomed. The aspiration is to retain Woolstaplers Hall, which is likely to be behind new buildings in the artist's impression.	No change
22, 73, 111, 131	Do not support use of the old bus station 'bridge' for street name/retain the historic bus station entrance.	The detailed treatment of the entrance and its naming will be matters for a future planning application and other stages.	No change
125	Support the reference to cultural/heritage elements which are much needed.	The support is welcomed.	No change
123, 128	A public drinking fountain should be provided in this location.	While public drinking fountains could be encouraged, this is a detailed issue which will	No change

		need to be considered at the detailed design stage.	
105	Support opening up of the watercourse. Water flow may need to be enhanced, and the river bed kept clean, to make the walk as pleasant as possible.	Noted.	No change
130, 140, 144, 164	The area should include benches / seating / exercise stations.	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change
192	Natural England advise that the riverside banks of the riverside park are kept as natural as possible with soft and mown grass right up to the banks.	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change
155	Busket Lane should be opened up to allow pedestrian access into the "pocket park".	Busket Lane is adopted public highway and the car parking behind the frontages are in private land ownership. Future discussions could be had to investigate whether a connection could be made here.	No change
69, 125, 164	Maintenance / discouragement of vandalism will be important.	Agreed, but this is not a matter for the SPD.	No change
133	Suggest using the Wildlife Trust to design and manage the waterway.	This is a good suggestion which can be considered at the detailed design stage.	No change
140	Friarsgate could be used as an interim bus station but it should return to the southern end of Riverside Walk.	The relocation of the bus hub to Friarsgate is a key aspiration of the SPD which frees up the existing site to be redeveloped and allows the creation of the Riverside Walk. This could not be achieved if the bus station were retained or returned to its existing location.	No change
Winchester SALT	Suggest creating a market square at the entrance to Riverside Walk and cultural area that links with the Woolstaplers Hall.	The SPD suggests the creation of a public space with a view to the Guildhall in this location. While it may be possible to locate some market stalls here, it is unlikely to be	No change

		possible to accommodate the whole market here or achieve the aspiration of creating an open area.	
193	Support de-culverting the watercourse but the SPD shows a residential building located on the eastern bank with no gap – there must be a suitable buffer from the watercourse edge to the building to allow for maintenance.	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change

Section 3.2 – Public Realm – TANNER STREET AND CROSS KEYS

55, 60, 62, 72, 73, 104, 105, 113, 119, 121, 125, 136, 144, Winchester SALT, 154, 158, 194, 209	Support / accept/ agree with the section on Tanner Street (3.2.14)	The support for the section on Tanner Street and Cross Keys is welcomed.	No change
81	Anything would be improvement in this area - it is a backstreet eyesore	The support is welcomed - the Vision sets out how the regeneration area could be improved.	No change
103, 132, 138	Would like culvert reopened revealing brook.	Whilst the SPD suggests open water channels could be introduced on the street surface to reflect the culverted brook, it does not suggest the opening-up of the brook itself.	No change
131 155	Open water channels could look twee, would prefer authentic waterways. Open channels, while sounding like a nice idea in theory, would be a nightmare in practice. Having narrow, easily-overlooked, long holes in the street is a recipe for accidents.	The opening of the culverted brook is not feasible and the inclusion of open water channels at street level could enhance the street scene. The design could be configured to be safe for all users of the space.	No change
51	Good to link up the waterways. Get rid of the old concrete buildings and relocate the doctors' surgery.	The existing St Clements surgery could move to a new site at Upper Brook Street. The design of any new or replacement buildings will be considered at a later stage in the context of the adopted SPD.	No change
69	Residential development, affordable to young families, should be included to add vitality.	The SPD aspires to a mix of uses including residential at ground floor and above. It	No change

		suggests an indicative range of residential uses, which, depending on the configuration, could provide up to 300 dwellings. The potential contribution of residential uses to the vitality and viability of the city centre is recognised in the SPD. Proposals for residential development would be required to meet WCC's adopted planning policies on dwelling mix and the provision of affordable housing.	
136	This would be an ideal place for small workshop/retail and artisan craft businesses	Noted. The suggested quantities and type of land use plan in the SPD aspires to such uses.	No change.
159	There is too much emphasis on retail which would be to the detriment of more civic and communal activities. Also the proposal overall is too reminiscent of the Henderson scheme especially with the suggestion of an anchor street (3.9.7).	The SPD suggests a number of active frontage uses appropriate to Tanner Street including retail, mixed-uses and residential. In order to remain adaptable to market conditions, it does not specify the proportions of these uses - or that they should be at the expense of civic/community uses	No change.
54	If the existing car park in Tanner Street is to disappear a replacement will need to be considered to replace car parking and ensure disabled parking is available.	Parking requirements will derived from the Movement Strategy in due course.	No change.
77	Good but not if buses are to continue using this.	Noted, but the SPD does not suggest the existing bus station location is retained. The long term aspiration, favoured by public opinion is to remove the buses from Tanner Street. A suggested phased approach to the removal of the buses has been agreed with HCC to allow for the outputs of the Movement Strategy to be incorporated. 3.2.13 has been	The following wording has been added to 3.2.13, Public opinion favoured an end state where buses

		updated to incorporate the agreed wording.	are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;
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112	<p>Whilst I like the idea of making as much of the CWR area pedestrian only, buses should still be able to use Tanner Street so that the bus stops in Silver Hill can remain in use. These are very popular with shoppers and are the only stops between the Bus Hub and The Discovery Centre.</p>	<p>The SPD, has a long term aspiration to remove buses from the pedestrian zones in Tanner Street. However, we have amended the SPD to include sufficient flexibility to deal with the potential outcomes of the Movement Strategy, this includes a phased approach to the removal of buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated.</p>	<p>Added additional bullet to 3.2.13: Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner Street. There is however a need to provide good quality bus stop/interchange in a nearby on road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport</p>
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			assessment and development control process.
133	Buses could turn left into Tanner St. and then immediately right into a revamped Friarsgate car park site, exiting via a new exit onto Friarsgate. At least temporarily use the old Post Office loading bay as a central deposit and store for the various shops - could save deliveries clogging up St George's St.	The SPD suggests a new location for the bus hub. WCC is working with HCC as highway authority to determine a range of potential opportunities relating to the SPD, other major developments across the city and the wider Movement Strategy. This will consider opportunities for deliveries and loading and bus access among other critical issues. See above	No change
140	Were the bus station to remain close to its current location buses would have to cross Tanner Street to get onto Silver Hill. The risk could be obviated through measures such as traffic lights and toucan crossings.	Noted, but the SPD suggests relocating the bus station to an alternative site.	No change.
6, Winchester CTC, 117, 141, 150	3.2.14 - Tanner Street is currently a useful cycle route to and through the city.	Cycling is suggested for Tanner Street, the SPD has been updated to clarify this.	The red box has been amended to show clearly what kind of movement is aspired to. to suggest that the tarmac street surface could be removed and replaced with high

			quality paving and surfacing The 'Street Markets and Pedestrian Movement' diagram will be amended to to show existing and aspirational cycle routes.
155	3.2.14 - replace "vehicular" with "motor vehicle". and put "pedestrian/cyclist priority", not just "pedestrian".	The wording has been amended from 'vehicle' to 'motor vehicle' and it has been made clear that the SPD aspires to both pedestrian and cyclist priority for this street.	The red box has been amended to show clearly what kind of movement is suggested. The 'Street Markets & Pedestrian Movement diagram will be amended to show existing and proposed cycle routes
164	Concerned about mixed use of cyclists and pedestrians, especially in relation to frail and elderly. The intention to encourage cycling - most cyclists are considerate, but some are definitely not.	Noted. Safety implications have been considered carefully in establishing the type of movement aspired to for each area. Tanner Street has been determined as suitable for shared surface.	No change.
126	This is a narrow dark alley with no realistic means of entry for commercial businesses.	The potential for Tanner Street to become an actively fronted and busy street is aspired to in the SPD.	No change .

130	The look and feel of all these streets could be improved with features such as the decorative banner across Parchment Street. Such banners could be rolled out as a feature across the regeneration area creating its own brand or Winchesterness.	This is a detailed issue which will need to be considered at the detailed design stage.	No change
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Section 3.2 - Public Realm - MIDDLE BROOK STREET

72, 104, 105, 112, 119, 121, 125, 136, Winchester SALT, 154	Support / accept/ agree with the section on Middle Brook Street (3.2.15)	The support for the section on Middle Brook Street is welcomed.	No change.
14, 29, 35, 48, 62	Support maintaining views of the Cathedral	The support is welcomed.	No change.
84	Support improving the view of the cathedral but is partial removal of the trees an option?	The removal of the trees is suggested to provide a clearer view of the Cathedral, which is an important objective. It is not possible to retain the trees as well as opening up views to the Cathedral and the trees are not sufficiently important to suggest retaining them.	No change.
164	Not sure how widening would be effected.	The street could be widened on its eastern side, by setting back new buildings as part of redevelopment.	No change.
54, 58, 73, 103, 121, 133, 140, 144	Oppose the loss of the (crab apple) trees.	The removal of the trees is suggested to provide a clearer view of the Cathedral, which is an important objective. It is not possible to retain the trees as well as opening up views to the Cathedral and the trees are not sufficiently important to suggest retaining them.	No change
55, 120, 140, 141	Question the need for retail / retail should be for independent shops.	The Land Uses section (3.4) allows flexibility over the scale and type of retail aspired to, with a very wide floorspace range suggested. Retail needs reports have provided detailed evidence on future needs and for the	No change

		development of the site. Winchester currently* has a 3.1% vacancy rate against a national average of 8.9%, although it is accepted that there are currently uncertainties around retail and provision will be influenced by market demand.	
159	There is too much emphasis on retail to the detriment of civic and communal activities and the proposal overall is too reminiscent of the Henderson scheme.	See above. .	No change
158	Commercial buildings need to be on a scale to make them viable, with bigger stores by the bus hub. Planting needs to be impressive avenue standard.	Noted. These are detailed issues which will need to be considered at the detailed design stage.	No change
144, 194	The Brooks Centre needs to be integrated / improved.	The regeneration of the area could provide an impetus to improve The Brooks, whether by improving the existing buildings or redevelopment. The section regarding Middle Brook Street has been updated to refer to the desirability of improving the appearance and attractiveness of The Brooks, which forms one side of Middle Brook Street.	3.2.14 has been amended to refer to the desirability of improving The Brooks and its potential for refurbishment or redevelopment in due course.
60, 83, 103, 113, 138	The Brooks centre is unattractive / spoils this street / should be demolished.	The SPD suggests The Brooks Centre could be retained and does not suggest its redevelopment. The section on Middle Brook Street has been amended to refer to the improvement of The Brooks (see above).	See above.
69	Maintenance of existing buildings is important.	Agreed, but this is not a matter for the SPD.	No change

6, 47, Winchester CTC, 117, 150, 155	Add reference to cycle access / provision in Middle Brook Street (to link with proposed improvements to the pedestrian/cycle crossing of Friarsgate).	There is an existing cycle route along Middle Brook Street to the north of Friarsgate. The SPD suggests toucan crossings across Friarsgate to connect to this and other cycle routes. However, cyclists may need to dismount on the pedestrianised section of Middle Brook Street to the south of Friarsgate, as they do at present.	No change
141	Middle Brook Street should be pedestrian only, with Tanner Street a cycle route.	See above	See above
132	Need to be clearer how pedestrians and cyclists are to be accommodated safely - could the opened-up brook function as a barrier between them?	The SPD does not suggest that the brooks below MBS and Tanner Street could be opened up due to depth and the land area that would be required to do so. These streets could have grills or surface channels to represent the waterways below street level but not open up safety hazards or generate the need for barriers on street.	No change
138	Open up the brook rather than just having grills.	See above	See above
111	Middle Brook Street should be a main street connecting to Park Avenue and North Walls Park, with the ratio of enclosure and surface treatment reflecting this (not too narrow). Grills, water fountains and art could lead to visual confusion, keep things simple and high quality.	Noted. The aspiration in the SPD is to make Middle Brook Street a key pedestrian street, with improved crossing facilities at Friarsgate. These could link to the northern part of Middle Brook Street and Park Avenue, and on to North Walls Park, etc. The SPD has been amended to refer to key links to adjoining areas (see the section on Riverside Walk above).	The 'Street Markets & Pedestrian Movement' diagram will be updated to reflect this
163	Support a review of traffic flow in the town centre, consider taking buses out through Lower Brook Street.	Noted, this issue is considered further in relation to the section on Movement and Accessibility below.	No change.

77, 81	Concerned about the bus hub causing additional emissions / congestion.	Noted, this issue is considered further in relation to the section on the Bus Hub below.	No change.
144	Support interactive landscape features and would encourage a trail for children and tourists.	Noted.	No change.
131	A public drinking fountain should be provided in this location.	While public drinking fountains could be encouraged, this is a detailed issue which will need to be considered at the detailed design stage.	No change
136	Car parking should be improved, better managed and more accessible (e.g The Brooks car park closes too early).	Noted, this issue is considered further in relation to the section on Movement and Accessibility below.	No change.
Hampshire Chamber of Commerce	Housing on upper floors in the lower part of Middle Brook Street would improve the vibrancy of the High Street and surveillance, as well as providing much needed housing.	Noted, but this part of Middle Brook Street is outside the area covered by the draft SPD.	No change.
209	Support improved street lighting.	Noted. The details of street lighting would be considered at the detailed design stage.	No change.

Section 3.2 – Public Realm – ANTIQUES MARKET

13, 14, 19, 20, 24, 33, 34, 37, 42, 47, 49, 52, 53, 54, 55, 60, 62, 71, 72, 74, 77,81, 97, 103, 112,	Support / accept/ agree with the section on the Antiques Market (3.2.17) / support the retention of the Antiques Market.	The support for the section on the Antiques Market is welcomed.	No change.
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113, 119, 120, 121, 122, 125, 126, 136, 138, 139, 140, 144, 146, Hampshire Cultural Trust, 151, 152, 154, 164			
38, 49, 52, 74, 132	Support the proposals, subject to a condition survey to show whether the Antiques Market (and Woolstaplers Hall) is capable of retention and use in the ways proposed.	A survey has been undertaken indicating the buildings can be retained providing the required investments are made.	No change.
56, 109	There should be an indoor / covered market (e.g. for market stalls, small lock-up shops and a performance space).	The SPD suggests provision for a dedicated space for markets and event space.	No change
69, 73, 130, 136, 155	Should include a craft market / local businesses / small businesses.	Opportunities that come forward will be considered on merit with regards to viability.	No change.
Winchester SALT	The Antiques Market is small and better suited to cafes and restaurants with outside seating, with Riverside Walk better for events.	See above	No change.
194	Support the retention of the building but its treatment and reuse needs to be appropriate, e.g. a low-key arts cinema.	See above	No change.
13, 104	The open space around the Antiques Market should be for outdoor eating / performance / entertainment.	Noted, the SPD aspires to such uses.	No change
51	This could be the ideal place for a new city	The SPD suggests provision for a museum.	No change

	museum.	Opportunities for the Antiques Market will be considered on merit with regards to viability.	
131	Maybe this is the place for a bandstand?	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change
111	Good idea but the public realm around this building could be in shade as its north facing.	See above	No change
130, 136, 158	The space needs to be light and airy.	See above	No change
Winchester CTC	This should be a pedestrian only walkway, there are more appropriate west-east routes for cyclists.	The SPD suggests that this is a pedestrian only route, cyclists may be required to dismount. The SPD has been updated to clarify this.	The red box has been amended to show clearly what kind of movement is aspired to.
117	Cycle lane provision is required	The SPD suggests that this is a pedestrian only route, cyclists may be required to dismount. Safety implications have been considered carefully in establishing the type of movement aspired to for each area. The Antiques Market has been determined as unlikely to be suitable for shared surface. The SPD has been updated to clarify this.	See above
123, 128	A public drinking fountain should be provided in this location.	While public drinking fountains could be encouraged, this is a detailed issue which will need to be considered at the detailed design stage.	No change
56	The Propertonomics report supports too much tourism and big retail and refers to 2 hours free parking which seriously conflicts with the Atkins report.	The various specialist reports constitute evidence and advice which has been taken into account in developing the SPD, but it is not intended to amend the reports. New evidence may be commissioned as necessary.	No change

105	Bringing in the prospect of the Almshouses is important.	Noted, but these are not visible currently from the Antiques Market and are unlikely to be so in the proposed scheme.	No change
128	Support an art installation using water in this space, linking to the culvert in Tanner Street and the Riverside Walk.	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change
159	There is too much emphasis on retail to the detriment of civic and communal activities and the proposal overall is too reminiscent of the Henderson scheme.	Noted, but a variety of uses are suggested in and around the Antiques Market, including a gathering place and cultural/heritage uses. The Land Uses section (3.4) allows flexibility over the scale and type of retail, with a very wide floorspace range suggested. Retail studies have identified a substantial need for new floorspace, although it is accepted that there are currently uncertainties around retail and provision will be influenced by market demand.	No change
Theatres Trust	The provision of a cultural offer is welcomed, as is the recognition that cultural uses can play a pivotal role in regeneration.	The support is welcomed.	No change.
Historic England	Question the appropriateness of a formal 'piazza', using an interlocking space as a connector between the two blocks may be more appropriate. There needs to be a stronger argument for integrating water in the streetscene and it is unclear how these features improve the understanding of	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change

	historical and evidential patterns and use of water within this area of the city.		
209	Focus on new and more attractive area of the High Street Quarter.	Noted.	No change

Section 3.2 – Public Realm – FRIARSGATE PASSAGE

33, 51, 53, 54, 60, 62, 72, 77, 104, 105, 111, 112, 113, 119, 121, 125, 131, 132, 144, Winchester SALT, 159, 194, 209	Support / accept/ agree with the section on Friarsgate Passage (3.2.19)	The support for the section on Friarsgate Passage is welcomed.	No change
69	It is also important to attract local businesses to the area. The new plan shouldn't look the same as any other city centre with the same retail outlets.	The need to attract new businesses is acknowledged and the vision is designed to be distinctly Winchester.	No change
35	Support commercial or professional use for Friarsgate Passage - don't think it will be very attractive to retailers.	Noted. The uses for Friarsgate Passage are described as mixed use, which could include commercial or professional uses.	No change
140	WCC should own a bit of the residential buildings to let as council homes, not concentrated in one block but dispersed along the passage.	The tenure of any residential development is not a matter for the SPD, although any proposals for residential development will need to comply with planning policies requiring affordable housing.	No change
158	There should be housing, live/work and music/culture.	The SPD proposes retail and mixed uses in this area which could allow for these uses, although this is not likely to be a very attractive environment for housing.	No change

6, 36, Winchester CTC, 114, 117	This should be pedestrian/cyclist lane - the photo shows cyclists but there is ambiguity in the SPD.	The SPD suggests a pedestrianised street and for safety reasons this is unlikely to be compatible with cycle access. The SPD has been updated to clarify this. The SPD clearly states that the images are for illustrative purposes only but the image will be updated to avoid confusion.	The red box has been amended to clarify what kind of movement is aspired to. The image will be updated to avoid confusion.
141, 149, 150, 151, 155	Lack of clarity on cycle provision, this should be pedestrian only (assuming the Riverside Walk will be). The pinch point mentioned would be a cycle/pedestrian conflict point if this passage was open to cyclists, but the artist's impression clearly shows cyclists.	The SPD suggests a pedestrianised street and for safety reasons this is unlikely to be compatible with cycle access. The SPD has been updated to clarify this.	See above.
56	Atkins suggest this as a North/South cycle route but this needs stronger definition than currently presented.	This street is east-west and the SPD does not suggest it is designated for cycling due to safety reasons. The SPD has been updated to clarify what kind of movement is aspired to.	The red box in 3.2.18 has been amended to clarify what kind of movement is aspired to.
103	Needs to be stepped, lower height buildings not dominating the almshouses. No need for retail space here. Could be affordable (rented) housing for young people leading to the almshouses for the elderly.	Noted – the stepping of buildings is not precluded by the SPD and more detailed design issues will be considered at a later stage. The SPD aspires to retail and mixed uses in this area and this is not likely to be a very attractive environment for housing. Any residential development will need to meet WCC's planning policies on affordable housing provision.	No change
73	Shallow channels for run off could catch out the less able.	Noted – the safety/accessibility aspects of specific proposals will be carefully considered.	No change

137	The key to success will be creating active frontage at street level that works and doesn't regress to blanked off windows hiding storage or similar.	Noted – SPD suggests ground floor uses to provide active frontage at street level.	No change
164	Hope the buildings on each side will not look like the ones in the drawing!	Noted. The drawings are artists impressions and detailed design matters will be considered at the planning application stage.	No change.

<p>Tanner Street Limited</p>	<p>No in principle objection to the creation of "Friarsgate Passage", but strongly object to it encroaching on any of the land within our (Tanner Street Ltd) title. The draft SPD does not make clear whether or not this might occur, but informal discussions with members of the JTP team indicated that it might. This would conflict with paragraph 3.2.1 of the SPD which states, that "the layout of the network takes account of land ownership boundaries across the site, ensuring that the routes and spaces are deliverable alongside development parcels".</p> <p>If the creation of Friarsgate Passage is made contingent upon our land, or part of it, there has to be real doubt as to whether it can be delivered. It does not need our land to be created and could be routed along an existing gap between Coitbury House on land owned by WCC. Utilising the existing entrance on Tanner Street, the route could easily be turned before it meets Lawn Street. This would accord with the general design/layout aspirations of the draft SPD, such as in paragraph 3.2.19 which says that, "the street frontages should not be parallel".</p>	<p>The SPD has been amended to ensure it is sufficiently flexible to deliver the proposed scheme around the land within Tanner Street Ltd title and could be delivered without the inclusion of this land</p>	<p>3.2.18 The word 'potential' has been added and the Public Realm Framework plan will be updated to ensure the suggested location for Friarsgate Passage does not sit in the land within Tanner Street Ltd title. It has been stressed that the framework plan is aspirational and not the only layout option for delivery see 3.2.7</p>
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Section 3.2 – Public Realm - SILVER HILL

54, 72, 77, 104, 113, 121, 137, 144, Hampshire Cultural Trust	Support / accept / agree with the section on Silver Hill (3.2.20)	The support for the section on Silver Hill is welcomed.	No change
20, 24, 30, 34, 37, 42, 49, 55, 62, 103,105, 120, 132, 144, 163 194	Support the retention of the Woolstaplers' Hall (it would make an ideal site for an Anglo Saxon Museum / general museum).	Woolstaplers Hall could be retained and occupied by new uses which are not determined in detail by the SPD. Provision of a museum is aspired to in the SPD, which suggests mixed uses, including cultural / heritage uses in the eastern section of Silver Hill.	No change
60	Please ensure it has life for visitors and not just residential	The SPD seeks to achieve an appropriate balance between a range of uses, with residential uses only at the eastern end of Silver Hill.	No change
81	Why this has been left for so long....its getting more and more run down.	The SPD is important in helping to realise the potential of this area.	No change
96, 156, 209	Need more definition of cultural uses as we need to encourage people to come into Winchester. High Street retail is in national decline. A Saxon Museum would bring people here.	The SPD suggests cultural / heritage uses such as museums, arts venues, performance spaces, leisure facilities and public art. The purpose of the SPD is to set out possible type and layout of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses. The SPD therefore, does not seek to specify the precise type of cultural facilities but creates the opportunity for proposals to come	No change

		forward.	
125	Cultural & Heritage uses should take precedence over commercial uses. The present Museum is too small and the English Project needs a home. At least one of these could be accommodated in the Woolstaplers Hall.	The SPD suggests cultural / heritage uses such as museums, arts venues, performance spaces, leisure facilities and public art. The purpose of the SPD is to set out possible type and layout of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses. The SPD therefore, does not seek to specify the precise type of cultural facilities but allows for proposals to come forward to reflect the outlook / demand / feasibility of uses at the time.	No change
126	Why is there no allowance for commercial spaces throughout this area?	The SPD suggests that the focus of the eastern section of Silver Hill is to include commercial uses, with retail at the western end.	No change
109	Concerned about the amount of retail space proposed, as there is less demand for large retailers to have a physical presence and there will be a knock-on effect to the High Street which has already seen many retailers pulling out. Would like to see a large covered market area.	<p>A wide range of uses are aspired to for Silver Hill. The proportion of each use is not specified as this is not appropriate for this SPD and they will emerge as planning applications come forward, and will reflect the market / economic situation for various uses.</p> <p>The number of empty shops on the high street is considerably lower than the national average. Retail needs reports have provided detailed evidence on future needs and for the development of the site. Winchester</p>	No change

		currently* has a 3.1% vacancy rate against a national average of 8.9% although it is accepted that there are currently uncertainties around retail and provision will be influenced by market demand.	
		The SPD refers to the potential for a covered market in the area of the Antiques Market.	
158,159	Need large private sector offices to balance the mix of employees in the city centre and support local businesses. There is too much emphasis on retail in these areas which would be to the detriment of more civic and communal activities. The proposal is too reminiscent of the Henderson scheme.	The SPD seeks to provide for commercial development, which includes offices, in the eastern part of Silver Hill, but cannot specify whether these should be private or public sector. Retail is appropriate at the western end where it links well with the High Street, and does not reduce the area available for civic / communal uses.	No change
211	The suitability for upper floor residential land uses (maps on p40) should include land to the south of Silver Hill.	Noted. It is acknowledged that the 'upper floor uses' plan does not cover land to the south of Silver Hill. The plans have been updated to rectify this.	The upper floor suggested quantities and types of land use plan will be updated so that the southern edge of the land uses align in both diagrams.
51, 105, 211	Access for delivery is important / the designation of a service street is vital to retain and attract commercial occupiers.	It is agreed that servicing is important and the aspiration is to provide this in a way that will not dominate.	No change

111, 128	This street should not be designed as a service street / it should be fully pedestrianised and restrict service vehicles to before 8.00am	A shared surface for pedestrians and service vehicles is suggested for this area as servicing is likely to be necessary. Arrangements could be made to ensure these users can share this space harmoniously, which may include controls on delivery times. The SPD aspires to a high standard of design in this area, as in the wider regeneration area.	No change
6, Winchester CTC, 114, 117, 141, 150, 151, 155	Add reference to cycle access / provision or amend role to pedestrian/cyclist/service street.	The SPD suggests a shared surface for pedestrians, cyclists and service vehicles. The SPD has been updated to clarify this.	The red box has been amended to include what kind of movement is aspired to.
112	Extend Silver Hill across to Riverside Walk to further enhance the feel of the area and give ease of movement. Do not like the loss of the bus stops in Silver Hill which will inconvenience passengers especially the less mobile or those with heavy shopping.	The SPD aspires to extend Silver Hill to Riverside Walk, so the support for this is welcomed. The SPD reflects public opinion with the long term aspiration to remove buses from the pedestrian zones in Silver Hill. We have amended the SPD to allow for sufficient flexibility to deal with the potential outcomes of the Movement Strategy, this includes a phased approach to the removal of buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated.	Amended Section 3.2.19. Added additional bullet to 3.2.19: Public opinion favoured an end state where buses are removed from the pedestrian zones in Silver Hill. There is however a need to provide good quality bus stop/interchange in a nearby on road location or other suitable alternative. This will require the developers of

			certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process.
132	Support the proposals but the restrictions on vehicular access to Silver Hill must be set out more clearly and rigorously.	The support is welcomed. The aspiration for vehicle movements in Silver Hill is clear and details will be determined at the planning applications stages.	No change
136	Sounds good but some of the residential must be social/affordable housing	Proposals for residential development will have to meet the requirements of WCC's planning policies on affordable housing.	No change
140	Were the bus station to remain in the same site, then Silver Hill would become a route for buses. Visibility down the road would be good because it is straight, without chicanes and obstructions.	The SPD suggests that the the bus hub is relocated to the Middle Brook Street Car Park in order to free up the existing site for more viable development. In relocating the bus hub, the area could benefit from land released between Tanner Street and St John's Almshouses to allow for improvements to the public realm and landscape,	Added additional bullet to 3.2.19: Public opinion favoured an end state where buses are removed from the pedestrian zones in Silver Hill.

		<p>opportunity for residential, leisure and cultural/heritage redevelopment, views to the Guildhall and connections to the Broadway. The SPD reflects public opinion with the long term aspiration to remove buses from the pedestrian zones in Silver Hill, the SPD has been amended to provide for sufficient flexibility to deal with the potential outcomes of the Movement Strategy, this includes a phased approach to the removal of buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated.</p>	<p>There is however a need to provide good quality bus stop/interchange in a nearby on road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process.</p>
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Winchester SALT	<p>Woolstaplers Hall should be converted into a cultural centre with an open ground floor "arts centre" space, offices and work/live studios. It is an ideal option for the provision of a covered public space, which would open up the area and link spaces either side of it.</p> <p>The use of the West end of Silver Hill as a service area appears necessary, but the East end should be pedestrianised or with very restricted use by vehicles (e.g. early mornings and evenings only) with bollards controlling access.</p>	<p>Woolstaplers Hall could be retained and occupied by new uses which are not specified in detail by the SPD because it is not appropriate to include this level of detail. Provision of an arts centre, offices and work/live studios museum is an aspiration in the SPD, with cultural / heritage uses focussed at the eastern end of Silver Hill.</p> <p>The SPD suggests that Silver Hill is to be a shared surface for pedestrians and service vehicles. Access for service vehicles will be determined as proposals come forward.</p>	No change
161	Please don't allow too high building and will deep piles affect the waterflow under the rest of the city?	The SPD includes aspirations for building heights. This will be a material consideration during the decision making process as and when planning applications come forward.	No change
164	Can't really comment, no idea what a "service street" means.	Noted. A service street is a route for delivery / maintenance vehicles servicing the location.	No change

Section 3.2 - Public Realm - FRIARSGATE

51, 54, 60, 72, 77, 103, 105, 113, 114, 119, 132, Winchester SALT, 155, 158	Support / accept/ agree with the section on Friarsgate (3.2.21)	The support for the section on Friarsgate is welcomed.	No change
81	Why has this been left for so long, its getting more and more run down.	The SPD is part of the process of bringing forward an acceptable redevelopment as soon as possible.	No change
54, 112, 159	Prefer Option B (rerouting traffic to the north of the bus hub) – better integration, avoids conflict between traffic and pedestrians.	Noted, see the section on the Bus Hub below where all comments on the bus hub are considered.	No change .
73, 104, 133	The bus hub should be on the south side of Friarsgate / multi-storey car park site (with dedicated bays, cover and seating).	Both locations suggested in the SPD have advantages. Option A enables sufficient development on land to the south to accommodate the range of uses sought in a viable fashion. Whereas option B ensures that bus users maintain easy walking distances to buses without having to wait and cross the often busy Friarsgate, with the resultant congestion and delay given that the one-way system is sensitive to change.	No change
55, 73, 125	The bus hub should have proper waiting space, under cover, with services and seating.	Section 3.6 of the SPD sets out the aspirations for the bus hub, which include sheltered waiting facilities, toilets, real time information, café, etc.	No change

111	Don't agree there should be a bus hub – buses should put down/pick up on Friarsgate, with housing on the Middle Brook car park.	It is important to provide an off-street facility as Friarsgate is a primary vehicular corridor. There is also support for the provision of a bus hub containing various facilities.	No change
131	How do people get from the High Street to the bus hub - need Dial-a-Ride and Shopmobility as part of the bus hub.	Currently there are no plans to change arrangements. Although WCC is not ruling it out in the future,	No change
57	Is there enough space for the bus hub / is diverting Friarsgate feasible / where are the other bus stops?	Redirecting Friarsgate will be considered as outcomes of the Movement Strategy come forward. The SPD has been amended to provide for sufficient flexibility to deal with the potential outcomes of the Movement Strategy, this includes a phased approach to the removal of buses from the CWR area. WCC is working with local bus operators and HCC as highway authority to assess critical mitigation measures, including alternative bus and user access and the prime location of the bus hub based on the two options proposed.	Added additional bullet to 3.2.20: Public opinion favoured an end state where buses are removed from the pedestrian zones in Silver Hill. There is however a need to provide good quality bus stop/interchange in a nearby on road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in

			consultation with bus operators and the Highway Authority as part of the transport assessment and development control process.
194	Keep housing away from the bus hub due to fumes and pollution.	Noted, an adequate distance could be maintained between housing and polluting uses.	No change.
209	The bus station/hub is already being improved, need better signage.	The suggested relocation of the bus hub to Friarsgate is a key element of the SPD which frees up the existing site to be redeveloped. This could not be achieved if the bus station were retained in its existing location.	No change
140	There should be an events arena on the site of the multi-storey car park and the Friarsgate Medical Centre should be reinstated.	The SPD aspires to mixed uses on Friarsgate and encourages active frontages at ground floor level, so does not prevent the uses suggested.	No change proposed
139	The medical centre should not have been removed, making people travel, to Weeke.	Noted, but this has already been agreed and the SPD cannot reverse it.	No change
128, 137	The proposed bus hub location doesn't link well with the train station - may be best at North Walls / Station Approach.	The primary purpose of the bus hub is to enable convenient public transport access into the heart of the city centre. Unfortunately the rail station is somewhat off-centre so could not achieve this, despite the benefits of a combined public transport hub. However, opportunities to improve the pedestrian route between the railway station and city centre will be considered as part of the proposed	No change

		Station Approach development. and in the Movement Strategy that looks at city-wide walking, bus and cycling access.	
120	Concentrating bus movement in this street would add to congestion issues.	Friarsgate is already a key bus route and the off-street siting of the suggested bus hub is intended to avoid buses causing congestion. WCC is working with local bus operators and HCC as highway authority to assess critical mitigation measures including alternative bus access using the micro-simulation traffic model built for the Movement Strategy. The results from this initial and any subsequent assessment work will help shape movement and access requirements.	No change
163	Consider taking buses out through Lower Brook Street	This routing is unlikely to be suitable for buses or achieve any benefit, as buses heading east would continue to use the Broadway.	No change
54	Need clearly marked disabled parking, adjacent area for drop-off/pickup, replace car parking lost, phased traffic lights to avoid congestion.	Noted. This is a detailed issue which will need to be considered at the detailed design stage.	No change
164	Not sure how an "avenue-like character" can be created with all the buses and traffic.	The suggested tree planting and street enclosure is more important to the creation of an avenue-like character than the amount of traffic - successful avenues can be heavily trafficked.	No change
22	Friarsgate will be busy with traffic, not sure that 'active frontages' will be attractive.	Noted, but even if Friarsgate remains a busy street, providing active frontages could help make it more attractive and usable.	No change

70, 111, 144, 159, 163	The Winchester Movement Study needs to be completed and to inform the SPD.	<p>The Movement Strategy will not be completed until after the SPD is due to be adopted, and it has a broader remit. Therefore the SPD has been drafted to include sufficient flexibility to be able to deal with the potential outcomes of the Movement Strategy.</p> <p>However some amends have been made to create further flexibility in relation to the bus routes and bus stops, explaining that the aspiration is to develop a phased approach to the removal of the buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated.</p> <p>This is considered a more appropriate solution than delaying the adoption of the SPD, with possible knock-on effects for the improvement of the CWR area. WCC continues to work with HCC as Highway Authority on local and wider access issues relating to the SPD, other major developments across the city and the wider Movement Strategy.</p> <p>Specific transport issues are dealt with below in relation to comments on the Movement & Accessibility section below.</p>	<p>The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and</p>
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			the Highway Authority as part of the transport assessment and development control process;
130	There is an absence of traffic and parking vision which is essential to evaluate this section.	Transport issues have been considered in developing the SPD and WCC continues to work with HCC as highway authority in support of viable movement and access mitigation, with wider matters for the whole city being considered by the Movement Strategy.	No change.
56, 62, 121, 137	Cars / through traffic should be discouraged / removed from Friarsgate / central Winchester.	The wider role of Friarsgate and the level / type of traffic it can accommodate will be addressed by the Movement Strategy. In the meantime the SPD maintains flexibility to be able to deal with the potential outcomes of the Strategy.	No change
126, 138	Cars cannot be removed without damaging the city centre commercially and culturally / visitors and out-of-town residents are needed to support the retail sector.	The SPD suggests parking in accordance with the current parking strategy. Wider parking issues will be addressed by the Movement Strategy and Parking Strategy.	No change
56, 96	More parking is needed not less / do not support controlling car use by parking charges / provision.	See above.	No change
Hampshire Chamber of Commerce	Question the loss of car parking at Middle Brook Street – would not support this without alternative inner ring car parking. Support the current three-tier pricing strategy, there should not be any further loss of parking until	The SPD suggests that the number of car parking spaces to be provided on Middle Brook Street car park will flow from appropriate transport assessments. Wider car parking provision and car access	3.3.11, 3.2.20 and 3.6 have been amended to suggest that the number of car parking spaces

	the Movement Strategy is completed.	requirements are being considered through the Movement and Parking Strategies.	to be provided on Middle Brook Street car park will flow from appropriate transport assessments.
6, 56, Winchester CTC	Support enhancing the pedestrian and cyclist experience.	The support is welcomed.	No change
42, 117, 150, 151, 155	Cycle provision is required / suggest contraflow east-west system on Friarsgate.	Cycle provision is suggested on Friarsgate. The SPD has been updated to clarify this. WCC continues to work with HCC as highway authority to determine local mitigation as well as wider traffic and transport issues arising through the Movement Strategy, especially non-car based cross-city access, but in the meantime the SPD seeks to maintain flexibility.	The red box in 3.2.20 has been amended to include what kind of movement is aspired to.
13, 40	Concerned about shared surfaces on Friarsgate, with vehicles and pedestrians.	The SPD aspires to enhance the pedestrian, bus user and cyclist experience, but does not suggest shared surfaces in Friarsgate.	No change
123	A public drinking fountain should be provided in this location.	While public drinking fountains could be encouraged, this is a detailed issue which will need to be considered at the detailed design stage.	No change
132	The wording of this section of the SPD needs to spell out its requirements more clearly.	The purpose of the SPD is to set out the possible type and layout of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses, nor prescriptive in its design approach.	The list of streets and spaces has been highlighted and wording has been added to

		<p>The SPD sets out aspirational development criteria for the area which, once the SPD is adopted will be a material consideration during the decision making process as and when proposal come forward. .</p> <p>It is accepted that there is a general need to clarify the aspirations for the development by highlighting this in the SPD..</p>	<p>explain that it refers to the Public Realm Framework Plan and the sections that follow, to make clear that the Plan and all the area-specific pages form the illustrative guidance based on the Council's public consultation for each of the following streets and spaces.</p>
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Section 3.3 - MOVEMENT AND ACCESSIBILITY

38, 74, 77, 129, 137, 144, 187, 119, 125, 146, Hampshire Cultural Trust	General support for the section on Movement, Accessibility and Traffic, but sometimes with reservations about delivery	The support is welcome	No change
HCC	The SPD is an ambitious document and the Highway Authority generally support its aims. However, a decision to formally adopt the whole of the SPD can only be reasonably considered once a full assessment of the likely traffic impact of the proposals has been made. Therefore we consider that there is a need to extend the existing programme, albeit that elements of the SPD could effectively be agreed in the interim.	The Movement Strategy will not be completed until after the SPD is due to be adopted, and it has a broader remit. The SPD includes sufficient flexibility to be able to deal with the potential outcomes of the Movement Strategy. However some amends have been made to create further flexibility in relation to the bus routes and bus stops, explaining that the aspiration is to develop a phased approach to the removal of the buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated. This is considered a more appropriate solution than delaying the adoption of the SPD, with possible knock-on effects for the improvement of the CWR area. WCC continues to work with HCC as Highway Authority on local and wider access issues relating to the SPD, other major developments across the city and the wider Movement Strategy	<p>The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within</p>

			the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;
38	The reference to 'supports' throughout the document is not strong enough to ensure something actually gets done about the issues raised. If something is important, then it should be 'required' to be delivered.	<p>The purpose of the SPD is to set out the possible type and layout of land uses and provide a coordinated framework for the whole area, it is not a site by site allocation of uses, nor prescriptive in its design approach. The SPD sets out aspirational development criteria for the area which, once the SPD is adopted will be a material consideration during the decision making process as and when proposal come forward. .</p> <p>Language such as 'required' is too prescriptive to be included in this SPD,</p> <p>It is accepted that there is a general need to clarify the aspirations for the development by</p>	<p>The following amends have been made to make it clear that these are aspirations for the area and to emphasise their importance:</p> <p>The objectives set out in 1.5.4 have been made bold and set within a box.</p> <p>The list of streets and spaces has been highlighted</p>

		highlighting this in the SPD..	<p>and wording has been added to explain that it refers to the Public Realm Framework Plan and the sections that follow, to make clear that the Plan and all the area-specific pages form the illustrative guidance based on the Council's public consultation for each of the following streets and spaces.</p> <p>Boxes have been added at the end of each section from 3.3 onwards to summarise the requirements.</p>
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Winchester CTC , 111, 131, Winchester Friends of Earth	The SPD is a great advance on previous thinking but it doesn't go far enough. There should be a clear statement that the whole area should be free of private cars, with the exception of disabled access, taxis, and tradespeople. To avoid ambiguity, the first paragraph should be amended to read reduce dependence on other motor vehicular modes. It should be clear that there is a hierarchy of priority: pedestrian, cycling, public transport and then other motor vehicles.	The SPD aspires to achieve a balance between reducing vehicular movements, and priority especially the private car, whilst recognising that at certain times there will still be essential journeys that need to be made.	No change
City Wide Vehicular Movement			
14, 38, 41, 49, 51, 55, 69. 74, 81, Winchester CTC, 95, 96 103, 104, 106, 108, 109, 111, 118, 122, 161, 194 WDB , 197, Winchester Friends of Earth, Winchester Deserves Better	The SPD should not be adopted until the Movement Strategy is finalised. It is important for CWR SPD and Movement Strategy to be consistent, and the ambition to reduce traffic in the town centre needs to be taken up by HCC in the MS. This SPD also needs to be integrated with other developments (Bar End Leisure Centre and Station Approach) in the Movement Strategy for the City.	The Movement Strategy has a significantly broader remit and will not be completed until after the SPD is due to be adopted. However, the preparation of the Movement Strategy is a collaborative and iterative process, and the aspirations in the SPD will assist in its preparation. The SPD provides flexibility to respond to the outcomes of the Movement Strategy. However some amends have been made to create further flexibility in relation to the bus routes and bus stops, explaining that the aspiration is to develop a phased approach to the removal of the buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated. This is considered a more appropriate solution	<p>The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road</p>

		<p>than delaying the adoption of the SPD, with possible knock-on effects for the improvement of the CWR area.</p> <p>WCC continues to work with HCC as highway authority on local and wider access issues relating to the SPD, other major developments across the city and the wider Movement Strategy</p>	<p>locations or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;</p>
HCC	<p>The Plan is orientated around making a much improved place for pedestrians. This is likely to be at the expense of capacity on the one way system and a slight worsening of the experience of bus users. The scale of these trade-offs between modes has not been evaluated but in our experience of looking at other transport assessments in the vicinity the one way system is incredibly sensitive to traffic disruption. Highway changes in this location will have implications on general</p>	<p>The SPD suggests improvements to all sustainable modes of transport, with a particular focus on the pedestrian and public realm environments. At this stage it is not considered necessary or realistic to delay adopting the SPD. The planning framework is not prescriptive and allows for flexibility, and a detailed evaluation of the various transport issues will be required before any firm proposals are put forward to make alterations to the highways network.</p>	No change

	town centre accessibility, any impacts need to be fully evaluated before the SPD can safely be approved.		
3, 78	Consideration needs to be given to city wide movement and residents.	The SPD supports the restriction and reduction of vehicular movement in the CWR area, but recognises that there will still be essential journeys. However, this is not an issue exclusive to the SPD and wider transport issues will be considered by the on-going Movement Strategy	No change
1, 198	Reducing vehicles will require more P&R, tougher action on car use, higher parking charges, congestion charges, and restrictions, to cars in favour buses and cycles.	Noted, but these issues cannot be addressed solely through the SPD, and the wider transport issues will be considered by the on-going Movement Strategy	No change
120, Winchester Friends of Earth	We need to improve air quality and discourage vehicles, as far as is practicable.	The SPD seeks to discourage non-essential journeys with the Movement Strategy supporting reduced motorised traffic alongside encouraging non-car based movement and activity. Section 3.15 of the SPD, on Sustainability suggests a series of measures to improve air quality which are in accordance with the Winchester Air Quality Action Plan 2017, which the Movement Strategy further supports.	No change
37, 54	Traffic cuts through the city because it can, traffic restrictions have had no affect because they are never enforced.	Noted, but this comment is not exclusive to the SPD and broader transport issues will be considered by the on-going Movement Strategy	No change

71	There is a determination to make Winchester into a carless city. This would certainly lessen the pollution but also force people to do their shopping elsewhere. As current car parks are full most of the time. Vehicular access and flow is a strategic matter that needs strategic consideration with a full and open assessment of the consequences of any decision. Companies are already contemplating leaving the city because of the problems of parking.	The SPD is clear that whilst supporting the restriction and reduction of vehicular movement in the CWR area, there will still be essential trips that need to be made. The SPD therefore seeks to achieve a balanced approach. The city wide parking strategy recognises the importance of ensuring sufficient spaces to support the local economy. In addition, the city-wide Movement Strategy aims to support growth and economic vibrancy alongside improving air quality and increasing non-car based movement and access, helping to support Winchester as an important commercial centre.	No change
95	Do not restrict vehicles around the one way system. It is currently fragile and any restriction causes gridlock and increase in pollution.	Noted, but this comment is not exclusive to the SPD and the broader transport issues will be considered by the on-going Movement Strategy	No change
207, 209	A plan of existing movements and proposed major developments would have been helpful	This would be extremely difficult to include within the SPD, and would only have limited relevance to it. The strategic development sites are set out on the Local Plan Proposals Map	No change
CWR Area Vehicular Movement			
132, 159, Winchester Friends of Earth	The draft SPD's proposals for vehicular access are inconsistent, and contradictory. This section of the SPD must be strengthened with the aim of restricting the quantity of traffic to the minimum	The SPD supports the restriction and reduction of vehicular movement in the CWR area, but needs to balance this with access for essential journeys, service vehicles, and public transport	No change

61	While pedestrian and cycle movement is important so is vehicle movement to support commerce	Noted, the SPD recognises this, and it is only unnecessary journeys through the centre which would be discouraged	No change
23, 22, 54, 138	Ensure that disabled visitors can access the City Centre. Streets should have a textured route for visually impaired	The SPD aspires to create a pedestrian friendly environment. However, the SPD has been amended to state that this also means improving access for those with disabilities. Consideration will be given at the detailed design stage to ensuring accessibility for all, including the use of appropriate materials	3.3.12 has been amended to state that access to and within the CWR area for those with disabilities is aspired to.
6, 11, 13, 19, 22, 54, 60, 62, 70, 81, 83, 151, Winchester SALT, 163, Winchester Friends of Earth	Support restricting HGV deliveries, but if pedestrianising the whole area an exception should be made for deliveries,	The SPD suggests that the appropriate provision for servicing is maintained but the aspiration is to limit motorised vehicular movement in the area, and restrict deliveries to outside of peak hours.	No change
19, 32	If the Broadway is pedestrianised or traffic restricted then Colebrook Street is too narrow, and directing all car park and hotel traffic that way isn't really an option.	Noted. The SPD does not aspire to fully pedestrianise the Broadway because of the need to maintain access to other areas.	No change
Car Parking			
HCC	The parking strategy might be used to encourage visitors and shoppers to park on an outer ring rather than come into the centre. This might include reviewing the one way system or part of it. At this stage neither of these have been evidenced or tested, we cannot rely on such matters to overcome our concern and therefore we cannot at this stage	It is accepted that before any alterations to the one-way system could be implemented further detailed evaluation would need to take place. The SPD is sufficiently flexible to accommodate the outcomes of the Movement Strategy and / or any future review of the Parking Strategy. It is not appropriate to delay adoption of the SPD to await these	No change

	endorse or approve the SPD proposals from a highways and transport authority perspective.	studies, which might take some time to finalise.	
70, 105, Winchester Friends of Earth	Para 3.3.9 Includes the wording: 'have enough car parking spaces in appropriate locations to ensure the success of the city'. This contradicts the aims of section 3.3. Therefore emphasise the aims of this SPD as set out in 3.3.12	The SPD supports the restriction and reduction of motorised vehicular movements, whilst recognising that there are essential journeys. Paragraph 3.3.9 refers to the centre ring, not just the CWR area so there is not a conflict with the aspirations for the SPD.	No change
15, 28, 30, 73, 109	Whilst accepting the need to reduce car parking, and increase charges, thought must be given to how those with mobility problems, elderly or young with buggies, and residents from outlying villages will manage their shopping needs	Accessibility is a key consideration, the aspiration in the SPD is to ease movement for all modes of sustainable transport, and reduce dependence on other vehicular modes, whilst recognising there are essential journeys that will still need to be made	No change
71	Any scheme will have a major effect on the need for car parking. Car Parks have closed at Friarsgate and Chesil Street, and these proposals take away the parking in the Broadway and on the area proposed as a Bus Hub. Shops are closing in Winchester, because of inadequate parking. The SPD must include a proper assessment of the future parking requirements within the city and their provision.	The SPD is in line with WCC's Parking Strategy which seeks to provide a balanced approach that ensures enough parking is provided in the CWR area relative to the types of activity proposed, whilst reducing city centre traffic movements. Parking requirements will be assessed as and when development proposals come forward.	No change
Winchester Business Improvement District	Support the three-ring pricing strategy but the importance of short term parking in the city centre is crucial. The BID appreciates the Movement Study may help to determine the future parking provision required but development should incorporate short-term parking.	Noted. The parking provision that the SPD aspires to reflects the 'three-ring' strategy and existing car parking policy and standards. This seeks to encourage parking in the most appropriate place related to the activity and to ensure the success of the city.	No change

95 Winchester Business Improvement District	Request clarity over the residential parking, will it bring pressure to city centre car parks if allocated parking is not provided. Others suggest that car clubs should be considered for local residents	Noted. WCC has a Residential Parking Standards SPD which relates to parking provision for residential development. The SPD refers this, noting at paragraph 3.8.8 that the priority is for car-free housing, although there is flexibility to allow some limited parking provision to be made. Car clubs might be a useful addition within the central area, but is a broader issue, and not for the SPD to address.	No change
113, 163	The ease of car parking should be improved. Car parking with ANPR should be implemented in every car park.	Noted. This comment relates to more general parking issues, the type of parking controls used across the city's car parks, is not for the SPD to resolve.	No change
138	Reintroduce the ticket and barrier system in all car-parks. The current system of purchasing a ticket for a specific length of time is disastrous for retail businesses.	See above	No change
62	Will diesel car owners be charged more to park, with electric and hybrids costing least	See above	No change
15, 28, 50, 53, 161	Park and Ride is good for long term visits, but not for short visits' The loss of car parking spaces in the city centre will deter visitors with shopping or after P & R buses stop in the early evening	Noted. This comment relates to more general parking issues, which it is not for the SPD to resolve. However, the SPD seeks to ensure that there is enough car parking in appropriate locations to ensure the success of the city, whilst improving the quality of the environment.	No change

112, 132, 139, Hampshire Chamber of Commerce, 158	Hampshire Chamber of Commerce would like to see further improvement to the Park & Ride scheme. Additional P&R facilities should be provided before parking spaces are lost. The SPD should mention the need for adequate Park and Ride car-parks on the northern and eastern edges of the city	Noted. This comment relates to more general parking issues, which it is not for the SPD to resolve and instead is being reviewed by the Movement Strategy.	No change
WinACC, Winchester SALT, 187	Inconsistencies in WCC's car parking strategy and conflicts with LPP2. Paragraph 3.3.8's desire that people park in 'the most appropriate place' is not a useful statement. Suggest adding to "consolidate parking" the qualifier "where opportunities arise so that fewer sites are required for car parking	Paragraph 3.3.8 already qualifies the aspiration of encouraging parking in the right place by saying this is related to activity and to reduce traffic movements. There is no need for the additional wording as this would be a consequence of consolidating car parking	No change
WinACC, Winchester SALT, 187	What distinguishes the three rings needs to be more explicitly stated. The statement that; 'CWR area sits within the centre ring, where the principle is to have enough car parking spaces in appropriate places to ensure the success of the city and improve the quality of the environment,' is unhelpful and meaningless and should be deleted.	The three rings are identified in WCC's Parking Strategy, which sets out the approach to pricing and allocating city car parks. Therefore the comment relates to more general parking issues, which it is not for the SPD to resolve.	No change
Pedestrians			
74, WinACC,	Prioritise access for pedestrians, and promote	Noted. The SPD is clear that pedestrian movement is an important aspiration	No change

81, 187, 209	additional cross city routes	(paragraph 3.3.12). with the Movement Strategy setting out wider aspirations for non-car modes with a focus on walking.	
15, 28, 53	Pedestrianisation needs to be a minimum. In the future majority of cars may be electric and pollution will not be an issue. People will still want to come to Winchester, to shop, eat, and stroll about, by car.	It is accepted in the SPD that people need to travel to Winchester by car. However, the aspiration is to reduce the number of cars coming into the area unnecessarily as evidence suggests that people prefer to shop eat or stroll about in a car free environment.	No change
WinACC	It would be useful to describe the four green arrows on the pedestrian movement map (page 39) and consider the need for additional ones.	The four green arrows are labelled in the key that sits within the map as 'Possible future pedestrian connections'. The wording in the SPD has been amended to clarify that the future pedestrian connections are an aspiration and not guaranteed by the SPD.	3.3.12 has been amended to clarify that the future pedestrian connections beyond the boundary of the site are aspirational.
Cycling			
81, 116, 149, 155, 186	Prioritise access for pedestrians and cyclists	The SPD is clear that pedestrian movement is a priority (paragraph 3.3.12) and encourages cycling, and improved facilities in paragraph 3.3.13.	No change
WinACC, 104, 106, 108, 118, 132, 149, 155, 186, WDB,	Support for cycling welcome. But, there is too much focus on car traffic and car parking and too little about promoting cycling. The word cycling or cycle appears 22 times in the whole document compare to 49 times 'car'. Cycling must be allowed on all pedestrianised	Noted. The SPD encourages cycling (3.3.13) but it is accepted that the SPD could be clearer as to which streets cycling will or will not be permitted in.	The red boxes in 3.2.9 to 3.2.20 have been amended to show clearly what kind of movement is aspired to for each

Winchester Deserves Better	streets, and safeguarded on one-way streets and covered cycle stands		street and space.
Sustrans	The SPD needs more in relation to walking and cycling –cycle storage and hire, facilities to change and shower, links to the wider Winchester cycle network (Constraints and Opportunities Map).	Noted. The SPD encourages cycling generally, including provision of cycle stands (3.3.13) and there are other references in the area-specific sections. However, it is accepted that the SPD could be clearer as to which streets cycling will or will not be permitted in.	See above.
56, WinACC 105, 135, 141	This section does not discuss routes for cycling north/south, east/west. A map showing cycle movement is required	Noted. The SPD will be updated to show existing cycle routes / access and suggested future access and wider links.	The 'Street Markets & Pedestrian Movement' diagram will be updated to show existing and aspirational cycling routes for the future.
4, 38, Winchester CTC, 116, 135, 140, 142, 149, 150, 186	More cycle friendly access and routes, especially into the centre. There is a major lack of permeability for cyclists in the CWR area. The street markets and pedestrian movements diagram should be expanded to include cycle movements.	The issue of wider cycle routes and links to the city centre are not for the SPD to address, but instead will be part of detailed further work arising from the Movement Strategy that in turn can inform local walking and cycling strategies. However, the 'Street Markets and Pedestrian Movement' diagram will be updated to include cycle movements.	See above.
98, 105, 160, 186	There is inadequate provision of cycle stands which need to be evenly distributed through the town centre. Include renewable energy driven charging points for E-bikes.	Noted. The SPD suggests provision for cycle stands throughout the CWR area. Their precise type and location will be determined at the detailed design stage.	No change.
98, 105	Bike hire is used by visitors and tourists not regular commuters or residents. The bus station is mostly used by "locals" who are	Noted, but the city centre is considered a suitable location for bike hire. The SPD is aspirational and does not rule out such	No change.

	unlikely to hire bicycles; the logical place for this is at the rail station.	provision at the rail station too.	
98	The main arterial routes to the city centre are not bike friendly and dangerous. The lack of a safe direct routes from the rail station and the inner circle car parks to the centre discourages visitors	Noted. This comment relates to more general cycling issues, which it is not for the SPD to resolve and is being considered by the Movement Strategy alongside the Station Approach redevelopment considering access improvements for the rail station	No change
WinACC, Winchester CTC, 131, 151	Clarify that wherever the SPD says "vehicles" it means "motor vehicles" so that there's no danger of bicycles being treated as vehicles.	Noted. It is proposed that this amend is made to the SPD.	'Vehicles' has been amended to 'motor vehicles'.
Buses and Coaches			
HCC	<p>Delays likely to be particularly severe if bus stops were to be put on street on Friarsgate or St Georges Street where previously they have been off street. Such an approach is unlikely to be acceptable to HCC, especially without alternative capacity or comprehensive changes to transport accessibility for the town centre.</p> <p>In terms of bus use the proposals would see a worsening of the experience for bus customers by moving the buses further away from the city core than they are now. This again is unlikely to be acceptable but could be considered in the context of the wider pedestrian benefits and appropriate mitigation to meet the needs of less mobile and bus dependant Winchester residents and visitors. Bus hub option "B" is therefore the best</p>	<p>The SPD reflects public opinion with the long term aspiration to remove buses from the pedestrian zones in Friarsgate. We have amended the SPD to include sufficient flexibility to deal with the potential outcomes of the Movement Strategy. This includes a phased approach to the removal of buses from the CWR area.</p> <p>Joint discussion between WCC, the bus organisations and HCC as highway authority has taken place and remains ongoing.</p> <p>The issue of bus stop location is the subject of further joint consideration, by WCC and HCC as highway authority with a potential option for bus access being tested by HCC using the micro-simulation traffic model built for the Movement Strategy.</p>	<p>Added the following additional text in Sections; 3.2.13, 3.2.19, 3.2.20, 3.3.6</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other</p>

	<p>option of the ones presented as it avoids the need to cross the road. We would recommend that this is picked up in the projects Equalities Impact Assessment. HCC would be happy to share information on bus users to allow you to fully assess the impact.</p>	<p>In terms of the location of the bus hub, the aspirations in the SPD mean that the bus hub could continue to be adjacent to the main shopping and commercial area and could provide enhanced facilities, and therefore would not materially worsen bus users' experience.</p> <p>However, the advantages and disadvantages relating to the two different bus hubs (option A and B) will be considered further.</p>	<p>suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;</p>
78, 112, 121	<p>Support the aims at 3.3.4 for better, more accessible bus services. In order to support this the council should ensure that all bus services are able to use the new Bus Hub. Buses should avoid residential streets</p>	<p>Noted. Given the limitations on space in other locations, the Broadway remains the best location for those buses that need to drop off and turn, rather than navigating the whole one-way system.</p>	<p>No change</p>

Hampshire Chamber of Commerce	Would not support the relocation of the bus hub at this time without the provision of alternative short-term parking.	Noted. It is acknowledged that the impact on parking of relocating the bus hub will require careful consideration and phasing. Paragraph 3.3.11, 3.2.20 and 3.6 has been updated to suggest that the number of car parking spaces to be provided on Middle Brook Street car park will flow from appropriate transport assessments.	3.3.11, 3.2.20 and 3.6 have been amended to suggest that the number of car parking spaces to be provided on Middle Brook Street car park will flow from appropriate transport assessments.
56, 70, 187	An extension of the bus hub would enable removal of buses serving areas to the east and buses serving areas west of Winchester could terminate at the railway station. There seems little reason to terminate any buses in Broadway.	Given the limitations on space in other locations, the Broadway remains the best location for those buses arriving from an easterly direction that need to drop off and turn, rather than navigating the whole one-way system. Buses terminating at the railway station would be too far out of town.	No change.
111	Every bus stop should have real time information.	Noted. WCC will work with HCC and bus operators to ensure appropriate facilities are made available at bus stops in due course. Specific details in relation to this are not suitable for the SPD.	No change
152, 159	There needs to be encouragement for the use of pollution emission reduced buses.	Noted. This comment relates to more general bus issues, which it is not for the SPD to resolve.	No change
32, 45, 50, 72, 133	Hotels need to have good access for visitors by coach .Tourist coaches should continue dropping off in The Broadway. Many visitors by coach would not be able to walk from Middle Brook St.	Noted, the SPD aspires to retain coach dropping off in The Broadway (paragraph 3.2.9).	No change

56	Coach stops should be relocate to Southern Park & Ride to avoid entering city centre.	Noted. This comment relates to a more general issue, which it is not for the SPD to resolve.	No change
164	Does "more accessible bus services" mean outlying villages will be provided with more buses. Bus services are a life-line for disabled, young people and frail elderly.	Noted. This comment relates to more general bus issues, which it is not for the SPD to resolve.	No change
General Comments			
43	Do not close Andover Road, it is a pleasant ingress to the city.	Noted but this is not a matter for the SPD or the wider Movement Strategy.	No change
37	The one way system should be red lined as much of London and other Cities are.	This is not a matter for the SPD. Wider transport issues will be considered as part of the Movement Strategy	No change
38	As recent accidents have demonstrated - alternative routes round Winchester for HGVs need to be planned for and be ready to be used as diversions at short notice.	See above	No change
37	A tram system to run around the busy parts of the city. Railway station, City centre and Colleges.	See above	No change
104	Favour developing 'slow city' principles with shared space as core to the regeneration.	See above	No change
126	Build a central distribution point for the City to reduce need for HGV's.	See above	No change
140	Bus routes should be expanded after the afternoon so that people can commute into the city. Consider allowing cyclists to cycle on the pavement on scary roads into the city.	Noted. This comment relates to more general bus issues, which it is not for the SPD to resolve. Cycling issues and other non-car access issues particularly on busy radial routes are being considered by the Movement	No change

		Strategy.	
151	Post electronic signs on approach to the city, showing that central car parks have limited capacity	This is not a matter for the SPD. Wider transport issues will be considered as part of the Movement Strategy	No change

Section 3.4 – LAND USES

72,77,112, 113, 119, 120, 121, 130, Hampshire Cultural Trust	Support / accept/agree with the section on Land Uses	The support is welcomed	No change
49	The total quantum of 30,000-36,000 sq.m. is a broad range which is not supported by evidence assessing the economic viability of existing retail and commercial development in or forecasts of future need and viability. The rationale behind the split of land uses set out in the table is not evident. Mixed use is usually taken to include residential and retail. As stated in para. 3.4.5, the viability of any development scheme is crucial, but evidence and guidance on viability is lacking in this crucial area.	The uses aspired to and quantities of floorspace reflect various evidence studies and professional advice. Further work is being undertaken on viability and deliverability and these factors may change over time. Therefore, the SPD suggests wide floorspace ranges for the component uses, in order to provide flexibility and enable market demand and need at the time of implementation to be taken into account. If you become too prescriptive the SPD will become obsolete.	No change
61	Should be mixed and varied in size	Noted. The SPD encourages an appropriate range of land uses and emphasises the importance of the careful consideration of the scale, height and massing of buildings.	No change

62	Laudable targets for mixed use of land, as shown on the plans on page 40. Will consideration be given to encouraging small, private retail outlets - which would contribute to 'Winchesterness'?	The SPD envisages a variety of retail space from larger units to smaller, to incorporate a mix of retail types (paragraph 3.5.2). The precise mix will be determined at the detailed planning stage taking account of market demand at the time. It is not possible to specify in detail unit types, although a range of provision is suggested in the SPD.	No change
Hampshire Chamber of Commerce	There is little mention of how much office space is to be incorporated - would like to see an amount of new floorspace. This should be a priority given the limited amount of high quality office space within the city centre and the amount which has been lost under permitted development rights.	The land uses table sets out aspirations for the ranges of floorspace possibly appropriate to the regeneration area, including figures for mixed-uses which includes commercial (office) uses. Whilst no specific range for offices is included, this is considered to be appropriate given the need to retain sufficient flexibility and to accommodate future market demand.	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.
146	More mixed use of land is needed. Where is the opening up of the archaeology and public use of land and community led projects.	<p>The ranges of potential land use set out in the 'suggested quantities and types of land uses' table include a large amount of mixed-uses.</p> <p>The Archaeology Advisory Panel's report has now been produced. It sets a summary of existing archaeological knowledge for the site, the further requirements of development, and an archaeological strategy. It also covers surveys and construction techniques as well as community engagement. The SPD has been amended to include the recommendations contained in the report to provide greater clarity on how archaeology should be approached. Also Appendix 2</p>	<p>Subject to legal advice:</p> <p>Updated 3.7.3 so it is worded in the past tense i.e. 'It also advises on' rather than 'it will also advise on'</p> <p>Change 3.7.3 to 3.7.4 as the numbering has been duplicated</p>

		<p>('History') has been updated using information from the strategy.</p> <p>The SPD includes a comprehensive strategy for improvements to the public realm including the use of public land and provides for community-led projects.</p>	<p>Section 3.7.5 has been added due to public interest in the approach to Archaeology, to explain there will be further discussions in due course</p> <p>Added underneath this is the last 5 paragraphs from the non-technical summary of the report</p> <p>Updated Appendix 2 ('History') with the entire non-technical summary from the report and the historical / archaeological background summary included as appendix 1 of the panel's report.</p> <p>The images will also need to be updated in the InDesign document once the</p>
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			<p>updated tracked change SPD is agreed for adoption.</p> <p>Updated 3.11.6 to direct the reader to the Archaeology Panel's report for further details on the recommendations and requirements on the approach to archaeology.</p>
70	<p>It is important to explore fully the potential for cultural and heritage attracting more visitors and tourists. In planning for business, uses, account needs to be taken of the changes that are taking place in working practices - home working, shared service/alternative spaces. Residential uses need to be near to office facilities and this could be achieved in the CWR area.</p>	<p>Noted. The SPD aspires to facilitate a mix of uses, which will also be influenced by market demand and development needs.</p>	<p>No change</p>

52, 74,83, 125,	Priority should be given to cultural buildings, (museum and/or hall for music making or a proposal for the English Language project) / the quantities and types of land use (Page 40) or the split of land uses is not supported by evidence / the viability of any development scheme is crucial but evidence and guidance on viability is lacking.	The uses suggested and quantities of floorspace reflect various evidence studies and professional advice. Further work is being undertaken on viability and deliverability and these factors may change over time. Therefore, the SPD expresses wide floorspace ranges for the component uses, which include cultural / heritage uses, in order to provide flexibility and enable market demand and need at the time of implementation to be taken into account. If you become too prescriptive the SPD will become obsolete.	No change
106, 108, 118,WDB, Winchester Deserves Better .	The Anglo Saxon Museum (as proposed by the Hampshire Cultural Trust) should be included as the central feature of the redevelopment. Other uses and buildings should be adaptable so as to provide the best operating conditions for the museum.	Noted. Whilst not specifically promoting this facility, the SPD strongly supports cultural / heritage development which could include a museum.	No change
81	Switch focus from retail to leisure and professional services - people need to leave their homes to engage in these activities	The suggested range of floorspace for various uses within the SPD allows for sufficient flexibility to achieve the appropriate balance of uses in the central area.	No change

159	The CWR area should harness Winchester's unique heritage for a dazzling regeneration, which will not be achieved by filling it with shops, offices and housing.	Noted. The SPD suggests a range of land uses appropriate to the centre of Winchester. A mixed use scheme is suggested which allows flexibility to respond to market demands. The SPD's aspirations also include heritage / cultural, civic, entertainment and leisure uses, in alignment with the vision for the area set out at section 1.4.	No change
Historic England	Concerned the additional retail space could have an adverse impact on existing shopping streets which contain historic buildings. Support the requirement to protect the area's commercial character as an important element of its contribution to the historic interest and character and, therefore, the conservation area. Suggest the land use framework needs to provide the same level of guidance from the High Street to Friarsgate as it does from Middlebrook Street to Riverside Walk.	Noted. The retail provision suggested in the SPD aims to strengthen and complement the High Street, rather than compete with it. When making decisions about various land uses, including retail, WCC will be mindful of the impact on the existing retail offer in the city.	No change
103,125,	Too much retail threatens the High Street, the plan should incorporate smaller units with affordable rents.	Noted. The retail provision suggested in the SPD aims to strengthen and complement the High Street, rather than compete with it. The SPD retains sufficient flexibility to achieve the appropriate balance between uses and specifically acknowledges the potential contribution of smaller retail units (see 3.5.2)	No change
38	Mixed use is good - but success depends on getting an optimum mix of uses.	Noted.	No change

138	Mixed use, including residential throughout, is critical, best not to be too prescriptive, the plan will develop according to need.	Noted, the SPD seeks to be flexible and avoid excessive prescription.	No change
129	Is there enough housing in the proposal? Development should be for people who work and live in Winchester.	The SPD retains sufficient flexibility to achieve an appropriate balance between uses, including up to 26,000 sqm of residential. This is the largest amount of floorspace envisioned for a particular use by the SPD (suggested quantities and types of land use table).	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.
112	Hopefully some residential could also be provided above some of the shops.	The aspirational scope for residential development on upper floors is recognised in the SPD and this could include that above retail units (see aspirational 'quantities and types of land uses' table).	No change
158	Promote private sector employment in the city centre, smart urban community for the professional who will walk to the station, tech sector for the university graduate.	Noted - the SPD has the flexibility to accommodate these ideas as proposals for development are considered in more detail in due course.	No change
163	Need provision for small start-up retail units for individual artisan / craftsmen / workshops at significantly lower rates.	The SPD will not determine the cost of retail / workshop premises, but it acknowledges and aspires to the need for smaller retail units and a range of commercial premises which could include workshops.	No change
131	The table on page 40 is too vague, the Council should decide how much land is to be allocated to which use. The definition of "mixed use" isn't given - does it just mean anything that isn't retail or residential?	The SPD seeks to retain sufficient flexibility to achieve an appropriate balance between uses, which is reflected in the ranges for particular uses set out in the suggested land uses table. The range is necessary to reflect changing market conditions and development needs, given that the SPD provides for	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability

		incremental development of the site. A definition of 'mixed use' is provided in the suggested land uses table as leisure, commercial, cultural/heritage and community.	assessment.
51	Reinstating some of the old street pattern is good, take account of the flood plain and make the most of the rivers.	The support is welcomed and the SPD takes account of flooding issues.	No change
55	The status of 'public realm' within the mixed use area is important.	Paragraph 3.4.2 indicates that the illustrative framework promotes a mix of uses, which relate to the context of the public realm, planning policy and wider city centre uses.	No change
60	With reference to "long term economic and social sustainability" - let us see the economic model.	Long term economic and social sustainability is the principal aim of the regeneration of central Winchester. This is not based on a specific economic model but on promoting suitable uses which are evidence-based and provide a coherent land use and urban design framework.	No change
111	All of Middle Brook Street and Cossack Lane car parks should be built up and the street pattern enclosed. The main use should be residential with some cultural uses and perhaps some commercial at ground level.	Noted. The SPD has considered the mix of uses across the area and retains flexibility to achieve an appropriate balance between uses, including residential development.	No change
126	Who is going to own and develop this land - the Council?	There are multiple landowners within the regeneration area. WCC owns a significant proportion of the land. WCC are assessing models for delivery to determine the most appropriate.	No change

132	Support the proposals but without amendment their practical realisation will be vulnerable to small mistakes with long-term consequences. In carrying out this vital enforcement role, the Council should be supported and advised by a Design Advisory Panel and a City Team.	<p>The purpose of the SPD is to add further details to adopted local plan policies and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It provides further guidance for development on specific sites / particular issues. It is not a site by site allocation of uses, nor prescriptive in its design approach. The SPD sets out aspirations for the area which will be a material consideration in the decision making as and when proposals come forward.</p> <p>WCC will consider whether further steps in relation to design guidance will be required in due course</p>	No change
Winchester SALT	The "leisure" uses of land in the area need to be broadened beyond food and drink options. There is a need to offer a broader range of "experiences", which will draw local people to the area on a repeat basis, and which would complement the retail and cultural/heritage offers.	<p>Noted. References to "leisure" uses in the SPD include a variety of uses.</p> <p>The purpose of the SPD is to add further details to adopted local plan policies and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It provides further guidance for development on specific sites / particular issues and is not a site by site allocation of uses. When adopted it will be a material consideration during the decision making process.</p> <p>The SPD therefore, does not seek to specify</p>	No change

		the precise type of leisure facilities but creates the opportunity for proposals to come forward.	
194	This seems to be the section most vulnerable to the vagaries of the market. Care must be taken to ensure that developers are not able to derail WCC's (and JTP's) best intentions.	The SPD must acknowledge the need for regeneration proposals to be economically viable, otherwise they will not happen. This has been taken into account in developing the vision and objectives for the project area. WCC is assessing viability and models for delivery to determine the most appropriate.	No change
209	The future offers a better city experience. It should encourage more visitors.	The support is welcomed. The SPD aspires to improve the city for all users, including encouraging more visitors.	No change

Section 3.5 – RETAIL AND MARKETS

4, 19, 24, 30, 38, 40, 44, 50, 54, 77, 81, 107, 109, 113, 119, 120, 125, 127, 130, 135, 137, 144, 146, 163, 164, 197	Support creating an indoor market / dedicated market place.	The support is welcomed.	No change
35, 51, 158, 159, 163, 197	Don't need any more market stalls / there are too many market stalls.	The market is considered to be a substantial asset to Winchester, which should be retained and expanded. The SPD envisages suitable locations for the market and aims to expand rather than restrict it.	No change
13, 14, 22, 20, 23, 24, 30, 35, 36, 38, 44, 49, 52, 58, 60, 61, 70, 74, 81, 96, 104, 125	Move market stalls out of the High Street / don't expand them / relocate them to the Broadway.	The SPD includes an aspiration to provide for a dedicated space for markets. A range of uses have been suggested for the Broadway, including markets.	No change
161, 197	Give priority to / make provision for the Farmers Market / Christmas Market.	The increased provision envisioned by the SPD will enable improved market provision, but it is not for the SPD to prioritise different elements of the market or allocate land use..	No change
73	Keep stalls with smells away from households etc.	The SPD includes aspirational provision for a dedicated space for markets. A precise	No change

		location will be determined at a later stage, although it is not envisaged that the markets will be located within the residential areas of the site.	
37	Streets should be cleaned properly after the markets, on a regular basis.	Intensive street cleaning is carried out on a regular basis and this will continue.	No change
6, 8, 13, 35, 36, 40, 46, 56, 59, 61, 70, 95, 96, 109, 111, 125, 133, 164, 194, 207	Question the need for any / significant further retail - too many shops already / several empty shops / economic uncertainty / online retailing.	<p>Retail needs reports have been produced and updated on a regular basis for the Local Plan and a Retail Market Report for the CWR area was prepared by Propernomics. These provide detailed evidence and recommendations on future needs and for the development of the site. While various comments question future retail needs, highlighting in particular the uncertain and challenging retail situation, no clear alternative evidence of future need has been submitted.</p> <p>The draft SPD suggests in the 'quantities and types of land uses' table, a substantial range of retail floorspace (3,000 – 8,700 sq.m.) and is flexible as to how much of the site is developed for retail This is the most suitable and central site for any retail provision, but the amount of floorspace that is ultimately developed will also be driven by the level of market demand for new floorspace. This will be influenced by the concerns raised.</p>	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.

Winchester Business Improvement District	<p>CWR needs to appreciate, respond and adapt to the national retail situation and future proof the development from these risks. There has been an increase in footfall in the service and leisure industries and the early evening economy. Winchester continues to be a prime location for employers and employees are important users of the city centre and a key target market for CWR.</p> <p>Winchester has a strong independent retail offer, which helps set it apart from Whiteley, Basingstoke and Southampton. A number of independent businesses would appreciate the opportunity to trade in CWR. The BID would support an anchor store. It is important to have a lifestyle brand, appealing to a range of markets but providing commercial appeal and long-term stability.</p>	<p>It is accepted that the development will need to meet future needs, not least because it would not otherwise be commercially attractive and viable. Various studies have contributed to the draft SPD's proposals, which include a variety of sizes and types of retail and non-retail provision.</p> <p>The SPD suggests a substantial range of retail floorspace (3,000 – 8,700 sq.m.) and is flexible as to how much of the site is developed for retail (suggested land uses table and plans) depending on market changes.</p> <p>There is nothing to stop businesses, independent or otherwise, bidding for retail space if they wish to take it.</p>	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.
106, 108, 118, 128, ADAM Architecture, WDB, Winchester Deserves Better	<p>The need for retail space is uncertain and it is not clear if the requirement for 3,500 to 8,700 square metres includes space available within the Brooks. Inclusion of a large amount of retail space would harm the High Street. Suggest the maximum additional retail space is limited to 3,500 square metres, mainly units for small and independent traders and not a "larger anchor store". Support retail space focussed along Middle Brook Street and enriching the "city's distinctive brand".</p> <p>The SPD should make clear that retail space</p>	<p>The range of retail has been revised to 3,000 – 8,700 sq.m. this does not include the Brooks. This range is not a 'requirement' but an indication of the scale of retail development that could be accommodated within the most suitable part of the CWR area. The Local Plan Part 1 refers to a need for about 9,000 sq.m. of retail in Winchester, although this was based on a 2012 retail study. However, as noted above, developers will not construct floorspace for which there is not a market demand, nor develop unit types and sizes that cannot be let.</p>	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.

	<p>within the CRW area should be subservient to the High Street and should set objectives for redevelopment of the Brooks Centre. Any new retail along Middle Brook Street should influence the future of whatever replaces the Brooks, rather than respond to what exists.</p> <p>We believe that the approach towards the arrangement of the market is poor and the regeneration of this site provides an opportunity to create a far more cohesive and distinctive entity. There should be a market square close to the High Street.</p>	<p>The SPD suggests possible locations and guidance for retail development, rather than attempting to define an exact floorspace requirement (or limit). The SPD is clear that retail provision is intended to benefit the High Street and city centre as a whole by making it more attractive to shoppers and other users, thus increasing footfall.</p> <p>The situation regarding the market is considered above.</p>	
60	Let us see the economic model.	The evidence studies that have informed the SPD are published on WCC's web site. WCC is assessing viability and models for delivery to determine the most appropriate.	No change
23, 30, 69, 77, 104, Winchester SALT	Additional / a mix of shops / uses are needed for Winchester to continue to attract people to shop here / enjoy the cultural aspects.	Noted. This is the aspiration of the SPD, although it is acknowledged that the need for additional retail is challenged by some.	No change
38, 44, 59, 70	Retail premises should be designed to be convertible to other uses if there is a lack of demand for retail premises.	The SPD envisages 'flexible' spaces to accommodate market changes. However, retail premises have different characteristics to residential for example, therefore convertible retail space will be difficult to provide.	No change .
20, 22, 23, 37, 51, 62, 81, 112, 113, 127, 132, 146,	Small / speciality / quality shops are required / there is no requirement for large outlets / department store.	Noted. The SPD envisages a variety of retail types and sizes (paragraph 3.5.2). This is necessary to maintain a mixed retail presence. The attractiveness and consequent commercial viability of the retail element is	No change

191, 194		very important and WCC will explore this.	
23, 30, 35, 47	A (quality) department / large store is needed.	Noted. The SPD refers to the potential for a department store (paragraph 3.5.2). To maintain a mixed retail presence it is necessary to have a range of different sizes and shapes. The attractiveness and consequent commercial viability of the retail element is very important and WCC will explore this.	No change
55, 69, 121, 159	Do not support provision of a department store / Winchester is too small to support it / need to be realistic.	Noted. The SPD refers to the potential for a department store (paragraph 3.5.2), but does not require this. To maintain a mixed retail presence it may be necessary to consider a range of different sizes and shapes. Whether a department store is provided will depend primarily on whether there is clear interest from an operator.	No change
38, 77	There is no need for further eateries / the number should be limited.	Noted. The SPD envisages a range of retail and non-retail uses but, does not specify a requirement for (or limit on) eateries. These are likely to be part of the mix of commercial uses which will be determined as proposals are worked up, taking account of market demand.	No change
144	The main thing to foster is 'choice' (p42).	Noted. The SPD envisages a range of retail types and sizes, as well as non-retail uses, so seeks to widen and promote choice.	No change
1, 46, 51, 63, 81, 113, 207	Winchester should not try to copy / compete with Southampton, Basingstoke, etc.	Noted. The SPD emphasises the 'feel' and 'experience' of shopping in Winchester and in line with adopted local plan policies, the need	No change

		to promote Winchester's sense of place. It does not seek to copy other centres.	
71	Support the statement that Winchester should aim for a distinctive brand and not try and compete with the Southampton and Basingstoke offer.	Noted, the support is welcomed.	No change
22	If people want choice they can go to other centres. Could the city get some of the shops found in Alresford or Stockbridge?	Noted. The SPD is seeking to retain local trade and diversity and aspires for a range of retail units.	No change
6, 13, 14, 19, 20, 31, 35, 36, 40, 111, 132, 199	There should be more focus on culture / leisure / heritage / housing / services (and less on retail).	The SPD aspires to multiple uses, such as culture, leisure, heritage, community and housing uses and has allowed for flexibility regarding the location of each use (suggested land use table and plans). The retail element is not, therefore, 'in competition' with other uses and the SPD seeks to identify the areas most suited to the range of uses aspired to. To deliver the mixed use aspirations of the SPD it could include considerable mixing and overlap of uses, particularly in the central parts of the site. It is also worth noting that existing retail space will be lost as a result of the redevelopment.	No change
10, 38, 62	The Brooks Centre should be improved / redeveloped.	The SPD identifies The Brooks Centre as an 'existing building to be retained' and does not propose its redevelopment. The regeneration of the area could provide an impetus to improve The Brooks, whether by improving the existing buildings or redevelopment. However, it is agreed that the section regarding Middle Brook Street (3.2.14) could	Amended section 3.2.14 (Middle Brook Street) to refer to the desirability of improving The Brooks and its potential for refurbishment or redevelopment in

		suggest that there is potential for significant improvement to. The Brooks Centre through refurbishment or redevelopment and to the desirability of improving its appearance and attractiveness.	due course.
4, 23, 24, 62, 112, 135, 191	Rents and rates need to be affordable for independents / start-ups / small businesses.	WCC does not control the retail sector costs. Rents are established by property owners taking account of market demand and are often negotiable. Business rates are set nationally; these are market driven. WCC owns just five outlets on the High Street.	No change
37	Shops should be required to keep their establishments painted and in good order.	Noted, but this is a detailed matter that is outside the scope of the SPD.	No change
23	The vision is good, but must not be to the detriment of the upper part of the High Street and side streets.	The aspirations within the SPD aim to complement rather than compete with the High Street and to make Winchester as a whole more attractive to shoppers and other users. The development of the CWR area may result in some businesses moving within the city, as well as new businesses coming in, but this is not expected to be to the detriment of the existing High Street or specialist retail areas. These areas support each other and will all benefit from attracting more and varied customers and visitors.	No change .
51	Use the Woolstaplers Hall and Antique Market for cultural spaces	The SPD envisages this, provided it financially supports the development.	No change
126	The retail study shows that the City relies on visitors - how will they get to the shops?	Noted. Transport matters are considered in the 'Movement and Accessibility' section above.	No change
140	Some of the current Friarsgate development should be kept to retain something from the	Noted. There may be some existing buildings that are retained and re-used, but none are of	No change

	post-war period of the city's history.	such importance as to warrant a requirement to keep them.	
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Section 3.6 – BUS HUB

20, 1, 19, 30, 35, 41, 51, 54, 60, 62, 69, 85, 113, 119, 138, 158	Support re-locating the bus hub to Middle Brook Street car park	The support is welcomed.	No change
3, 25, 35, 42, 55, 61, 96, 112, 117, 125, 199	Winchester should have a proper / adequate bus station where people can wait in comfort, get information, together with toilets and refreshments, under the same roof.	The SPD sets out the vision for the new bus hub, suggested facilities include real time travel information boards, sheltered waiting areas, good quality toilets, a café and cycle parking and cycle hire.	No change
24, 30, 32, 33, 38, 50, 54, 72, 73, WinACC , 85, 99, 112, 131, 151, 154, 163	Option B for new bus hub location preferred, it needs to be visually attractive.	Noted. The SPD needs to maintain flexibility so does not set out a preference between the options.	No change
105, 125, Winchester SALT	Prefer option A / do not support option B because the through flow will be separated from the bus flow and there will be fewer sharp turns for the through vehicles.	Noted. The SPD needs to maintain flexibility so does not set out a preference between the options.	No change

<p>38, 49, 52, 74, 83, 111, 122, Hampshire Chamber of Commerce</p>	<p>The Movement Strategy should be completed / resolve circulation arrangements for buses / if a strategy for all vehicles, of 'drive to' and 'not through' the city centre is adopted, the bus hub site could be released for another use.</p>	<p>The Movement Strategy will not be completed until after the SPD is due to be adopted, and it has a broader remit. The SPD includes sufficient flexibility to be able to deal with the potential outcomes of the Movement Strategy. However some amends have been made to create further flexibility in relation to the bus routes and bus stops, explaining that the aspiration is to develop a phased approach to the removal of the buses from the CWR area to allow for the outputs of the Movement Strategy to be incorporated.</p> <p>This is considered a more appropriate solution than delaying the adoption of the SPD, with possible knock-on effects for the improvement of the CWR area.</p> <p>WCC continues to work with HCC as Highway Authority on local and wider access issues relating to the SPD, other major developments across the city and the wider Movement Strategy.</p>	<p>The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert</p>
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			area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;
47	Don't change vehicle route on Friarsgate until the M3 J9 work is complete. Bus hub option B - great for pedestrian access but unless large HGV's can be banned from the centre, they will get stuck on 90 degree corners.	The phasing of implementation will continue to be considered during the process. It is not necessary to delay implementation pending possible M3/J9 improvements, as these should improve rather than worsen the situation. The detailed design of the road system will accommodate the vehicles intended to use that system, including HGV's if appropriate.	No change
49, 52, 74	Buses serving east of Winchester together with Park and Ride buses and National Coaches will all use the Broadway. The proposed bus hub should be an interim measure to allow vacation of the Bus Station, and accommodate buses serving areas south, west and north of the city, as well as Park and Ride buses serving these areas.	Noted. WCC, the bus companies and HCC, as highway authority have been working closely and will continue to do so regarding bus operations. The long-term aspiration of the SPD is to remove buses from multiple streets, to improve conditions for pedestrians. WCC recognise there is however a need to provide good quality bus stop/interchange infrastructure in an on road	No change

		location or other suitable alternative. The SPD envisages accommodating appropriate bus movements, including arrivals and departures, in both the Broadway and the proposed Friarsgate hub. The proposed bus hub would be too small to accommodate all bus and coach services and these should not be directed into the one-way system unnecessarily. The new hub (option A or B) is therefore envisaged as a permanent development, not as an interim measure.	
47	Consider a pedestrian bridge in addition to the current toucan crossing.	The design put forward in the SPD does not require a pedestrian bridge and this would not be needed under 'Option B'.	No change
41	Introduce two way bus movement on Friarsgate and St Georges street (as well relocating the bus hub).	Options for bus servicing and movement have been assessed and the SPD suggests that this might not be in both directions. Beyond the SPD, the Movement Strategy will review options for two-way working and reallocating road space for Friarsgate and St George's Street among others roads across the city and especially the one-way system.	No change
40	Please make sure there is space for a really good coffee outlet that is not a national franchise.	Noted, but the SPD cannot control the identity of any specific operator.	No change
Hope Church Winchester, 25, 50, 135	Object to closing Middle Brook Street / another car park.	The SPD aspires to broadly retain parking at Middle Brook Street, by reconfiguring the car park to achieve this (paragraph 3.3.11). The aspiration is to broadly maintain parking levels so far as possible, and this is suggested in the SPD.	Amended paragraph 3.3.11 and sections 3.2.21 and 3.6 to recognise that the SPD envisages the Middle Brook Street car park will need to

			be reconfigured, with the aim of retaining a broadly similar number of public parking spaces.
22, 137	The bus hub should be relocated closer to the train station	<p>Transport planners have carried out extensive research in relation to the proposed new location for the bus hub. Based on the road layout, traffic levels and bus user feedback, Middle Brook Street car park has been identified as potentially the most appropriate, allowing sufficient access for buses and allowing pedestrians to easily access the CWR area, whilst maintaining ease of access to the High Street.</p> <p>However, both suggested options for the bus hub require detailed assessment to determine how they work as part of the existing and likely future traffic and transport provision for the immediate and wider area. The train station will remain an important hub and is being considered as part of the Station Approach scheme.</p>	No change
10, 25, 59, 120, 140	The bus hub should remain where it is.	A key aspiration of the framework vision is to remove bus movement from the centre of the CWR area to allow for pedestrian priority. In relocating the bus hub, the area will benefit from land released between Tanner Street and St John's Almshouses, which could allow for improvements to the public realm and landscape, opportunity for residential, leisure	No change

		and cultural/heritage redevelopment, views to the Guildhall and connections to the Broadway.	
13, 40, 50, 70, WinACC	All buses should use the bus hub / why do buses and coaches need access to the Broadway?	Given potential limitations on space at the proposed bus hub, the Broadway may remain the best location for those buses that need to drop off and turn, rather than navigating the whole one-way system.	No change
59	The bus station and the Broadway give reasonable interchange, if buses from the east continue to terminate in the Broadway and everything else moves to the proposed hub, interchange would be lost. If buses from the east use the hub, they would have to go all round the one way system.	The aspiration to relocate the bus hub to Friarsgate is a key element of the SPD, which frees up the existing site to be redeveloped and allows various benefits. This could not be achieved if the bus station were retained in its existing location. Given potential limitations on space at the proposed bus hub, the Broadway may remain the best location for those buses that need to drop off and turn, rather than navigating the whole one-way system.	No change
118, 160, 164, 202	Bus routes need to be closer to the centre which is too far to carry shopping. Bus routes should flow rather than making numerous sharp turns as they do at present and in Option B	WCC, the bus companies and HCC, as highway authority have been in discussion and will continue to do so. The SPD reflects public opinion with the long-term aspirations to remove buses from multiple streets, such as Friarsgate and Silver Hill. The proposed bus movement strategy suggested in the SPD could be the optimal solution to achieve the vision for the central regeneration area.	The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6: Public opinion favoured an end state where buses are removed from the pedestrian zones in [insert

			<p>name] street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;</p>
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50	There will be a long walk between the Broadway and the new bus hub for other services. All services should be routed into the bus hub which should not be separated from the city centre by a busy road and should therefore located to the south of Friarsgate rather than on Middle Brook Street.	Given potential limitations on space at the proposed bus hub, the Broadway may remain the best location for those buses that need to drop off and turn, rather than navigating the whole one-way system. The suggested new location for the bus hub will be close to the suggested facilities within the redevelopment and these could link it with the High Street.	No change
24	Support the idea of a bus hub, account needs to be taken of older, more infirm, disabled people who will have further to walk from the shops to this proposed hub	Noted, the potential new location of the bus hub continues to be adjacent to the main shopping and commercial area and could provide enhanced facilities, and therefore would not materially worsen bus users' experience.	No change
11, 13, 202	Concerns if relocated to MBS car park: Friarsgate will become even more congested Increased noise, pollution and anti-social behaviour affecting close by residential area	In recent months the City Council has made improvements to Middle Brook Street to help reduce anti-social behaviour in the area. Since implementing these changes, the City Council have received reports of significant improvements in this regard from the nearby retailers. WCC continues to work towards reducing anti-social behaviour and will work towards minimising such issues if they were to occur following the relocation of the bus station.	No change

Go South Coast	WIN4(vii) includes “proposals which accommodate buses and coaches, improve conditions in the Broadway, and remove traffic from Silver Hill (except for servicing)”. These proposals need an overall phased approach for the city centre, ensuring that bus access can be maintained before restrictions are brought forward.	Noted. The Local Plan policy remains valid and will be considered carefully when assessing future planning applications.	No change
Go South Coast	Support para 3.3.15 that revised bus and coach circulation will be retained around the Broadway east of Busket Lane.	The support is welcomed.	No change
Go South Coast	The proposals can only come forward as part of the overall transport plan in the area. This is popular loading point for bus passengers and if the proposals for a bus hub come forward, the routing will need to be part of an overall transport strategy.	The SPD includes sufficient flexibility to accommodate the likely outcomes of the Movement Strategy. WCC has been working closely and will continue to work with HCC to ensure the ambitions of the SPD and the outputs of the Movement Strategy facilitate successful bus services.	No change
Go South Coast	Support the approach of ensuring that the bus hub and access is an early part of the scheme, but improvements to the highway network need to be part of this approach.	The support is welcomed. WCC has been working closely and will continue to with HCC to ensure the ambitions of the SPD and the outputs of the Movement Strategy facilitate successful bus services.	No change
Go South Coast	Department for Transport guidance identifies 400m as the maximum acceptable walk distance to or from a bus stop. For most bus users, existing stop locations in the city centre mean that this guidance is easily satisfied.	Noted. WCC, the bus companies and HCC, as highway authority have been in discussion regarding bus stops and will continue to do so.	No change

Go South Coast, 48	Keen to ensure high quality bus stops with real time information, high visibility, interactive audio help points, Wi-Fi, higher kerb, high quality materials, marking of sufficient length to enable buses access close to the kerb.	Noted. WCC has been working closely and will continue to work with HCC and bus operators to ensure appropriate facilities are made available at bus stops in due course. Specific details in relation to this are not suitable for the SPD.	No change
Go South Coast	Demand for buses in the city centre needs to be modelled to assess how the city will function with revised layout, bus operation and changes on pick up locations. Operators will need to understand the level of departure charges likely at the new facility as this could affect whether operators would actually use it.	WCC is working with HCC as highway authority to test bus access using the micro-simulation traffic model built for the Movement Strategy. WCC is also working with local bus operators to determine viable bus access. The results from this initial and any subsequent assessment work will help shape movement and access requirements.	No change
Go South Coast	We note Para 3.6.3 states that buses and coach parking will not be encouraged in the city centre. Naturally this will need to exclude buses laying over for a short time recovering between trips of up to 15 minutes.	The potential new bus hub on Middle Brook Street car park includes provision for the same number of bus bays in the existing bus station. WCC, the bus companies and HCC, as highway authority have been in discussion regarding bus stops and layover needs and will continue to do so. Efficient timetabling would help to reduce the need to layover, however it is recognised that some factors such as traffic delays will have an impact on this, in these instances bus services would need to layover elsewhere, at the Bar End depot or a bus stop outside the city centre for example.	No change

Go South Coast	In addition to the bus hub provision there will need to be identified boarding points within the city centre for buses as they journey out of the city centre. Whilst the SPD shows current bus stops it does not show proposed facilities which need to be considered as part of the consultation.	Noted, but the scope of the SPD does not cover this level of detail. Within the SPD (including, but not limited to section 3.2.20; 3.6.4) suggested facilities have been included. The vision for a “hub” includes real time travel information boards, sheltered waiting areas, good quality toilets, a café and cycle parking and cycle hire.	No change
Go South Coast	It is not clear whether the bus hub proposals account for growth. No evidence of examination of existing need and projected increase in use and number of buses needing to access the city centre as service buses (rather than coaches or parking up) - can the proposed bus station accommodate the expected increase of buses likely to use the station through increased patronage?	The potential new bus hub on Middle Brook Street includes provision for the same number of bays in the existing bus station. It is not possible to provide any additional bays because the proposed, new bus hub would be significantly smaller than the existing bus station, in order to free up the area for more viable development, whilst still broadly maintaining the same number of car parking spaces in the car park. WCC acknowledge the frequency of existing bus services is likely to increase and will continue to work with HCC and other partners following outputs from the Movement Strategy to consider appropriate provisions for any growth in due course.	No change
Go South Coast	We support Option B on page 44 which does not sever the bus hub from the city centre core. This is essential for accessibility of bus services to more vulnerable users.	Noted. The SPD needs to maintain flexibility so does not set out a preference between the options.	No change
13	Not clear where the bus routes through the city will be from the proposed hub.	WCC, the bus companies and HCC, as highway authority have been working closely and will continue to do so regarding bus operations. The long-term aspiration of the	The following wording has been added to 3.2.13,

		<p>SPD is to remove buses from multiple streets. WCC recognise there is however a need to provide good quality bus stop/interchange infrastructure in an on road location or other suitable alternative.</p>	<p>3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in [insert name] street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with</p>
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			bus operators and the Highway Authority as part of the transport assessment and development control process;
11	A combined car park / residential building seems like a positive development but there are relatively few details. How would the building integrate a car park and residential properties.	Noted. The SPD does not go into this level of detail, which will be considered carefully in the next stages of work once the SPD is completed and approved.	No change
15, 28, 35, 129	Bus fares are too expensive / buses don't run late enough into the evening / should be more buses / more frequent.	Noted. This comment relates to more general bus issues, which it is not for the SPD to resolve.	No change
5	Convert to ultra low emission buses i.e. electric buses	The use of low emission vehicles is aspired to throughout the SPD.	No change
7, 104, 111, 133	Put bus hub to the south of Frairsgate / on the new Friarsgate car park. Buses could turn left from Friarsgate, and right into the revamped parking.	WCC, the bus companies and HCC, as highway authority have been working closely and will continue to do so regarding bus operations. The long-term aspiration of the SPD is to remove buses from multiple streets, to improve conditions for pedestrians. WCC recognise there is however a need to provide good quality bus stop/interchange infrastructure in an on road location or other suitable alternative.	The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6: Public opinion favoured an end state where buses

			<p>are removed from the pedestrian zones in [insert name] street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control</p>
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			process;
29	The bus hub will probably be the most polluting part of the plan and is far too large. It should be heavily reduced so that it is effectively a long bus stop.	The SPD sets out the vision for the new bus hub that could provide a high quality facility, which is not likely to be any more polluting than existing provision. There is strong support for adequate public transport provision.	No change
6	Publish information on the contribution of buses to pollution.	This is outside the scope of the SPD. Data on air quality/ bus pollution is available on the WCC website. Proposals for bus services/movements are promoted by WCC taking account of all impacts, including pollution. WCC and HCC are working with bus operators to improve the quality of the fleet.	No change
34	Bus traffic should be separated from the busy pedestrian areas	Noted. The potential new location of the bus hub has been selected to achieve this.	No change
14, 81, 202	Buses, lorries and car drivers will all be on Friarsgate which will cause congestion.	Buses already use Friarsgate to access the existing bus station so the potential new bus hub is not expected to make the situation any worse.	No change
56	The future possible pedestrianisation of St Georges Street should be considered.	Noted. This comment relates to more general transport issues, which are beyond the scope of the SPD.	No change
59	Does the proposed hub have enough space to function satisfactorily - it seems rather smaller than the existing bus station.	The vision for a "hub" includes real time travel information boards, sheltered waiting areas, good quality toilets, a café and cycle parking and cycle hire. Whilst the proposed space is smaller than the existing bus station in order to free up the area for more viable	No change

		development, whilst still broadly maintaining the same number of car parking spaces in the car park, provision is included for the same number of bays in the existing bus station.	
57, 164	With the bus hub on Friarsgate, where is the next bus stop? The bus stop on Silver Hill is important, it is not good enough to expect people to walk to the bus hub with trolleys, walking aids etc.	WCC, the bus companies and HCC, as highway authority have been working closely and will continue to do so regarding bus operations. The long-term aspiration of the SPD is to remove buses from multiple streets, to improve conditions for pedestrians. WCC recognise there is however a need to provide good quality bus stop/interchange infrastructure in an on road location or other suitable alternative	<p>The following wording has been added to 3.2.13, 3.2.19, 3.2.20 and 3.3.6:</p> <p>Public opinion favoured an end state where buses are removed from the pedestrian zones in [insert name] Street. There, is however a need to provide good quality bus stop/interchange infrastructure in a nearby on road locations or other suitable alternative. This will require the developers of certain areas within</p>

			the CWR site , including but not exclusively to [insert area], to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process;
71	The SPD lacks sufficient clarity eg.: "Parked and stationary buses will be relocated outside the city centre..." (para.3.6.3). The proposed location needs to be specified.	The purpose of the SPD is to add further details to adopted local plan policies and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It provides further guidance for development on specific sites / particular issues. When adopted it will be a material consideration during the decision making process. It is not a site by site allocation of uses and cannot prescribe land use. Therefore, this is outside the remit of the SPD.	No change

South Downs National Park Authority	Support redevelopment of new bus hub and provision of cycle stands and cycle hire. The SPD does not make any specific mention of the area as a gateway to the National Park or the South Downs Way and should provide interpretation/routing information, local information including the National Park, signage to the South Downs Way.	The support is welcomed. The SPD envisages the bus hub having facilities and refers to information boards but their content is a detailed design issue which will be determined at a later stage.	No change
77	Needs a rethink on position - not the best option.	The proposed bus hub is considered to be in the most suitable position.	No change
Winchester CTC	Amend paragraph 3.6.1 to refer to pedestrian <u>and cyclist</u> priority.	The SPD has been amended to reflect its aspirations for pedestrian and cyclist movement to be prioritised within the quarter, and other sections of the document are updated to show more detail on cycle movement across the area.	Amended 3.6.1 as follows: Deleted: 'allow for pedestrian priority' and replaced with 'prioritise pedestrian and cycle movement'
97	This needs much more design input. It will not be a thing of beauty and could be hidden behind perimeter buildings	Noted. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It provides further guidance for development on specific sites / particular issues. When adopted it will be a material consideration during the decision making process. It is not a site by site allocation of uses and cannot prescribe land use. Therefore, this is outside the remit of the	No change

		<p>SPD.</p> <p>The detailed design will be considered at a later stage and it is not appropriate to include in the SPD.</p>	
121	Support the relocation to Middle Brook Street car park, but the "hub" should include Taxis and coaches so that it is truly a hub.	<p>Support welcomed. WCC, the bus companies and HCC, as highway authority have been working closely and will continue to do so regarding bus operations.</p> <p>The potential new hub site at Middle Brook Street includes provision for the same number of bays as the existing bus station. It cannot accommodate all buses, taxis and coaches - the "split" between the Broadway and Friarsgate may be necessary to achieve the vision set out in the SPD and may represent the optimal solution. If coaches went into the bus hub they would need to travel around the one way system unnecessarily.</p>	No change
126	How many people use buses other than park and ride? Is there an adequate service around the City?	<p>WCC supports the increased use of buses as an alternative to the car. A significant proportion of people use buses other than park and ride services and WCC wishes to see an increase in use over time. This comment relates to more general bus issues, which are beyond the scope of the SPD.</p>	No change
131	3.6.4 - add Dial-a-Ride and Shopmobility. Please consider a Bike Hub.	<p>Currently there are no plans to change arrangements. Although WCC is not ruling it out in the future</p>	No change .

132	Support the proposals but they should be regarded as temporary with a phased transition from large buses to smaller and more frequent electrically-powered "Hoppa" buses and in due course driverless buses.	The support is welcomed. This comment relates to more general bus issues, which are beyond the scope of the SPD.	No change
159	To have a single central hub is probably outdated if we are to consider traffic density, traffic flow and air pollution as priorities to result from the Movement Strategy.	Whilst a hub is proposed, it is envisaged that buses and coaches will also continue to depart/arrive in the Broadway. In this way these services will not be solely concentrated on the proposed hub.	No change
194	The bus drivers require rest and refreshment facilities. While the provisions for the public are good (3.6.4), the drivers are not mentioned. There should be information panels across the whole bus district. Parking buses outside the centre is sensible.	This level of detail is beyond the scope of the SPD. Drivers however could use the public facilities. The provision of real time information boards is considered to adequately meet the requirements of users but this comment also relates to more general bus issues, which are beyond the scope of the SPD.	No change
Historic England	The regeneration of the area presents an opportunity to reclaim some of the historic urban form by creating new development with active frontages which also enhance a sense of enclosure. The creation of a bus hub must not undermine this opportunity and it would be appropriate to create the open space of the bus hub on the car park but behind a frontage onto Friarsgate.	The SPD proposes the creation of active frontages with a sense of enclosure where appropriate. It is envisaged that the bus hub will not undermine the opportunity to significantly improve the central area, rather, it could create the best opportunity to achieve the vision set out in the SPD.	No change
209	Improvements to public transport should increase revenue.	Improvements to public transport bring a range of significant benefits, including the potential for increased revenues for bus operators and other businesses.	No change

Section 3.7 – ARCHAEOLOGY, HERITAGE , CULTURE

20, 35, 54, 62, 70, 104, 119, 121, Winchester SALT , 164	Support / accept/ agree with the section on Archaeology, Heritage and Culture (3.7)	The support for the section on Archaeology, Heritage and Culture is welcomed.	No change proposed.
30, 113	Support ideas for cultural / heritage uses in Silver Hill	Noted.	No change
70, 125, 194	Welcome the retention and reuse of the Antiques Market and Woolstapler's Hall.	Noted.	No change
8, 38, 40, 46, 53, 61, 77, 84, 97, 111, 146, 159, 160, 197	There should be more emphasis on / support for the emphasis on the provision of cultural facilities / this should be the main focus of the development.	Noted. The SPD aspires to have cultural offerings within the CWR area. The precise scale and nature of any facilities is outside the scope of the SPD and WCC will need to balance the desire for them with commercial and viability considerations.	No change
Hampshire Cultural Trust	HCT would welcome dialogue on the potential for a museum development and public interpretation of archaeological discoveries made during development. HCT has commissioned survey and economic impact work, including the economic contribution and commercial viability heritage attractions and a potential new Anglo-Saxon museum.	Noted. The SPD aspires to have cultural offerings within the CWR area. The involvement of the Hampshire Cultural Trust is welcomed and WCC will work with them to explore the scope for museum development. While the SPD, as a planning document, supplements adopted local plan policy, it cannot prescribe or allocate land use, it also cannot specify a precise facility or operator. Therefore no change to the SPD is needed to take this proposal forward.	No change

The English Project	<p>A cultural/heritage venue is needed. The English Project is planning a world-class visitor attraction which will takes as its entry point the Anglo-Saxon period and will focus on the role of Alfred in establishing the English language. Much planning and feasibility work has been undertaken and plans are being melded into the bigger idea of an Anglo-Saxon museum. Completion of the SPD should be delayed this possibility has been fully explored, specifically location(s) and relationship to existing sites and planned new commercial space.</p> <p>The 'Winchesterness' section needs revision and development to refer to the linguistic and literary history of Winchester.</p>	<p>Noted. The SPD aspires to have cultural offerings within the CWR area. The involvement of the English Project is welcomed and WCC will work with them to explore the scope for museum development.</p> <p>While the SPD, as a planning document supplements adopted local plan policy, it cannot prescribe or allocate land use, it also cannot specify a precise facility or operator. Therefore no change to the SPD is needed to take this proposal forward.</p> <p>The SPD is concerned primarily with guiding built development and the 'Winchesterness' section reflects this and does not need to refer to linguistic or literary history.</p>	<p>No change</p> <p>The Winchesterness section has been revised to include more guidance.</p>
17, 19, 24, 35, 51, 72, 84, 120, 127, 138	Support the inclusion of a museum / there should be plans for a museum / it should display archaeological finds.	Noted, see above.	No change
7, 8, 14, 22, 25, 40, 46, 83, 85, 96, 97, 103, 109, 122, 132, 144, 146, 159, 197	Support the suggestions for an Anglo-Saxon museum / English Project.	Noted, see above.	No change
35, 194	A museum should be similar to Jorvik Centre	Noted, see above.	No change
30, 35	Woolstaplers Hall is a good location for the new museum or a cultural space	Noted.	No change

1, 44, 126	Question the need for / viability of a museum.	The public consultation shows a desire from many residents for a museum and support for some of the proposals emerging. As noted above, viability will be a key issue to be resolved before a museum proposal could be developed.	No change
49	Priority over other uses should be given to a museum / hall for music / English Language project if feasible and viable.	The SPD aspires to have cultural offerings within the CWR area. Feasibility and viability will be key issues affecting the delivery of such facilities.	No change
26	A new museum should include a small concert hall attached.	Noted, see above.	No change
22	Woolstaplers Hall should be used for apartments not a museum	The SPD suggests the Woolstaplers Hall could accommodate cultural / heritage uses and this would be appropriate to its character.	No change
8	The existing bus station site, when vacated would make an excellent cultural centre for the city incorporating a new museum, art gallery and up to date concert hall.	Noted. The SPD suggests the relocation of the bus hub and redevelopment of the current site for culture/heritage uses as well as residential and leisure.	No change
38, 131	It is not clear / agreed that this area should be a new cultural centre – River Park is another possible location.	Noted. The SPD deals with the Central Winchester Regeneration area and supplements adopted local plan policy on, it cannot prescribe or allocate land use. The options for River Park are being dealt with separately and are outside the scope of the SPD.	No change
55, 58, 125, 140	There should be modern performance / music / concert space which would provide economic benefit for the town centre.	Noted. The SPD aspires to have cultural offerings within the CWR area. It, therefore, acknowledges the benefits of and support for the type of facilities mentioned.	No change
Theatres Trust	Support the provision of a cultural offer as a key aspiration. Should the Antiques Market	Noted, the offer of advice and guidance is welcomed.	No change

	come forward as a multi-use, suggest the Council seeks engagement with the Theatres Trust at an early stage, for expert advice and guidance on what functional and viable.		
49, 74, 159	A 2015 report by the Trustees of the Chamber Music Festival does not appear to have informed the SPD.	This report is something that can be taken in to account when developing more detailed designs and uses.	No change
28	An outdoor performance/meeting place would be a great asset to Winchester. However, there should be a way of generating regular income from such a space.	Noted, see above.	No change
60	Prioritise high class creative talent development.	Noted, see above.	No change
73	St John's Rooms deserve more access and promotion.	Noted. St John's Rooms are outside the SPD area and subject to their own management arrangements.	No change
49, 52, 74, 132, 152	The draft paper from the Archaeological Advisory Panel will be too late to inform the consultation on the SPD / should have a deadline. It could be pivotal for the location of a cultural / heritage venue.	The Archaeology Advisory Panel's report has now been produced. It sets a summary of existing archaeological knowledge for the site, the further requirements of development, and an archaeological strategy. It also covers surveys and construction techniques as well as community engagement, so sets out detail regarding many of the matters raised by comments on the SPD. A summary of the archaeological strategy has been included in the revised SPD. Also Appendix 2 ('History') has been updated using information from the strategy.	Updated 3.7.3 so it is worded in the past tense i.e. 'It also advises on' rather than 'it will also advise on' Changed 3.7.3 to 3.7.4 as the numbering has been duplicated Section 3.7.5 has been added due to

			<p>public interest in the approach to Archaeology, to explain there will be further discussions in due course</p> <p>Added underneath this is the last 5 paragraphs from the non-technical summary of the report</p> <p>Updated Appendix 2 ('History') with the entire non-technical summary from the report and the historical / archaeological background summary included as appendix 1 of the panel's report The images will also need to be updated.</p> <p>The images will also need to be updated in the InDesign</p>
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			<p>document once the updated tracked change SPD is agreed for adoption.</p> <p>Updated 3.11.6 to direct the reader to the Archaeology Panel's report for further details on the recommendations and requirements on the approach to archaeology.</p>
71, 125, 132, 146	The archaeology requirements are not clear / strong enough e.g. "Desk-Based Assessment" There should be a full survey of the whole area.	The archaeological requirements need to be consistent with Government and Local Plan policies. The Archaeology Advisory Panel's report has now been produced and the recommendations included within the SPD.	See above
40, 55, 122, 191, 194	There should be thorough and extensive archaeological surveys prior to development (involving the community).	Noted, see above.	See above.
38, 81, 97, 158	Any interesting archeology should be preserved / revealed / integrated into development plans.	Noted, see above.	See above.
17, 7, 22	In favour of a full excavation and a museum to display the finds	Noted, see above.	No change
13	Preserve what is left of the heritage but focus on creating a 21st Century space that will form the future city heritage.	Noted, the importance of achieving a high quality development is accepted and is a key aspiration of the SPD, as is the need to ensure the development is in keeping with the	No change

		historic context; whilst providing for 21 st Century needs of residents, workers and visitors.	
47	Historical building fronts should be retained if the entire building isn't suitable for conversion.	Noted. The retention of specific buildings is aspired to in the SPD.	No change
140	Twentieth-century architecture is now part of the city's heritage, and should be considered for retention.	Noted. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore, this is outside the scope of the SPD. An applicant for planning consent may choose to retain existing usable and attractive buildings.	No change
52, Winchester Muslim Cultural Association, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182,	Paragraph 3.7.6 undermines the majority of the preceding document and the community engagement that has been undertaken. Community use is identified throughout the SPD as feasible so to state that 'the design framework is not dependent on the delivery of a specific cultural or heritage uses' is a contradiction. The SPD makes no reference to diversity or Winchester's multi-cultural population. This paragraph should be removed as it negates the Local Plan and is inconsistent with the NPPF and the SPD's objectives.	Noted, but it is considered that the SPD is right to set out that development of the area cannot be dependent on the delivery of a specific cultural or heritage use and it is right that the SPD does not single out one group over another. It would not be reasonable or realistic to seek to withhold planning consent across the area simply because a facility which is out of an applicant's control has not been delivered. Similarly, viability is an important consideration which cannot be ignored.	No change

183			
Gurkas and Nepalese Community Winchester	<p>The Gurkha and Nepalese Community Winchester (Gncw) have been able to enjoy cultural functions and would like to take these activities further. The City Centre is the most apt place for this and we would like premises so we can take this support further.</p> <p>We support the Winchester Muslim Cultural Association's submissions and are happy to join with them for multi community premises or space.</p> <p>We understand that LPP1 and LPP2 are based upon commercial, residential, office and community being equally considered. We look for viability testing now, rather than later in the planning process and are concerned for the example the consultation paper specifically identifies. Please let us know that instructions to consultants now involve looking at community space seriously, and the briefs on that are being more fully provided on community matters.</p>	<p>Noted, see also the response above. The SPD envisages an appropriate mix of uses, which could include community and cultural provision, but the SPD cannot allocate uses site by site or prescribe land use. The facilities proposed are aimed at a cross section of the community which would include, but could not be limited to, specific ethnic or religious groups.</p> <p>Anyone is entitled to bid for any premises and will be considered.</p>	No change

191	<p>Agree there should be separately developed parcels rather than a single developer, with local architects invited to design. Vernacular materials should be preferred and modern designs may be acceptable where they reflect and city's finest buildings or are of outstanding architectural merit.</p>	<p>Noted. This is matter that will be explored as and when proposals come forward. Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify architectural styles because, this is outside the scope and purpose of the SPD. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore, this is outside the scope of the SPD.</p> <p>There will be an opportunity for comment on proposals at the appropriate time.</p>	<p>Amended the title of section 2 in the SPD from 'Context' to 'Context and Design Principles' and updated 3.13 to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken into account</p>
106, 108, 118, 128, WDB , 198, Winchester Deserves Better	<p>The SPD should say more about architectural style, with a bias in favour of period styles which draw from the historic fabric of the city. There may be scope for occasional buildings of a modern architectural vernacular but these should be of the highest architectural quality.</p> <p>The site's archaeology is barely mentioned. There should be a clear commitment to clarify the presence of archaeology, preserve and exhibit in situ any material findings, and for</p>	<p>This is matter that will be explored as and when proposals come forward. Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify architectural styles. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. Specifying architectural style is beyond the scope and purpose of the</p>	<p>Updated 3.7.3 so it is worded in the past tense i.e. 'It also advises on' rather than 'it will also advise on' Change 3.7.3 to 3.7.4 as the numbering has been duplicated</p>

	<p>the SPD proposals to be contingent on an excavation programme.</p>	<p>SPD. The SPD needs to retain an element of flexibility to allow creative and innovative proposals to come forward.</p> <p>The recommendations from the Archaeology Advisory Panel's report have been included in the revised SPD. Appendix 2 ('History') has been updated using information from the report.</p>	<p>Section 3.7.5 has been added due to public interest in the approach to Archaeology, to explain there will be further discussions in due course</p> <p>Added underneath this the last 5 paragraphs from the non-technical summary of the report</p> <p>Updated Appendix 2 ('History') with the entire non-technical summary from the report and the historical / archaeological background summary included as appendix 1 of the panel's report</p> <p>The images will also need to be updated.</p> <p>The images will also</p>
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			<p>need to be updated in the InDesign document once the updated tracked change SPD is agreed for adoption.</p> <p>Updated 3.11.6 to direct the reader to the Archaeology Panel's report for further details on the recommendations and requirements on the approach to archaeology.</p>
34	Support creating areas for street cafes.	Noted.	No change
209	Include better facilities for all ages.	Noted, although this is not relevant only to the archaeology, heritage and culture section.	No change

Section 3.8 – Land Uses - HOUSING AND COMMUNITY

55, 70, 73, 128, 130, WDB , Winchester Deserves Better	Support / accept/ agree with the section on Housing / Community	The support for the section on Housing and Community is welcomed.	No change
38	City centre housing is vital. It should be good quality and affordable	Noted and agreed.	No change
22, 51	Not sure housing is needed in this area	Objectives for the CWR area were produced from extensive community and stakeholder engagement, one of which is Housing for All. Participants agreed that housing catering for a full spectrum of the community should be included in the CWR area. The Local Plan makes provision and the case for some housing.	No change
4, 34, 36, 40, 48, 58, 77, 81, 83, 104, 109, 111, 129, 135, 164, 194	Affordable housing is needed / should be provided / any residential units must include some social / affordable housing provision, in accordance with policy.	Development would need to comply with Local Plan policy CP3 which sets out a requirement for 40% affordable housing unless this is shown not to be viable. Plan policy requires a proportion of housing to be some form of social housing (meaning affordable or social rented housing) and policy gives priority to on-site provision of affordable housing.	No change
163	It makes no commercial sense to use high land value for lower cost (affordable) housing.	The SPD aspires to have an appropriate balance, to be struck between different types of housing provision. The SPD envisages that planning policies on affordable housing are met, subject to development viability.	Section 3.8.4 has been deleted and 3.8.1 revised to include viability.

37	No cheap housing as this brings problems to the City centre - beggars / drunks. The City centre is full of low cost housing/community housing. This had produced loads of on going problems to the immediate city centre.	Noted. There remains a considerable need for affordable housing, which WCC is committed to providing.	No change
30	Small 'affordable' units, some built over shops, as well as some to attract 'downsiders' wanting to live in the city, are essential to make the best use of this limited space.	Noted, a mix of housing is required by Local Plan policies.	No change
36	More suited to smaller units rather than families, given the very limited scope for private defensible outside areas.	Noted, a mix of housing is required by Local Plan policies.	No change
47	3.8.7 - rather than cycle storage per property, use communal cycle storage hubs	Noted – this level of detail is not appropriate for the SPD, but WCC's SPD on parking provision sets out requirements for cycle parking.	No change
19	Residential parking needs to be considered more thoroughly	Noted – this level of detail is not appropriate for the SPD, but WCC's SPD on parking provision sets out requirements for cycle parking.	No change
14	High value housing needed to finance the ambitious vision	Noted, a mix of housing is required by Local Plan policies.	No change
49, 52, 74	Para 3.8.2 Affordable housing - Delete 'unless this would render the proposal economically unviable'. Para 3.8.4 Rephrase, 'The CWR is suitable for flatted development, to deliver a high density of dwellings within the city centre.'	WCC is required to consider economic viability in assessing the potential for affordable housing to be provided in market residential proposals. The SPD has been updated to reflect that Housing for All could be considered	3.8.4 has been deleted and 3.8.1 revised to include viability.

159	Generally this addresses important considerations to increase residential capacity and needs to the City Centre - except for the unfortunate caveat concerning affordable housing 3.8.2. This should be deleted if the Council is to prioritise a diverse range of typologies 3.8.1 catering for the full spectrum of the community.	WCC is required by national and local planning policy to consider the impact of any requirement for the provision of affordable housing on the economic viability of market housing schemes. However, WCC starts from the position that the provision of a suitable proportion of affordable housing would be viable.	No change
13	Social housing unlikely to feature much in this prime location but Council should commit to investing in social housing around the city	Development would need to comply with Local Plan policy CP3 which sets out a requirement for 40% affordable housing unless this is shown not to be viable.	No change
15	Social housing should be Council owned and never for sale	Noted but Government regulations in terms of 'right to buy' have to be reflected in Council policies.	No change
161	Please ensure correct amount of real council houses will not be sold on. Please ensure noise is kept to a minimum from private individuals & places like shops & pubs.	The SPD envisages the provision of affordable housing. It is outside the scope of the SPD to specify who the landlord or owner of the homes should be. Planning policy gives priority to on-site provision of affordable housing. Account will be taken of the potential for noise issues at the detailed design stages.	No change

13	Potential to create traffic problems	Objective 7 'Housing for All' envisages a diverse range of city centre housing typologies, catering for a full spectrum of the community. The SPD suggests that the area may be appropriate for some car free development.	No change
13	There doesn't seem to be much reference to housing especially social housing	<p>The aspirational framework set out within the SPD envisages a mix of uses appropriate to the location - these could include commercial, leisure, cultural/heritage and community uses and residential.</p> <p>A suggested range of the quantities and types of land uses is set out in the SPD, residential is the largest.</p> <p>One of the eight objectives that the SPD aspires to achieve is 'Housing for All'. The SPD envisages that up to 300 dwellings could be delivered, providing a diverse range of housing typologies, catering for a full spectrum of the community.</p>	<p>No change</p> <p>Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.</p> <p>No change</p>
6	I would like to see a reference to Winchester's homeless community, and where rough sleepers are expected to congregate in this new development. They won't be going away, so is the intention to shift them	Noted but this is outside the scope of the SPD. WCC has a separate statutory homelessness function.	No change

	somewhere else?		
6, 38, 70	Car-free residential development is a priority.	The SPD envisages that the CWR area is suitable for car-free residential development and has aspirations that this should be a priority.	No change
36, 54, 62, 95, 164	All housing should provide a reasonable level of car parking, one for one would be the minimum for apartments. Car free housing is wishful thinking / a disincentive to buyers.	Noted, but WCC's Car parking SPD would allow for some housing that does not have dedicated parking spaces within this sustainable location. WCC encourage active travel and sustainable methods of transport.	No change
38	Council need to actively seek/require this kind of innovation	Noted	No change
6, 20, 35, 38, 40, 61, 72, 113	Mixed / affordable housing is welcomed, support the intention to consider "the needs of all sectors of the community, including older people, younger people and those on lower incomes.	Noted, the support is welcomed. Proposals for residential development must meet the requirements of adopted planning policies relating to the provision of affordable housing. Affordable housing is only accessible to eligible persons, which will include local workers on low incomes	No change
53, 58, 103	Should not all be flats - have some houses / terraces as there were before.	The SPD envisages housing for all age groups, including the young and old. The design and type of housing, for example terraces, is outside the scope of the SPD, but there is no reason why different types of housing could not be included.	SPD amended at 3.8.1 to "housing suitable for all age groups"
60	Only well regulated apartment use will sit comfortably within CWR - abuse potential is high	The design and type of housing, for example terraces, is outside the scope of the SPD, but there is no reason why flatted development cannot be integrated with neighbouring uses. WCC recognises the importance of the good	No change

		management of all proposed development, including new homes.	
71	The SPD lacks clarity eg.: "It is envisaged that the CWR area will deliver up to 300 dwellings..." (para. 3.8.1). Any number of dwellings below 300 would meet this criteria. The SPD needs to be stated in terms of minimum numbers of dwellings to be provided in specified areas of the development.	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. Specifying this is beyond the scope of the SPD.	No change
85	Welcoming areas for community meeting, and refreshments would be good.	The provision of such facilities is an aspiration of the SPD, which includes community uses within the heading of 'mixed use'.	No change
99	The amount of housing to be provided should not be watered down.	Setting the precise amount of housing is outside the scope of the SPD. The SPD envisages ranges of floorspace for the main types of development, including residential (identified in the suggested land use table).	Ranges revised in 'Suggested quantities and types of land uses' table, due to the most recent viability assessment.
120	Housing should ideally be geared towards the young without children (I do not feel that a City Centre location is ideal for families) and the elderly who need to be within easy reach of facilities. Any proposed housing should be a mix of social and affordable housing.	Support welcomed. The aspiration to meet a range of housing requirements, including those suitable for young people and the elderly is acknowledged in paragraph (3.8.1).	No change
121	"Housing for all" is an admirable aspiration, we should get best value from "affordable"	WCC is mindful of the need to secure affordable housing in relation to market	No change

	obligations which might mean building affordable or social housing at edge of town. Support the idea of extended care housing within the development, this will encourage that section of the community to stay engaged. Consider the Netherlands model of combining student and elderly accommodation. Maybe the council should build extended care housing in the city centre and sell off the Chesil street development.	housing proposals. Planning policy gives priority to on-site provision of affordable housing. Paragraph 3.8.5 indicates that WCC will support innovative approaches to housing, and whilst the Netherlands model combining student and elderly accommodation is not identified, all models could be considered. WCC has no wish to sell the Chesil Street development.	
140	Council homes should perhaps be spread across the city amongst other homes, within different blocks to encourage communal cohesion and inclusion, and avoid the stigma of the segregated 'council block'.	The SPD acknowledges the need to avoid the over-dominance of one particular form of housing. The creation of cohesive communities is an aspiration of the SPD.	No change.
125	Where are the necessary references to district heating schemes for all the buildings, inc housing, and for pv solar panels and rainwater harvesting?	Sections within 3.14 of the SPD sets out the aspirations for energy and water efficiency, based on Local Plan policy.	No change
126	Housing development will be a commercial decision - how much will the land cost and how big a return will the developers expect to receive?	All development proposals will be underpinned with commercial considerations. Land cost and developer's returns are not within the scope of the SPD.	No change

131	Support the tenure blind approach. There is a shortage of homes for older people with restricted mobility - need places with 2 and 3 bedrooms, and lifts. 3.8.8 This should be a "requirement", not a "priority". 3.8.9 – good, there are too few people about in the town centre	The support is welcomed. The need to meet a range of housing requirements, including those suitable for young people and the elderly is acknowledged in the SPD paragraph (3.8.1). The Local Plan requires a range and mix of housing (policy CP2), therefore the SPD; as a planning document which underpins adopted local plan policy, aspires to achieve a range of housing needs. It is outside the scope of the SPD to require car-free residential development. An aspiration of the SPD is that more people (workers, visitors, residents) are attracted to the central area both in the day and in the evening.	No change
144	Need for singleton units - easy in/out concept of flats like businesses?	Whilst this form of provision is not identified in the SPD, it does invite innovative approaches.	No change
158	No generic designs. Ambition/design will create demand bearing in mind the open spaces.	The design of development schemes will be required to respond to the location and “generic” designs are unlikely to be supported or permitted.	No change
160	More attention should be paid to the look of the scheme. The huge southern blocks defeated the last proposals. Meeting local plans etc does not assess the aesthetics which makes projects like this acceptable to the public.	WCC is mindful of the need to facilitate attractive, high quality development in the central area. The SPD includes a framework. This aspiration of which is to secure high quality development proposals.	No change

194	Do not support 3.8.6, the suggestion that homes might be 'exceptionally more compact' will ensure future overcrowding and slums. Core units for offices are mentioned in section 3.9 - these could be used to provide cheaper, more flexible housing, for people to fit out as their income and needs change.	WCC recognises the potential contribution of innovative forms of housing to meeting the housing needs of the area and the successful regeneration of the central area. It does not accept that "compact housing" necessarily equates to overcrowding and a poor quality residential development. Such housing could include custom build / finish housing. The SPD envisages the provision of office and residential development in separate spaces and does not propose flexibility / interchangeability between the two uses. Noted – this is outside the scope of the SPD.	No change
Ordinance Survey	Station approach re-development would be an asset.		No change

Section 3.9 – WORKSPACE / OFFICE

54, 55, 72, 109, 111, 121, 128, 132, 140, Hampshire Chamber of Commerce , 161, 164, Ordinance Survey	Support the section on Workspace / Offices (3.9).	The support for the section on Workspace and Offices is welcomed.	No change
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70	Support paragraph 3.9.3 – the demand for these uses is likely to increase.	The support is welcomed.	No change
13, 19, 40, 61, 103, 104, 125	Flexible / reasonably priced / 'pop up' work space should be provided.	Noted. Flexible workspaces are an aspiration (paragraph 3.9.3) to help provide low cost alternatives to what is currently available in the commercial market.	No change
38, 132	3.9.3 should say 'should / must' be provided, not 'could'.	Noted. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use. Therefore, this is outside the scope of the SPD. There will also be a limit to the amount of flexible spaces that can viably be provided, so the term 'could' is appropriate.	No change
1, 13, 22, 40, 113, 132, 158	There should be an emphasis on small / medium start-up and creative businesses.	Noted - the SPD notes the strong desire to support the creative economy and envisages flexible workspaces to help meet this demand, including creative hubs or studios (see paragraph 3.9.3). See above.	No change
85, 136, 144	There is a need for workshops / artisans for making things.	Noted, see above.	No change
163	Discounted rates should be given to encourage artisan workshops, craft & local entrepreneurs.	WCC cannot control this. Business rates are set nationally and these are market driven.	No change
81	Prioritise flexible office / workspaces over retail - there seems to be a high demand / short supply in Winchester.	Noted. The SPD land uses table suggests ranges that allows for office development, as well as for retail. Please also note there are plans to provide a large new office development at Station Approach.	Ranges revised in 'Suggested quantities and types of land uses' table,

			due to the most recent viability assessment.
15, 20	Uncertain that offices are appropriate for the area.	Noted. The SPD notes the strong desire to support the creative economy. Office development is considered appropriate and consistent with planning policies in this city centre location and the SPD provides for a range of potential uses and floorspace.	No change
51	Not sure whether 'pop up' work space is realistic – the Discovery Centre is well used and may provide a model.	Noted, 'pop-up' workspace will be expensive and difficult to provide if not sufficiently viable.	No change
35	Offices are best located in Friarsgate Passage or Tanner Street.	Noted. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use. Therefore, this is outside the scope of the SPD.	No change
55	3.9.4 is important – there may be some functions / uses which can or should be incorporated in other development areas.	Noted	No change
33	This needs to be planned in conjunction with office space at the proposed Station Approach development.	Noted - the project teams at the WCC for Central Winchester Regeneration and Station Approach are working closely together to ensure the developments are aligned. Project teams also work closely with HCC on both projects.	No change
126	Commerce is needed in the centre of the city to provide life in the day and for people to use	Noted.	No change

	the spaces after hours.		
194	There might be a need to review the Article 4 Direction against conversion of offices, to allow offices built as houses to be reconverted and persuade occupiers into offices on the CWR site.	Noted. It is considered that there is sufficient demand for an office element on the CWR site, given the flexibility provided by the SPD and the loss of office floorspace that occurred prior to the Article 4 Direction.	No change
77, 146	Less office space is needed, there is already empty office space in Winchester.	There is a shortage of office space in Winchester. The SPD notes the strong desire to support the creative economy and office development in this city centre location is consistent with planning policies. The SPD envisages a range of uses within 'Mixed use', including 'Commercial' so there is flexibility in terms of how much office space will be provided depending on market demand.	No change
159	Office space is changing, like retail, and to consider Winchester to be a potential Business Hub is misguided.	Noted. The SPD does not promote Winchester as a 'Business Hub', that is outside the scope of the SPD. However, it is believed that there is a shortage of office accommodation in Winchester. The SPD envisages a range of uses within 'Mixed use', including 'Commercial' so there is flexibility in terms of how much office space will be provided depending on market demand.	No change
60	Start building a vision of who would take up the space and how WCC would "support" them.	Noted. WCC's Economy and Arts Team will be involved in supporting prospective business occupiers. The emerging Economic Strategy will include our focus for inward investment and the approach we will adopt for assisting new and incoming businesses.	No change
13	The lack of private parking will deter potential	Noted. Many city centre offices do not have	No change

	businesses.	private parking and this does not deter businesses from occupying them.	
95	Office space must be accompanied by adequate parking.	Noted. Many city centre offices do not have private parking and the Council strategy regarding parking; promoted within the SPD, is to provide it in the most appropriate place related to activity and to reduce city centre traffic movements. The SPD envisages that on-site parking provision will be restricted as this is a sustainable location which is accessible using public transport, cycling and walking. Adequate and secure cycle parking may be required.	No change
111	There should be no operational car parking provided for occupants of the workspace.	Noted, see above. The SPD envisages that on-site parking provision will be restricted as this is a sustainable location which is accessible using public transport, cycling and walking. Adequate and secure cycle parking may be required.	No change
62	Additional office space implies additional traffic, which much of the plan is devoted to minimising.	Noted, see above. The SPD envisages that on-site parking provision will be restricted as this is a sustainable location which is accessible using public transport, cycling and walking. Adequate and secure cycle parking may be required.	No change
Winchester CTC	Workspaces and offices should provide adequate cycle parking.	Noted. Suitable standards would be applied to secure adequate and secure cycle parking.	No change

Section 3.15 - HEIGHTS, SCALE & MASSING

<p>19, 30, 35, 38, 54, 60, 62, 70, 72, 73, 83, 113, 119, 125, 130, 144, 146, 152, 158, 159, 164, 194</p>	<p>Support / accept/ agree with the section on heights /scale /massing— including for the following reasons;</p> <ul style="list-style-type: none"> - consideration of the proportions of buildings in relation to existing landmarks is very encouraging - build height set by datum is a good idea and is flexible - keeping buildings lower than previous plan is good - approve the emphasis on sightlines, especially to the Cathedral and Guildhall - good that there will be no massive blocks of five storeys, as was originally planned. Care must be taken to avoid the construction of inadvertent wind tunnels - need to blend old and new and show proper ambition — make Winchester a proper destination for the 21st Century - 	<p>The support for the Heights, Scale and Massing Section is welcomed</p>	<p>No changes</p>
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11,13, 22, 25, 26, 37, 44, 51, 77, 103, 120, 150, 161.	Buildings should be relatively small scale /maintain scale with the rest of the city/ proportionate in scale to surrounding buildings/ nothing should be taller than present retail outlets / no multi storey blocks in centre/ heights of buildings should be limited to suit scale of existing buildings and the city skyline / do not permit massive blocks totally out of character with the city.	<p>This section of the SPD seeks to provide guidance so that the scale of development is sympathetic to the character of the area and appropriate to its setting and surroundings. In line with objective 2 - Winchesterness, the SPD suggests variable heights in keeping with the character of the city centre. In some instances this may require lower heights to minimise overshadowing on significant spaces and in others increased heights may be appropriate where features of interest are created and do not cause detriment to views (e.g. along parts of Friarsgate).</p> <p>The SPD also states that whilst building heights could increase in height to emphasise a particular street or gateway, building heights of neighbouring and existing buildings should be considered.</p>	No change
47	3.10.11 - sunlight statement should also ask developers to consider thermal gain to minimise heating costs.	Noted. This detail has been added to 3.10.11.	Amended 3.10.11 to include taking advantage of solar gain to reduce heating costs.
140	3.10.11 - visually-verified montages should demonstrate the nature-inspired and airy quality of the development.	This is outside the scope of the SPD. It is unduly restrictive to make this a requirement of montages, or of development proposals themselves.	No change

31, 71,141	<p>Pages 52 and 53 need more clarity. “Most” in 3.10.6 is too vague. If the corner of Friarsgate and Middle Brook Street is the only exception to the height limit – this should be stated. Preferable to have no buildings taller than Woolstaplers Hall. The drawings on p52 serve to confuse. Their measurements relate not to ridgelines, but rather to the abutment between wall and roof and so the ridgeline heights are actually higher.</p> <p>On page 52 all the examples should have a maximum ridgeline height of 15.7m for to do otherwise is to confuse. For instance the top left drawing is showing 18.4m as it is drawn is to the abutment height. The drawn but unlabelled height to a ridgeline probably reaches a 21m height in total. This is way above the 15.7m in relation to the Woolstaplers' Hall. Moving left to right on the 8 section drawings this means that drawings 1,4, 5 and 8 are all outside the 15.7 maximum.</p> <p>Woostaplers' Hall is a very tall building to use a reference; almost all development should be well below this height.</p>	Noted. It is agreed that the illustrative Building Sections need further clarification and explanation. The SPD has been updated accordingly.	<p>Reordered the Illustrative Building Sections and added a note to the options above 15.7m specifying that these taller options could only be accommodated at the corner of Friarsgate and Middle Brook Street, and at key locations along Friarsgate. This update will be made in the InDesign document once the updated tracked change SPD is agreed for adoption.</p> <p>Reorganised the text from 3.10.6 to 3.10.11 and reworded so it reads more easily and provides clearer guidance.</p>
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40	I've seen so many plans in the past where the drawings suggest one thing but the reality is something else.	Noted. The purpose of the SPD is to supplement adopted local plan policy, it does not set out detailed proposals.	No change
15	Developers are motivated almost solely by profit so high is good as it enhances profit. Not more than four stories but it all depends upon design, quality, imagination/	The SPD suggests maximum datum heights for the development, in line with adopted local plan policy, the maximum height set out for the majority of the development is the height of the ridgeline of the Woolstaplers' Hall. Datum heights have been suggested rather than stories to allow for flexibility when planning the development uses.	No change
14	Clearly well thought out to compliment one of the key aspects of Winchesterness, but no guidance on actual building design and form	<p>This is matter that will be explored as and when proposals come forward.</p> <p>The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore, this is outside the scope of the SPD.</p> <p>The SPD should retain an element of flexibility to allow creative and innovative proposals to come forward.</p>	No change

11	I have concerns about loss of privacy relating to the new residential/car park building on the north side of the Middle Brook Street car park.	The SPD suggests that building heights should be sympathetic to neighbouring and existing buildings and careful analysis of the existing buildings should be carried out and taken into account in any development proposals. These aspects will be carefully considered.	No change
53	The absolutely crucial thing is that the Cathedral should not be dominated by any building - so keep the heights below the height of the cathedral roof.	The southern boundary of the regeneration area runs along the south side of the Broadway so there is considerable separation from the Cathedral and its setting. It is unlikely that development in the regeneration area would dominate the Cathedral. In addition, the suggested framework indicates that it is important that the overall height and massing of proposed buildings do not compete with views of the existing key buildings identified, including the Cathedral.	No change
55	The failure of the earlier Silver Hill proposal was more or less dictated by inappropriate financial demands.	Proposals will need to be economically viable if they are to be successfully implemented.	No change
61, 81	Height should be lower than Guildhall and Cathedral and respect existing neighbours Avoid large blind buildings	The framework indicates that the overall height and massing of proposed buildings do not compete with views of the Cathedral and Guildhall (3.10.5). A key objective is also included at 3.10.1 to ensure appropriate scale and roofscape which includes the relationship with existing buildings.	No change
71	The SPD lacks sufficient clarity and may be manipulated by developers.	The purpose of the SPD is to add further details to adopted local plan policy and	Amended the SPD to be clearer about what is adopted

		<p>creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore, this is outside the scope of the SPD.</p> <p>The SPD outlines a a coordinated framework for the whole area, it is not a site by site allocation of uses, nor prescriptive in its design approach. The SPD adds further details to the adopted local plan and proposals will be assessed against these criteria to ensure they capture the vision outlined in the SPD. It is accepted that key aspirations should be made clearer.</p>	<p>local plan policy</p> <p>Made the objectives set out in 1.5.4 bold and set within a box</p> <p>Highlighted the list of streets and spaces set out under 3.2.6 and added that it refers to the Public Realm Framework Plan and the sections that follow, to make clear that the Plan and all the area-specific pages form the adopted guidance.</p> <p>Added boxes at the end of each section from 3.3 onwards to summarise the adopted local plan policy requirements.</p>
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WinACC	It would be useful here to add two separate points about sunlight. Not only is it important to orientate buildings, to maximise potential for solar energy (whether PV or water). It is also important to mitigate the likely increases in summer temperature linked to climate change, and therefore the importance of reducing insulation, whether by orientation, planting, or moveable arrangements for shading windows. (We appreciate this is partly covered in 3.17 but it should be clearly stated here too.)	Paragraph 3.10.11 refers to sunlight in the context of the overshadowing of buildings and usable outdoor space. Paragraph 3.14.6 – Energy Strategy already refers to energy efficiency, including cooling and thermal shading, so it is not necessary to repeat this in other sections.	No change
81	Density is OK if there is plenty of light and green spaces in the area.	Conditional support noted.	No change
99	Developers will want to go as high as they can persuade the authorities to allow. Selecting the height of Woolstaplers Hall seems to me to be very generous indeed. It is important for Winchester City Council to bear in mind that it is their development and not the developers.	As a predominant landowner and planning authority, Winchester City Council can influence what is built. The SPD outlines maximum datum heights for the development, the maximum height set out for the majority of the development is the height of the ridgeline of the Woolstaplers' Hall. Other areas of the development may be given a slightly larger maximum but the SPD suggests that no building should exceed the existing building height on corner of Friarsgate and Middle Brook Street.	No change
109	Developers should not be able to get around the stipulated requirements for height, scale and massing.	Planning applications will be decided in accordance with the development plan and in the light of other material considerations. The adopted SPD is such a material consideration and will be accorded appropriate weight.	No change

111	Agreed but be careful with providing height at corners. Landmark buildings at corners are a modern phenomenon and not suitable here.	WCC considers that taller buildings may be appropriate at key corner locations and this is reflected in the SPD (3.10.9).	No change
121	Visually Verified Montages should not be wilful distortions as they can sometimes be.	Noted. WCC will ensure these are accurate and do not give a distorted impression.	No change
126	You just give us more narrow dark streets – we need light.	The SPD suggests that development proposals should seek to minimise overshadowing on buildings and public areas (3.10.11).	No change
127	It is difficult to make any meaningful comment from the draft report as it does not convey in pictures how the development impacts the City.	<p>It is made clear that the drawings and sketches in the SPD are aspirational images, the SPD cannot be prescriptive in allocating land use or design. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore, this is outside the scope of the SPD.</p> <p>Until development proposals come forward it is not possible to convey in pictures how the redevelopment will impact the area.</p>	No change

132	<p>The wording of paragraph 3.10.9 must be amended to make it clear beyond doubt that Friarsgate is not exempt from this general expectation. The notion that buildings on "key corner locations" can exceed the height above Ordnance Datum of the Woolstaplers' Hall is wholly unacceptable, and must be taken out of the SPD.</p> <p>The roof of the building on the corner of Friarsgate and Middle Brook Street is not 55.7 m AOD: it reaches that height only by virtue of an open latticework structure on top of the roof. That provides absolutely no logical basis for allowing buildings as high as that elsewhere on Friarsgate.</p>	<p>The SPD suggests maximum datum heights for the development, the maximum height set out for the majority of the development is the height of the ridgeline of the Woolstaplers' Hall. Paragraph 3.10.9 suggests a slightly larger maximum may be allowed on Friarsgate but outlines that no building should exceed the existing building height on corner of Friarsgate and Middle Brook Street. The SPD refers to datum heights instead of storey heights because different building uses require different floor to floor heights, storey heights could therefore unnecessarily limit the number of floors allowed.</p>	No change
137	<p>More detailed guidance on acceptable building form and style is needed. How to blend old with new? How to allow some bold contemporary design while avoiding the ghastly mistake of the design chosen for Chesil Street Care Home.?</p> <p>It would be good to have some workshops on this topic in the next round of engagement</p>	<p>Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify building form and style because this is not the purpose of the SPD. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore, this is outside the scope of the SPD.</p> <p>The SPD retains an element of flexibility to allow creative and innovative proposals to come forward.</p>	<p>No change</p> <p>No change</p>

	events.	WCC will consider if and how further steps in relation to design guidance will be required in due course	
138	Much work has been done by JTP to set the parameters. Random frontages and breaks in the line of buildings will come naturally if plots are given to different users to develop.	Noted.	No change
140	<p>This section is appropriate, except for my reservations about removing the street furniture which punctuate and break up the Middle Brook Street into micro-environments to experience and explore. Middle Brook Street should be enhanced as an experience in its own right, rather than a corridor of shops to get you to the cathedral. In fact, I think it would be quite enticing to gradually see more and more of the cathedral church's building as one walks closer to it.</p> <p>All that said, I can still see the attraction of a vista towards the cathedral church down the Middle Brook Street.</p>	<p>Noted. The SPD cannot prescribe this level of detail, but does not preclude the creation of "micro-environments". The framework for Middle-Brook Street has aspirations that it "could be reinvigorated as an actively fronted and vibrant shopping street" not just as a link to somewhere else.</p> <p>Conditional support welcomed.</p>	<p>No change</p> <p>No change</p>
189	Should be no higher than current used buildings and no higher than Cathedral tower.	The SPD does not rule out some development that could be higher than the existing buildings. The focus will be to ensure variable heights, in keeping with the character	No change

	<p>Style should be elegant and Georgian Consult on style please.</p>	<p>of the city centre. In some instances this could require lower heights to minimise overshadowing on significant spaces and in others increased heights may be appropriate where features of interest are created and do not cause detriment to views.</p> <p>This is matter that will be explored as and when proposals come forward.</p> <p>Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify building style because this is outside the scope of the SPD. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.</p>	<p>No change</p>
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Huw Thomas Architects	There is plenty of reference to height and mass but not plot widths. In the High Street the average plot width is about 10 meters. The heights are delightfully uncontrolled and chaotic which creates charm.	Noted. There are several references to plot width in the document (at A5.3.10/13/16) and are identified as characteristics of “Winchesterness”. An additional reference to plot widths has been added to the Winchesterness Principles in paragraph 2.3.4 point 5 to emphasise their importance in design.	Amended 2.3.4 point 5 to include reference to plot widths
	The only monolithic building is the Cathedral itself and it should remain so.	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.	No change
	There is no discussion about the style of architecture. The sketches in this document ape the grand elephantine buildings we had already witnessed in the last scheme. Smaller plots would spawn a variety of styles; the vernacular, the traditional, the fashionable and the contemporary. These buildings	This is matter that will be explored as and when proposals come forward. Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify architectural style because this is outside the scope of the SPD. The purpose	No change

	<p>should be designed by many architects and not solely by one massive architectural practice. This is Winchester. We would only then capture the real spirit and essence of this beautiful and historic city.</p>	<p>of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.</p> <p>The SPD needs to retain an element of flexibility to allow creative and innovative proposals to come forward.</p> <p>It is made clear that the drawings and sketches it contains are "aspirational images which do not aim to be prescriptive, nor define architectural style." The document acknowledges that one of the city's characteristic is its "varied architecture" (A5.1.5), and that it has aspirations for the highest standards of architecture (1.1.4). In addition, proposals should respond to Winchester's unique character by making use of architectural detail (2.3.4 (8)). Finally, the SPD envisages the involvement of multiple architectural practices (3.11.3) which has the potential to result greater variety, innovation and higher quality design than relying on a single architectural practice.</p>	
209	Blue Ball Hill - better landscaping and use of space.	Blue Ball Hill is not within the Central Winchester Regeneration Area.	No change

Section 3.11 – DELIVERY

52,74	<p>Para 3.11.3 Support the delivery approach set out, but who will manage the delivery process? This should be described or outlined in the SPD.</p>	<p>Whilst there are multiple landowners within the regeneration area, WCC owns a significant proportion of it. WCC is assessing models for delivery to determine the most appropriate.</p>	No change
104	<p>3.11.3 - support using multiple architectural practices but there needs to be someone to maintain an overview of the development. 3.14.1 - Winchester City Council are to be congratulated on the level of public engagement. This needs to continue and one way to support this would be to establish a non-political town team.</p>	<p>The support is welcomed. WCC is the planning authority and will maintain an overview through its planning functions.</p>	No change
157	<p>There is inadequate detail about commercial and financial viability. The amount of retail and office floorspace may be sufficient to fund the environmental and circulation features but if there is anything involving high cost this assessment could be wrong. Doubt the bus station could be financed by developers, especially as its land-take is large. The financial viability of the proposals demands a commitment by the people of Winchester to fund the bus station. The retail element is not currently viable, because of the unknown effects of internet</p>	<p>WCC is assessing viability and models for delivery to determine the most appropriate. The outputs of these assessments will be shared once this work is complete. It is not appropriate for the SPD. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.</p>	No change

	shopping, and simply moves shopping from existing areas to the new development. Not clear whether the office and other proposals provide enough car-parking. The viability of underground parking depends on willingness to sacrifice the Roman and other remains.	<p>The SPD suggests a range of retail to ensure flexibility to adapt to the changing market.</p> <p>Where car parking is not envisaged, people are encouraged to walk, cycle and use public transport. This is in line with objective 5 of the SPD – Sustainable Transport, which aims to reduce reliance on the car.</p> <p>The SPD does not propose under ground car parking.</p>	
184	The emerging vision of the SPD is sound but there are issues surrounding delivery because the market for shops and offices in the city centre. Recommend creation of a “Creative Arts Quarter”, which would allow the Anglo Saxon Museum and small concert hall.	<p>The SPD cannot prescribe land use, but suggests a range of land uses, including retail and mixed use (which includes cultural/heritage and commercial), as well as residential. These ranges ensure flexibility and enable market demand and need at the time of implementation to be taken into account.</p> <p>WCC is assessing viability and models for delivery to determine the most appropriate.</p>	No change
159	Delivery is not clearly outlined and a comprehensive Design Statement and Development Master Plan should be considered. As owners of land on behalf of citizens, the Council should seek advice and expertise if they are to ensure a successful outcome for Winchester's future.	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. It would therefore not be appropriate to include a Design Statement in the SPD.	No change

		<p>Delivery is set out in section 3.11 of the SPD – a phased and incremental approach is envisaged. WCC is assessing models for delivery to determine the most appropriate. The outputs of these assessments will be shared once this work is complete. It is not appropriate for the SPD.</p> <p>WCC has commissioned various evidence studies and expert advice as necessary.</p>	
163	3.11.3 should read "requires" not "envisages".	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore this is outside the scope of the SPD.	No change
194	If WCC decides to develop how will it ensure the capacity to handle such a scheme or select the right advisors. Also how to deal with other landowners on the site who could hold WCC to ransom. WCC might need to start development on land it owns first, but this risks losing the cohesive result JTP advocate. Old retail models are dead, and this site deserves to be treated better, with more imagination.	WCC is assessing models for delivery to determine the most appropriate, taking into account multiple landownership.	No change

Tanner Street Limited	The draft SPD does not envisage a requirement for a CPO and the Council may struggle to secure one. The future status of our (Tanner Street Ltd) site is uncertain. The existing building is relatively modern and is capable of accommodating other uses in the event that the surgery does not relocate. We cannot confirm whether the building or land will become available for the purpose envisaged. There is no historic reference point for the new east/west passage to be routed as presently contemplated, and that it could be routed along land to the south of our ownership. Want confirmation that the draft SPD does not contemplate using any of our land for the proposed Friarsgate Passage, or that the final version of the SPD will be amended to give the same effect.	The SPD has been amended to ensure it is sufficiently flexible to deliver the proposed scheme around the land within Tanner Street Ltd title and could be delivered without the inclusion of this land.	The Public Realm Framework plan will be updated to ensure the suggested location for Friarsgate Passage does not sit in the land within Tanner Street Ltd title. It has been stressed that the framework plan is aspirational and not the only layout option for delivery. See 3.2.7
Winchester Business Improvement District	The BID agrees that developing CWR incrementally is sensible but work must begin at the earliest opportunity. A quick development is vital, with a thorough communications plan to ensure that "Winchester remains open for business".	Noted.	No change

Sections 3.15 - 3.20 – SUSTAINABILITY / AIR QUALITY / ENERGY STRATEGY / WASTE / LANDSCAPE / WATER

104	3.15 - 3.20 - it is important to address all of these areas and to ensure that the latest thinking and ideas are investigated and incorporated.	Noted.	No change
47	3.15.1 - developers should minimise running costs through renewable energy / low energy technologies and practices.	The 'Energy Strategy' (section 3.14.6) covers this and applies the sustainability standards set out in Local Plan Part 1 policy CP11.	No change
38, 52, 74, 84	3.15.1 - it requires a more integrated approach than just a focus on air quality and water use.	Noted, but paragraph 3.14.1 covers various aspects of sustainability, not just air quality and water.	No change
163	3.16.2 include Park & Ride to the East, N.W Stockbridge Road and from Kingsworthy.	Noted. This is not a matter for the SPD. Wider transport issues will be addressed as part of the wider Movement Strategy	No change
WinACC, 186	<p>Roads and buildings should be orientated to maximise the use of natural daylight, passive solar heating and integrated renewable technologies. Welcome the introduction of streets running north to south,</p> <p>Oppose the demolition of sound, usable structures with large embedded carbon, unless the new development delivers a better carbon footprint across its expected life.</p>	Noted. The orientation of streets is primarily determined by the need to create linkages. Planning requirements do not include a test relating to embedded carbon / carbon footprint.	No change

131	Add that developments that reduces the need for new construction will be favoured; proposals must be consistent with the NPPF and Local Plan policies; developments are required to use sustainable building materials to minimise the use of new materials with high embedded carbon content; include space suitable for battery equipment associated with generation of solar energy; explore combined heat and power.	<p>Noted. The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD.</p> <p>The Local Plan Part 1 sets out sustainability standards, which have been modified by government policy. The SPD gives guidance on these policies.</p>	No change
47	3.17.1 - use of terms 'where appropriate', 'consideration', 'can be augmented' isn't strong enough.	The purpose of the SPD is to add further details and guidance to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.	This paragraph is now 3.14.6 and it has been amended to make it clear that it is essential to consider renewable technologies.
WinACC , 123, 131, Winchester Chamber of Commerce , 186, 194	Drinking fountains should be introduced because the transport of bottled water adds to harmful transport emissions and to reduce waste.	While public drinking fountains could be encouraged, this is a detailed issue which will need to be considered at the detailed design stage.	No change
WinACC, 131, 186	It is not enough to repeat the Local Plan Part 1 requirements. CSH no longer exists, so the SPD should refer to the Building Regulations and emphasise that the levels set out in LPP1	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the	No change

	are the minimum.	SPD. An SPD cannot introduce new policy requirements. Therefore this is outside the scope of the SPD.	
WinACC, 131, 186	3.17.3 – In addition to “fabric first”, we would like to be reassured that the buildings have been designed for long-term adaptability – long life, loose fit, low energy.	<p>The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore this is outside the scope of the SPD.</p> <p>The reference to ‘fabric first’ reflects the Local Plan requirements.</p> <p>This is a detailed issue which will be considered at the detailed design stage.</p>	No change
38	The standards mentioned in 3.17.2 should not be relaxed. 3.17.3. and 3.17.4 are also important.	<p>Noted.</p> <p>The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.</p> <p>The standards are set out in the Local Plan Part 1 and would not be relaxed unless it is not practical or viable to achieve them.</p>	No change

131, 186	Development should follow BREEAM standards and all south facing / flat roofs should have solar panels. Creating a Green Winchester by focussing on environmental sustainability will ensure CWR is successful.	Noted. The standards are set out in the Local Plan Part 1 refer to relevant BREEAM levels. This is a detailed issue which will need to be considered at the detailed design stage.	No change
5, 47	There should be provision for electric vehicles (charging points and reduced parking charges) and tougher action on car use (increased parking charges/time restrictions)	Reference is made to suggested provision for electric vehicles in the Movement & Access section (paragraph 3.3.11) and the Air Quality section (paragraph 3.14.5).	No change
29	The sustainable transport point is great in 2017 but as electric cars become more common this objective will move to embrace pedestrians, cycles and electric cars.	Reference is made to suggested provision for electric vehicles in the Movement & Access section (paragraph 3.3.11) and the Air Quality section (paragraph 3.14.5). The SPD aspires to contribute to reducing vehicle movements and promoting walking and cycling (section 3.3).	No change
47, 186	Consider using water turbine energy production in the culverts, to reduce CO2.	Noted, this option can be considered at the detailed design stage.	No change
163	3.18 - collection frequency could vary depending on demand/usage. Consider another recycling centre to the N.W. of the city (at Kings Barton?).	Noted, but the SPD does not seek to influence waste delivery frequency. This issue is beyond the scope of the SPD.	No change
Natural England	Natural England welcomes the comments on Landscape and Ecology and would advise that any surface water run-off is taken into account as part of the SUDS/flood relief scheme.	Noted, the support is welcomed and surface water would be taken into account in a SUDS / flood relief scheme.	No change
140	3.19 - good that trees are emphasised as street furniture as well as maintaining mature trees. Prioritising a natural and green feel to any new development would be beneficial to	Noted.	No change

	public health.		
49, 74	Para 3.20.1 should state that 'schemes are required...'	<p>The purpose of the SPD is to add further details to adopted local plan policy and create a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.</p> <p>Therefore, the SPD requires that schemes meet the sustainability criteria of Local Plan Part 1, which do not require rain water collection/grey water recycling. It is appropriate for the SPD to 'encourage' rather than 'require' these.</p>	No change
49, 52, 74	Para 3.20.4 – rewrite to read to say that SUDS strategies 'must' be adopted within the CWR.	The Local Plan Part 1 requires SUDS but this paragraph sets out the hierarchy of SUDS strategies to be adopted. The detailed measures will need to be determined at the planning application stage.	No change

Environment Agency	<p>3.20.5 mentions flood modelling by the Environment Agency but this is not factually correct. The EA is modelling the whole of the River Itchen, not just Winchester, but this will include the impact of the new defences at St Bedes and Park Avenue and should be completed in Autumn 2018.</p> <p>The Strategic Flood Risk Assessment (SFRA) is a Winchester City Council document, not an Environment Agency document.</p>	Noted. This paragraph which is now 3.14.19 has been amended to ensure it is factually accurate and up to date.	Amended paragraph 3.14.9 to read: "The Environment Agency is undertaking flood modelling of the River Itchen, which will include the impact of the new defences at St Bedes and Park Road and should be completed in autumn 2018. The results of this should inform the flood risk assessments that will need to accompany planning applications."
209	The control and prevention of floods is important.	Noted. This section sets out adopted local plan guidance measures that will be required to prevent flooding.	No change

Go South Coast	Local Authorities have duties under air quality legislation to undertake a “wide range of innovative options” which could include:- <ul style="list-style-type: none"> · Changing Road Layouts; · Encourage take up of ULEV by transport operators; · Using retrofit technologies and new fuels; · Encourage public transport. Proposals considered under the SPD will need to clearly demonstrate how bus routing options impact on air quality. This should be explicit in the SPD.	This is being considered within the Movement Strategy. Implications for air quality will be explored in due course.	No change
Go South Coast	The bus is part of the solution and not the problem to achieve modal shift, reduce congestion and improve air quality. Go South Coast would be supportive of a clean air zone comparable to Southampton in the CWR area. The bus industry has dramatically reduced pollutants from vehicles into the environment. All BlueStar buses operating in Winchester centre are state of the art Euro VI buses, the cleanest diesel buses on the market.	Noted. The issue of a clean air zone is beyond the scope of the SPD but will be addressed by the Winchester Movement Strategy.	No change

OTHER

53, 77, Twyford Parish	Generally support the draft SPD / consultation process / look forward to it starting.	The support is welcomed.	No change
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Council, 152			
52, 70, 74, 154, 194	Congratulations to John Thompson and Partners for all the work they have done in getting to this stage.	The support is welcomed.	No change
198	The feedback form is far too detailed and is likely to deter people from responding. What is needed at this stage is ranking of priorities.	The SPD is intended to cover a range of matters in some detail and goes beyond the simple ranking of priorities. The feedback form reflects this and is considered appropriate.	No change
6	Should be promotion of cycling / cycle use should be a higher priority.	Noted, similar comments are made in relation to various sections of the SPD and are addressed in detail in relation to those sections above.	No change
28	Coitbury House should be retained - would make a good replacement doctor's surgery for St Clements	Noted. The suggested site for the replacement Doctor's Surgery is Upper Brook Street car park. WCC plans to renovate Coitbury house in the short term and let it out as office space.	No change
14	The Tanner Street section has photos of Parchment Street.	Noted. Photos of Parchment Street have been included in the Tanner Street section because that Tanner Street is redeveloped with varying enclosure ratios, comparable to Parchment Street.	No change
26, 156	There must be a masterplan for the whole area, with a good architect/planner in charge.	Policy WIN4 of LPP2 (which covers the majority of the CWR area) requires proposals for a comprehensive mixed-use development and the supporting text indicates WCC requires an SPD to be submitted to establish the quantities, types and disposition of land uses. With reference to section 3.11 of the SPD,	No change

		WCC supports incremental delivery of development within the CWR area. The emerging SPD sets a framework against which development proposals can be assessed; this planning process is considered the most appropriate way forward.	
35	Cafes/restaurants without out door seating is a nice idea but seasonal.	Noted and agreed.	No change
34	Keen to see this re-developed for the 21st century. Should be bold but a total gutting of the current layout is not appropriate.	Support welcomed. The SPD does not envisage the gutting of the current layout, rather, enhancements to it. The guidance set out within objective 2 – Winchesterness aims to ensure development is in keeping with the historic context whilst providing for 21 st Century needs of residents, visitors and workers.	No change
34	Support development which is environmentally friendly - refurbishment over re-building.	Conditional support welcomed. The framework within the SPD suggests a sustainable and responsive development approach which is socially, economically and environmentally conscious (3.1.7). Further guidance on sustainability is set out in section 3.14 of the SPD.	No change
37	Homelessness is a real problem in Winchester - actions need to be taken regarding this.	Noted but this matter is beyond the scope of the SPD. WCC will consider this with it's partners as part of its community safety and social programmes.	No change
43	The vision is unachievable unless changes are made to the Council's attitude towards visitors and retailers in the city. They wish to make money from these two categories but they are killing the goose that lays the golden	The SPD sets a framework which optimises the interests of all stakeholders, including visitors and retailers and indicates that proposals should be for uses that are financially viable, otherwise they are unlikely	No change

	egg.	to come forward. The overall commercial success of the regeneration area will underpin any redevelopment.	
47	Further refinement needed to consider needs for all users (children, teens, university students, families, time restricted workers, tourists, 3rd age, old age, disabled, etc).	Noted. Extensive engagement has been carried over the last year to understand the needs of local residents ranging from children through to those who are retired. The content in the SPD has been put together based on their views and aspirations for the CWR area.	No change
49	It is essential that this document is the basis for a structure plan, which looks at the distribution of varying uses determines a palette of materials to ensure that there is some design cohesion across the varying plots.	<p>Noted. Winchesterness sets out guidance principles to inform design of the CWR area, it does not specify building materials because this is outside the scope of this SPD. The purpose of the SPD is to add further details to adopted local plan policy and create a link between the Local Plan and any future planning applications for development on the area covered by the SPD.</p> <p>The SPD needs to retain an element of flexibility to allow creative and innovative proposals to come forward. There will be an opportunity for comment on proposals at the appropriate time. The title of section 2 in the SPD has been amended to 'Context and Design Principles' and the Planning Process set out in section 3.12 has been updated to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken</p>	Amended the title of section 2 in the SPD from 'Context' to 'Context and Design Principles' and updated 3.13 to to clarify that applicants should consult on proposals before they are submitted, demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken into account.

		into account.	
49	<p>The Framework is a starting point for guiding development but there are proposals and statements that are fragile:</p> <ol style="list-style-type: none"> 1. Need for evidence on feasibility. 2. Lack of connectivity outside the boundary of the CWR. 3. Need for more robust language and clarity to proposals and guidance. 	<ol style="list-style-type: none"> 1. The SPD envisages a wide range of uses for the CWR Area – the relative proportion of each use is not specified but suggested ranges have been included. Details will emerge as the SPD is implemented and will reflect the outlook / demand / feasibility of those uses at that time. 2. The guidance contained in the SPD takes into account connectivity both within the CWR area, and areas outside so as to improve city-wide movement. 3. WCC considers that the emerging SPD uses appropriate language and aspires to achieve the appropriate balance of guiding development, without constraining a variety of different design solutions. 	No change
60	This project will succeed if it works economically.	Noted and agreed.	No change
62	<p>Several architectural practices should be involved in the work, hope that special preference would be given to local practices. Keep the public informed about progress as it is made i.e. incrementally.</p>	The SPD envisages the involvement of multiple architectural practices (3.11.3) and local practices would be welcome to participate. Progress of this project will be reported on.	No change
70	Some of the maps are not referred to in the text and it is not clear what is being illustrated e.g. the map on page 20, 3.1.1 (there appears	Agreed. The map and text location has been amended to resolve any confusion.	This map and text has been moved to a new section (2.2

	to be missing word at the end of the paragraph above the map).		City Quarters) to resolve confusion between the image title and relevant text.
71	The land ownership in this area now held by WCC which has a conflict of interest in relation to this area. WCC now have a huge financial stake in the project and the only responsible way forward is to have the matter "called-in" by the Secretary of State for decision.	WCC does have a financial interest in this area and this, far from creating a conflict of interests, aligns WCC's and other stakeholder interests in the creation of an environment in which the successful regeneration of this area can be achieved.	No change
73	A very thorough well thought out plan but can the City afford the upkeep. The taxi rank needs a prominent location and signs to station, castle and cathedral.	Support welcomed. WCC will make financial provision for any commitments it makes to the maintenance of, for example, the public realm. The SPD envisages that the taxi rank will remain in the Broadway and any changes to the signage will be considered as proposals come forward. This level of detail is not appropriate for the SPD.	No change
52, 74	<p>Para 1.1 - Role of the SPD & para 3.11.5 – Delivery: the role of the SPD should clearly state that it has a limited role, but provides guidance for initiating, coordinating and procuring development of the Central Winchester Area. It should explain how the City Council and other land owners will organise the process and its management.</p> <p>Para. 1.2.5 - Local Plan Part 2 – Policy Map</p>	<p>Section 1.1 clearly sets out the role of the SPD in achieving the successful regeneration of this central area. The limits of the SPD are apparent from section 1.1 and it would not be appropriate to state that it has a limited role as this might undermine its effectiveness, which would be detrimental to the project.</p> <p>It is proposed that the size of the legend on</p>	<p>No change</p> <p>The size of the</p>

	<p>The map produced on page 2 has a legend using symbols that do not correspond in size to those used on the map, which reduces the clarity of the map.</p> <p>Para 1.3.3 The CWR area should include the Cossack Lane car park, north of the site for the proposed bus hub and the Telephone Exchange building, and the land within its curtilage that is behind to the west, in Upper Brook Street.</p> <p>Para 2.2.3 - Context 'Public spaces are typically smalland can accommodate a wide variety of outdoor uses' - if spaces are small they can accommodate only limited uses.</p> <p>Para 3.1.1 End of paragraph incomplete after semi-colon.</p>	<p>Map 26B is increased.➤</p> <p>The CWR Area has been appropriately defined and no changes to it are necessary.</p> <p>Para 2.3 appropriately refers to the aspiration for a wide <i>variety</i> of uses. Those uses will obviously be to some extent limited by the size of spaces available and it is not necessary to refer to this, the emphasis in the SPD is on what <u>could</u> be achieved.</p> <p>The semi-colon referred to the headings on the next page, after the 'City Quarters' map which has now moved to a new section – 2.2. The wording in para 3.1.1 has now been updated and the sentence ending with the semi-colon has now been removed.</p>	<p>legend will be increased.</p> <p>No change</p> <p>No change</p> <p>'City Quarters' has been moved to a new section 2.2 and this sentence including the semi-colon has been removed.</p>
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South Downs National Park Authority	Proposals should be mindful of views of the city from the surrounding Downs and ensure that key focal points such as the Cathedral spire are not interrupted.	<p>Whilst views from the surrounding downs are included, Appendix 6 acknowledges that Winchester's skyline "is experienced both from street level and from higher level viewpoints and vistas above the city"</p> <p>Para 2.4.8 which sets out the Views & Skyline Principles includes the aspiration to protect important view corridors to key historic features, as identified in WIN3 of the LPP2.</p> <p>Para 3.10.12 also states that 'Any proposals may be supported by VVMs or verified CGIs to demonstrate compliance in proposed heights and the roofscape principles set out in this SPD. Viewpoints include the view of the CWR area from St. Giles Hill and Joyce Gardens, Blue Ball Hill.'</p>	No change
WinACC	Welcome high density dwellings.	Support welcomed – the SPD acknowledges the importance of achieving the desired density of dwellings in the city centre.	No change
WinACC , Winchester CTC	Support most of the draft document. Overall, there is a need to strengthen the wording so that words like 'encourage' are changed to 'require', " and should" to "will".	<p>Conditional support welcomed.</p> <p>The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore this language is outside the scope of this SPD,</p>	<p>Amended the SPD to be clearer about what is an actual requirement:.</p> <p>The objectives set out in 1.5.4 have been bolded and set within a box</p>

		Wording such as could' is more appropriate.	<p>The list of streets and spaces set out under 3.2.6 has been highlighted and wording has been added to explain that it refers to the Public Realm Framework Plan and the sections that follow, to make clear that the Plan and all the area-specific pages form the adopted guidance</p> <p>Boxes have been added at the end of each section from 3.3 onwards to summarise the requirements.</p>
81	Stop consulting and get on with the regeneration - in the meantime the town is deteriorating.	The SPD has been informed by an extensive programme of stakeholder and community engagement which has been vital in guiding the evolving document. Regeneration will be implemented expeditiously.	No changes

NHS West Hampshire Clinical Commissioning Group	The proposed residential develop will generate up to 690 additional residents some of whom will seek registration with GP's and place additional pressure on NHS services. This does not warrant the commissioning of an additional GP surgery. Rather, the CCG considers that the development be required to provide a financial contribution to the capital investment required to expand the capacity of existing surgeries/_NHS services to meet the additional demand. West Hampshire CCG calculate that a contribution of £46,000 for planning gain for health.	It is agreed that it is unlikely that the redevelopment will justify the commissioning of an additional GP surgery. However, in the context of the closure of the existing surgery in Tanner Street, WCC proposes building a new, significantly larger surgery on the existing Upper Brook Street car park, outside, but on the boundary off the CWR area. It is anticipated that the new facility will meet the increased demand for GP services arising as a result of the regeneration project.	No changes
84	Individual enclosed cycle storage should be included in the vision.	This is considered too detailed for this SPD. The provision of adequate cycle storage and parking is required by WCC's Residential parking Standards. Proposals for such facilities will come forward as development proposals are considered.	No changes

Winchester CTC	<p>3.14.3 and 3.14.4: The planning obligations under S106 and CIL should include improvements to the cycle infrastructure and this should be mentioned in these paragraphs.</p> <p>Little account is taken of the needs of cyclists, despite it aspiring to encourage pedestrian and cycling use. Whilst there may be some areas where it will not be appropriate for pedestrians and cyclists to mix, it will be possible to accommodate all users through careful design. Central Winchester, including the CWR area should be permeable to cyclists. The redevelopment of this area is an opportunity to contribute to this objective.</p>	<p>The text in these sections make it clear that the lists of items on which S106 / CIL monies might be spent is not exhaustive. It is not appropriate to list all possible items of expenditure. The SPD has been amended to include a list of potential areas where contributions may be sought. Improvements to cycle infrastructure, including short and long term parking for cycles, is not precluded by the SPD.</p> <p>It is accepted that clarification is needed regarding the aspiration for cyclists and this will be added to the SPD.</p>	<p>A list of potential area where contributions may be sought has been added to what is now 3.13.3</p> <p>Updated sections 3.2.9 to 3.2.20 of the SPD to include the type of movement that is aspired to for each street and space.</p> <p>The 'Street Market & Pedestrian Movement' diagram will be amended to show cycle movement.</p>
115	<p>There is no policy on attracting visitors to stay in the city centre, particularly younger visitors. Has consideration been given to how visitors may arrive (with luggage?).</p>	<p>The vision for the regeneration is to improve the central area for all users, including visitors. The SPD does not specifically identify the need for additional visitor accommodation. The movement of users in and around the central area will continue to be considered as</p>	<p>No change</p>

		the SPD is finalised and as proposals come forward.	
121	Need evidence for viable business models. A phased approach seems sensible since the nature of retail is in flux. Winchester must differentiate, innovate and be flexible. Living walls can do much to enhance the visual environment.	WCC is assessing viability and models for delivery to determine the most appropriate. The outputs of these assessments will be shared once this work is complete. It is not appropriate for the SPD. It is not considered necessary to include a specific reference to "living walls".	No change
126	Please take a more holistic view of what the city should be, who we want to live here and how they will be employed and entertained. Employment is focussed in the top of the town. Young people need space and entertainment - parks or playgrounds. Relies on wealthy visitors doing "quality" shopping. People do not bicycle up hills if they can help it.	Noted. Para 1.1.7 acknowledges the wider, city-wide context within which the regeneration of the central area is being considered.	No change
127	Should be a scale model to view so that a more considered response could be given.	In this context, a scale model would not be appropriate.	No change
132	The language of the draft SPD is often too tentative and aspirational, using words like "encourage", "promote", "anticipate" and "support" where "require" is needed, and "could" and "would" rather than "will", and many other such examples.	'Requires' is not suitable for this SPD. Wording such as 'could' is appropriate. The purpose of this SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a	The objectives in 1.5.4 have been set out within a box and in bold The list of streets and spaces has been highlighted

		<p>site by site allocation of uses and cannot prescribe land use or design.</p> <p>It is accepted that there is a general need to clarify the aspirations for the development by highlighting this in the SPD.</p>	<p>and wording has been added to clarify that it refers to the Public Realm Framework Plan and the sections that follow, to make clear that the Plan and all the area-specific pages form the illustrative guidance based on the Council's public consultation for each of the streets and spaces.</p> <p>Boxes have been added at the end of each section from 3.3 onwards to summarise the requirements.</p> <p>No change</p>
		WCC is assessing viability and models for	No change

	<p>The final version should be underpinned by evidence-based argument to support feasibility.</p> <p>Suggest the area be called Winchester Saxonbrooks</p>	<p>WCC are assessing models for delivery to delivery to determine the most appropriate. The outputs of these assessments will be shared once this work is complete. It is not appropriate for the SPD.</p> <p>Noted.</p>	
137	<p>There is a risk the SPD will be dismissed as uncommercial but right to aim high.</p> <p>Not bold enough in terms of reducing traffic in the centre, more definition of building forms and styles, creating an integrated Market area off street.</p>	<p>Support welcomed.</p> <p>A key objective of the vision and aspiration of the SPD is to create a pedestrian and cycle friendly area, encouraging use of sustainable transport, reducing dependence on other modes of travel.</p> <p>The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. It is therefore not appropriate to specify building forms and styles in this SPD.</p>	<p>No change</p> <p>No change</p>
138	<p>Should create serviced plots on which business and individuals can build.</p>	<p>The provision of serviced plots would not achieve the objectives set out in the SPD and would not necessarily be the best way of promoting coordinated development in the</p>	<p>No change</p>

	The plan should encompass a much greater area and The Brooks Centre should be addressed.	central area. The area identified in the framework has been appropriately defined and illustrates the main redevelopment opportunities. The Brooks is included in the SPD area and amendments have been made to make it clear that there is a desire to improve The Brooks.	Amended section 3.2.14 to refer to the desirability of improving The Brooks and its potential for refurbishment or redevelopment in due course.
139	This project will never get built as there is not enough money. Why not spend the money on filling in the potholes, weeding the pavements and kerbs and unblocking street drains.	The Central Winchester Regeneration is a commercially viable project which has potential to significantly improve this part of the city centre. WCC will continue to ensure that the existing public realm is maintained and improved.	No change
144	Call the development AlfredGate /SaxonGate.	Noted.	No change
Hampshire Cultural Trust	Appendix 4 Engagement KT 7 – Hampshire Cultural Trust welcomes Theme 7 (history and culture).	Support welcomed.	No change
148	There is sufficient detail in the Draft SPD. Too much could be crammed into the space.	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. The detail in the SPD is therefore considered sufficient. The SPD will help ensure that the central area	No change

		is developed at an appropriate density.	
Winchester SALT	There needs to be a balance between serving residents and attracting tourists.	The SPD recognises the importance of meeting the needs of all users, including residents and tourists. A successful redevelopment will benefit all users.	No change
156	The SPD should include clear statements as to the pre-eminence of the High Street	The SPD includes aspirations for the CWR site.	No change
Theatres Trust	What types of development are included in "cultural" ? Particular types of facilities such as theatres and cinemas (?) should be identified.	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. This level of detail will be explored as and when proposals come forward.	No change
	The locations of cultural/heritage facilities should be identified.	Possible locations for cultural/heritage uses or clusters of uses are indicated on the public realm framework plan	No change
106, 190, WDB, Winchester Deserves Better	The city centre needs a detailed Design Statement, which should be acknowledged and promoted by the SPD	The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design. Therefore it is not appropriate to include a Design Statement in the SPD.	No change

197	I am deeply attached to the city and monitor its development and possible future progress with interest.	Noted.	No change
The English Project	English Project charity is relevant to this project and should be noted.	Noted.	No change
Winchester Business Improvement District	<p>A joined up approach and alignment with other developments is crucial.</p> <p>There is a lack of hotels and leisure facilities in the city and the SPD should address this.</p> <p>The requirements of large employers, such as the universities and hospital, must be considered.</p>	<p>The SPD acknowledges its wider role in promoting sustainable solutions to Winchester's wider physical, social, economic and environmental needs.</p> <p>The purpose of the SPD is to add further details to adopted local plan policy and creates a link between the Local Plan and any future planning applications for development on the area covered by the SPD. It is not a site by site allocation of uses and cannot prescribe land use or design.</p> <p>Whilst hotel uses are not specifically referred to, the SPD makes several references to the importance of leisure facilities in the regeneration area. These could include hotels, but it is outside the scope of the SPD to include specific uses or prescribe land use or design.</p> <p>The SPD takes account of all stakeholders.</p>	<p>No change</p> <p>No change</p> <p>No change</p>

<p>Historic England</p>	<p>The SPD does not provide sufficient detail on the how change could affect the setting of nearby listed buildings.</p> <p>Appendix 2 is welcomed but recommend the inclusion of further detail of the development of the central Winchester area.</p> <p>Appendix 5 “Winchesterness” should be combined with an assessment of significance to give ‘time depth’ of the city.</p>	<p>The SPD acknowledges the importance of listed buildings / conservation area in section A3.1 which indicates that development proposals must take these and other buildings of interest into account, in line with adopted local plan policy. As development proposals come forward, the impact on existing buildings can be considered and it is not appropriate to include more detailed guidance in the SPD.</p> <p>Appendix 2 has been expanded to include the results of the Advisory Panel report on archaeology. This includes more detail on the development of the area.</p> <p>Additional detail has been added to the Winchesterness study, see 2.3.3.</p>	<p>No change</p> <p>Updated Appendix 2 (‘History’) with the entire non-technical summary from the report and the historical / archaeological background summary included as appendix 1 of the panel’s report. The images will also need to be updated in the InDesign document once the updated tracked change SPD is agreed for adoption</p> <p>Added additional paragraph (2.3.3) from the 2018 Publica Public</p>
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	<p>Experiencing Winchester (A5.2) could be developed to include building heights in relation to street width, plot width and the overall vertical emphasis to buildings.</p> <p>Streets and Spaces: 'Reading' the building facades and the values they hold, could provide more guidance.</p>	<p>There are several references to plot width in the document (at A5.3.10/13/16) and are identified as characteristics of "Winchesterness". The requirement for development to reflect the essential characteristics of Winchester is identified in the Vision (1.4) and in Objective 2 "Winchesterness" (1.5.4). It is proposed that additional reference to plot widths is added to the Winchesterness Principles in paragraph 2.3.4 point 5 to emphasise their importance in design.</p> <p>Noted. Appendix 5.3 includes an appropriate level of detail relating to Streets and Spaces.</p>	<p>Realm Strategy.</p> <p>Amended 2.3.4 number 5 specific reference to plot width.</p> <p>No change</p>
207	How does it fit into the wider picture of development at the Station Approach and Bar End.	The major development projects across Winchester, which include the Central Winchester Regeneration, Station Approach, and the new leisure centre, are in accordance with WCC's spatial and economic development strategy for the District.	No changes
211	As the SPD emerges, it is important that it adheres to the requirements of the NPPF in promoting growth and positive economic development in the Borough.	Noted. The SPD is in accordance with the NPPF.	No change