

NE4 - Green and blue infrastructure

- Support - 26
- Neither support of object - 11
- Object – 12

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

Comments in support of NE4 - green and blue infrastructure		
Respondent number	Comment	Officer comment
ANON-KSAR-NKS3-G Bishops Waltham Parish Council	NE4 - Comment: Part vii is especially welcome. The Parish Council has a long-term goal of restoring the old railway line from Bishop's Waltham to Botley as a cycleway and footpath. This proposed 'Green Link' is an important first step to achieving this goal and the Parish Council strongly supports this policy.	Support welcomed and comments noted. Recommended Response: No Change
ANON-KSAR-NKBD-G	Please protect the chalk downland at Bushfield, Winchester.	Noted no change needed. Recommended Response: No Change
ANON-KSAR-NKHA-K	WRA notes and supports the policy relative to the disused Meon Vally railway line	Recommended Response: No Change
ANON-KSAR-NKF6-6	But it is important that Properties that have public rights of way through them any development needs to respect and enhance these routes.	Noted no change needed. Recommended Response: No Change

<p>ANON-KSAR-NKDW-5 Littleton and Harestock Parish Council</p>	<p>The Plan highlights the importance of green and blue infrastructure and identifies key assets including natural and semi-natural greenspaces such as chalk down lands. The Plan also identifies a deficit in informal greenspaces within the district. The policy provides the framework for seeking to improve the natural environment. These should include the use of verges and 'pocket parks' to create, for example, wildflower meadows so that mini green corridors can be established that also attract insects. Littleton and Harestock Parish Council supports the policy</p> <p>Support Policy NE4</p>	<p>Noted no change needed.</p> <p>Recommended Response: No Change</p>
<p>ANON-KSAR-NKDP-X</p>	<p>This text acknowledges that there is already a shortfall in the provision of green infrastructure - even before any further development. We desperately need to remedy these shortfalls. I welcome the policies to close the gaps in the public footpath network</p>	<p>Support welcomed and comments noted.</p> <p>Recommended Response: No Change</p>
<p>ANON-KSAR-NK2N-A</p>	<p>Alresford's rural location has green and blue infrastructure along with agricultural land, wildlife habitats which needs special consideration.</p>	<p>Noted no change needed. Covered under rivers and their settings policy.</p> <p>Recommended Response: No Change</p>
<p>ANON-KSAR-NKYT-Q</p>	<p>If possible these should be in place in urban areas as well as suburban and rural areas</p>	<p>Will apply to both. Noted no change needed.</p> <p>Recommended Response: No Change</p>
<p>ANON-KSAR-N856-2</p>	<p>Very much in support of 2 aspects of the policy which apply to the Wickham area:- 1. the disused railway line at Wickham and proposed connection to Knowle - to enable primary school children to cycle to their school without going on the busy A32. some of them use the pavement beside the A32 but it is not cycle friendly due to curbs and overhanging brambles etc. 'Protect the</p>	<p>Support welcomed and comments noted.</p> <p>Recommended Response: No Change</p>

	<p>following disused railway line routes and associated infrastructure including the access routes to them, (Bishops Waltham, Meon Valley and Winchester) within the district so they are safeguarded for existing, and potential future use as non-motorised travel routes.</p> <p>2. River corridors along the Meon, '•River corridors, tributaries and valleys of the Itchen, Meon, Hamble, Wallington and Dever which are of considerable biodiversity, landscape and recreation value'. The proposal to link the Wickham water meadows via the Meon Valley trail with the adjacent water meadows in connection with the Ravenswood development will provide a valuable additional recreational area.</p>	
ANON-KSAR-N85J-P	<p>Bloor support the principle of policy NE4 however note that criterion iii. could be difficult to justify due to the poor resolution of map 9. Notwithstanding this concern, Manor Parks as set out in the submitted (emailed) representation titled 'Manor Parks Regulation 18 Representations' and accompanying appendices, would respond very positively to these criteria.</p>	<p>Comments Noted and support welcomed</p> <p>Recommended Response: Improve the resolution of the map.</p>
ANON-KSAR-N8Q5-W	<p>In supporting this policy, we ask that it be strengthened with explicit reference to trees and woodland, e.g. adding a new point "Supports increase in tree canopy cover"</p> <p>We welcome the reference to predominantly native species in para ii) and suggest adding guidance on sourcing from local or national stock, of bio-secure origin.</p>	<p>Noted no change needed.</p> <p>It is important that the Local Plan is read as a whole.</p> <p>Recommended Response: No Change</p>
BHLF-KSAR-N8TZ-5	<p>Paragraph 7.30 says that the GI network has five key elements including 'green links between spaces such as hedgerows and rights of way'. Paragraph 7.32 lists key green infrastructure assets and opportunities, including disused railway corridors and important public rights of way such as the South Downs Way. While the BHS supports the creation of new and the protection of existing green infrastructure that can also be used by equestrians, that gaps in the Rights of Way network disadvantage local communities, as recognised by the Local Plan in paragraph 7.33, which also applies to equestrians, should be noted. Therefore, the wording in the</p>	<p>Comments Noted. The wording of the supporting text as drafted is considered to be sufficiently flexible to deal with this.</p> <p>Support for Policy NE4 is noted.</p>

	<p>first sentence of paragraph 7.36 should be amended to read, “This policy supports provision of suitable and sufficient green infrastructure incorporating green spaces and features for recreation, amenity and biodiversity and provision of routes and pathways for all non-motorised users to link with and enhance the existing Public Rights of Way network, thereby contributing to sustainable transport provision.”</p> <p>The BHS supports Policy NE4 as it states that ‘green infrastructure shall be accessible for all’, in criterion vi. ‘Includes proposals for walking, cycling and equestrian routes ...’ and in vii. ‘Protect the following disused railway line routes and associated infrastructure including the access routes to them, (Bishops Waltham, Meon Valley and Winchester) within the district as shown on the Policies Map, so they are safeguarded for existing, and potential future use as non-motorised travel routes.’</p>	<p>Recommended Response: No change.</p>
BHLF-KSAR-N8BF-Y	<p>Reference to delivering biodiversity net gain is supported (although covered by NE5) in accordance with national legislation but otherwise this policy is over-prescribed - the objectives will not always be deliverable on all sites or in relation to all development (e.g. small scale development schemes) so the policy needs to be more specific on when it bites.</p>	<p>General comments supported. The wording has been drafted to comply with the mandatory BNG requirements.</p> <p>Recommended Response: No Change.</p>
BHLF-KSAR-N8BB-U Test Valley Borough Council	<p>We welcome the value placed on sustaining and enhancing green and blue infrastructure corridors and provisions in the Local Plan (through Policy NE4). This policy recognises the many environmental, ecological, quality of life, climate and other benefits these resources offer. A range of green spaces, walking/cycling routes, rivers and tributaries cross our shared border, which is mainly rural in character. They are also valued by our communities and businesses for their ecological, environmental and recreational value.</p>	<p>Support welcomed and comments noted.</p> <p>Recommended Response: No Change</p>

Comments which neither support nor object to NE4 - green and blue infrastructure		
Respondent number	Comment	Officer comment
ANON-KSAR-NK4Z-R Soberton Parish Council	Any development needs to respect and enhance routes where public rights of way run through and adjacent to existing properties.	Comments noted. Recommended Response: No Change
ANON-KSAR-NK29-N	Page 149 – After first sentence in box add: ‘GI can be integrated in design and application with Nature-based solutions. This benefits mitigation of carbon net zero and biodiversity protection and enhancements for wider people and community GI benefits’	Comments Noted. It is considered that whilst ‘Nature-Based’ Solutions are an important component, to solely say Nature-Based solutions are the only solution would be restrictive to other solutions that maybe available. Recommended Response: No Change
ANON-KSAR-NKXA-3	Draft Policy NE4 (Green and Blue Infrastructure) states that the Council will support development that maintains, protects and enhances the function or integrity of the existing green infrastructure network. It is noted that the site is located within the South Downs Way Nature Improvement Area as defined within the draft Local Plan. Whilst the Club is supportive of the need to protect and enhance the quality of the Boroughs green infrastructure, noting this is advantageous to the Club itself in that it improves tourism, clarity and detail are required within this policy to identify forms of development within nature improvement areas that would be considered appropriate. The Club would welcome specific wording relating to support of tourism development within existing green infrastructure areas and areas identified for nature improvement where it is sensitively designed.	Comments Noted. In regards to listing specific uses, it would not be appropriate as this would lead to an unnecessary lengthy wording of the policy. As long as the proposal is in compliance with this policy, the development proposal would be supported. Recommended Response: No Change

	Mention should be made within draft Policy NE4 for the provision of glamping, pods, lodges and ancillary uses and buildings, including storage, that support the needs and long-term viability of the associated tourism accommodation and, by extension, enhance the usability and enjoyment of the Boroughs green infrastructure.	
ANON-KSAR-NKXV-R	The historic Deer Park in Bishops Waltham which is currently being treated as a non designated heritage asset and which has a number of footpaths crossing it (and the disused railway bridge within it) perhaps should be included on the map of green and blue infrastructure. It is specifically mentioned in the current plan.	<p>Comments Noted. It would not be appropriate to list all of the Green Infrastructure assets in the district in the LP and in any event this would alter over the lifetime of the LP.</p> <p>Recommended Response: No Change.</p>
BHLF-KSAR-N8TJ-N	<p>Draft Policy NE4 (Green and Blue Infrastructure) states that the Council will support development that maintains, protects and enhances the function or integrity of the existing green infrastructure network. It is noted that the site is located within the South Downs Way Nature Improvement Area as defined within the draft Local Plan. Whilst the Club is supportive of the need to protect and enhance the quality of the Boroughs green infrastructure, noting this is advantageous to the Club itself in that it improves tourism, clarity and detail are required within this policy to identify forms of development within nature improvement areas that would be considered appropriate. The Club would welcome specific wording relating to support of tourism development within existing green infrastructure areas and areas identified for nature improvement where it is sensitively designed.</p> <p>Mention should be made within draft Policy NE4 for the provision of glamping, pods, lodges and ancillary uses and buildings, including storage, that support the needs and long-term viability of the associated tourism accommodation and, by extension, enhance the usability and enjoyment of the Boroughs green infrastructure.</p>	<p>Comments Noted. In regards to specific uses, it would not be appropriate to list all of the uses that would be considered appropriate as this would lead to an unnecessary lengthy wording of the policy.</p> <p>As long as the proposal is in compliance with this policy, the development proposal would be supported.</p> <p>Recommended Response: No Change</p>

<p>BHLF- KSAR- N8R7-Z Colden Common Parish Council</p>	<p>Severe drainage and flooding problems within the village and our unsuitability for sustainable growth to take place (H3/H4). Sewerage failures at Church Pond and Kiln Lane regularly discharge sewage into the Itchen during periods of heavy rainfall which contributes to phosphates and nitrates in the Itchen Valley We attach a map showing where the worst flooding and sewer failures take place.</p>	<p>Comments Noted. The Infrastructure Delivery Plan will set out what infrastructure and waste water improvements will be facilitated by the plan and the proposed development. It is recommended that the parish consult Southern Water Services on this point..</p> <p>Recommended Response: No Change</p>
<p>BHLF- KSAR- N8Z7-8 South Downs National Park Authority</p>	<p>(2) Conserving and Enhancing the Region’s Biodiversity (Including Green Infrastructure) The varied landscapes of the National Park collectively contribute to the range of ecosystem services which the National Park provides. The condition of landscape features, and their management, is therefore essential to the continued function of ecosystem services and the benefits they provide. We hope that working with the SDNPA, the Winchester Local Plan goes further to identify and outline key projects to enhance green infrastructure and biodiversity networks that can link into the South Downs National Park (SDNP). The Itchen Valley is internationally designated for its habitat valley and is highly regarded as a beautiful chalk river. The South Downs People And Nature Network (PANN), published in 2020, brings together a range of partner organisations, stakeholders, communities, and businesses to identify areas and opportunities, for natural capital investment in biodiversity and green infrastructure, for the benefits of both people and nature. More specifically, the PANN identifies the “Winchester & Itchen” and “South Hampshire” areas – which both include areas of Winchester District inside and outside the SDNP - as Natural Capital Investment Areas (NCIAs). The PANN also includes; a case study about the Heritage Lottery Funded restoration of the water meadows and ditch systems at the Winnall Moors Nature Reserve; and the need to restore the health, vitality, and abundance of the landscape</p>	<p>Comments Noted. The City Council is happy to continue to work Officers from the SDNPA and this work/engagement can take place outside the LP process. The long distance routes can be added to Policy NE4 as this is considered to be a useful addition to the policy.</p> <p>Recommended Response: Add additional criteria to Policy NE4:</p> <p>Protect and support the proposals that facilitate future uses and enhancements to the:</p> <ul style="list-style-type: none"> • South Downs Way; • Wickham to Alton (Meon Valley Trail); and • New Alresford to Kingsworthy (Watercress Way). <p>Recommended Response: No Change.</p>

and nature of the “East Winchester Landscape”. The associated report for the latter was published in June 2021 and is available on the SDNPA’s website. It is requested that the NCIA’s and East Winchester Landscape Area are shown on Map 9 and referenced in Policy NE4 and its supporting text. Further information on the above can be found on the SDNPA’s website here:

<https://www.southdowns.gov.uk/national-park-authority/our-work/partnership-management/people-and-nature-network-pann/>
Notwithstanding the above, we would welcome further dialogue in relation to Policies NE4 (Green and Blue Infrastructure), NE5 (Biodiversity), NE16 (Nutrient Neutrality), and NE17 (Rivers, Watercourses and their Settings), in relation to biodiversity net gain (BNG), Habitat Regulation Assessment (HRA), and Nutrient Neutrality. This is to ensure that a consistent approach to improving biodiversity is being taken across the region as both local plans continue to develop and emerge.

(6) Improving the Efficiency of Transport Networks

Overall, the SDNPA would encourage the creation of new – along with the safeguarding, enhancement and connection of existing - bus, cycling, equestrian and pedestrian routes into the SDNP. In addition, it is important that reference is made to the protection and enhancement of historic rural roads that form part of the setting of the SDNP. We suggest this is included as a policy criteria, and that reference is made in the supporting text to “Roads in the South Downs” (SDNP & Hamilton-Baillie Associates, 2015)². Notwithstanding the above, given some new understanding on the provision of street lighting, we would prefer that small low-use residential roads in dark sky zones do not automatically receive street lighting.

It is acknowledged that the South Downs Way (SDW) and existing disused railway lines are alluded to in Paragraph 7.32, Policy NE4, and Map 9. The SDNPA is currently working with Hampshire County

	<p>Council (HCC) to improve walking and cycling routes out of Winchester. The above is being part funded by Community Infrastructure Levy (CIL) and includes plans/ambitions to reroute the SDW, whilst also improving the current route (to Chilcomb) and access to the National Park in general. We would strongly encourage that the emerging local plan is strengthened to explicitly reference the need to safeguard the South Downs Way and disused railway lines from future development – and to facilitate future uses and enhancements for non-motorised travel routes - as identified in SDNP Policy SD20. This is considered essential for effective delivery of a continuous route, towards meeting a number of objectives in both our local plans. The potential contribution of these routes to enhancing sustainable transport provision in the district, and to provide sustainable connections to the SDNP, should also be recognised. For the avoidance of doubt, the routes identified in the South Downs Local Plan that connect Winchester District with the National Park are:</p> <ul style="list-style-type: none"> • South Downs Way; and • Wickham to Alton (Meon Valley Trail); and • New Alresford to Kingsworthy (Watercress Way). 	
<p>BHLF- KSAR- N8ZG-R</p>	<p>We are pleased to see the Green and Blue Infrastructure policy NE4 focus on providing a net gain of multifunction green and blue infrastructure.</p> <p>In particular, we are very pleased to see a number of things included in the policy that we consider to be great practice, including planting at least 50% pollinator friendly planting of predominantly native species, linking areas of biodiversity, prioritising adaptation to climate change and onsite enhancement.</p> <p>However, we consider that there are further opportunities to link the green and blue infrastructure network with opportunities that will be identified in the Local Nature Recovery Strategy. Embedding the Nature Recovery Network and Local Nature Recovery Strategy into green infrastructure development will ensure that key wildlife corridors</p>	<p>Comments Noted and general support welcomed.</p> <p>Recommended Response: No change.</p>

	<p>and sites are crated and maintained, that their location considers wildlife connectivity as well as where is useful for people, and also will help identify where it is appropriate to combine the nature recovery network with other uses, for example multifunctional green infrastructure, and where it is not.</p> <p>An exemplary approach to green infrastructure would be the Trust's Building with Nature Standard, which sets a new framework for green infrastructure. It brings together existing guidance and good practice to recognise high-quality quality green infrastructure where wellbeing, biodiversity and water are core foundations. We recommend that all proposals for green infrastructure be expected to be designed with the Building with Nature standards, or an equivalent standard set by the Council. This will ensure that all green infrastructure is delivering maximum benefits for the health and wellbeing of residents, and for nature's recovery.</p>	<p>Whilst the Building with Nature Standard is a useful document it is not considered appropriate to specifically refer to this document in the Local Plan.</p> <p>Recommended Response: No Change</p>
<p>BHLF- KSAR- N8BQ-A Historic Environment Link here</p>	<p>Green Infrastructure (BI) and Biodiversity Net Gain (BNG) - comment</p> <p>We welcome reference to cultural heritage regarding landscape, and "Historic parks and landscape features such as park pales, veteran trees, and sunken lanes." There is significant overlap between the natural environment and historic environment; successful outcomes depend on taking a holistic approach.</p> <p>To that end, also we encourage the Local Plan to recognise the heritage dimension of BNG. Sites suitable for BNG need to take account of potential impacts on the historic environment e.g. on archaeological remains.</p>	<p>Comments noted.</p> <p>Recommended Response: No Change</p>
<p>BHLF- KSAR- N8BE-X</p>	<p>Policy NE4 - Green/Blue Infrastructure Natural Flood Management</p> <p>We note Natural Flood Management (NFM) has not been included in any of the policies within the Local Plan. The following should be included in this policy or the very least in the supporting text.</p> <p>The Hampshire County Council "Local Flood & Water Management Strategy" states: - "The County Council will ensure a stepped approach</p>	<p>Comments Noted. It is important to read the LP as a whole. Reference to Natural Flood Management can be specifically referred to as an additional criteria underneath criteria vii of Policy NE6.</p> <p>Recommended Response:</p>

<p>Environment Agency Link here</p>	<p>to flood risk management with a preference for more natural methods above harder engineering measures following the natural flood management hierarchy below”.</p> <p>Development proposals should prioritise and explore the opportunities for NFM for all proposals in areas at risk of flooding for the lifetime of the development before any hard engineering flood defences or water attenuation measures are proposed. NFM will maximise the benefit to flood risk management, water quality, biodiversity, and amenity to provide attenuation and biodiversity enhancement.</p> <p>Green Infrastructure</p> <p>For major new build development, the presumption should be for the inclusion of above ground features including green roofs/walls, rain gardens, bio-retention areas and swales, and features that provide multi-functional uses to maximise benefit to flood risk management, water quality, biodiversity, and amenity to provide attenuation and biodiversity enhancement.</p> <p>All other developments should at least demonstrate that they have considered such measures.</p>	<p>Add additional criterion underneath criteria vii of Policy NE6:</p> <p>Prioritise and explore the opportunities for Natural Flood Management for all proposals in areas at risk of flooding for the lifetime of the development before any hard engineering flood defences or water attenuation measures are proposed. These should be designed to maximise the benefit to flood risk management, water quality, biodiversity, and amenity to provide attenuation and biodiversity enhancement.</p> <p>For major new build development, the presumption should be for the inclusion of above ground features including green roofs/walls, rain gardens, bio-retention areas and swales, and features that provide multi-functional uses to maximise benefit to flood risk management, water quality, biodiversity, and amenity to provide attenuation and biodiversity enhancement. All other developments should at least demonstrate that they have considered such measures.</p>
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	<p>Paragraph: 7.46 - We welcome the reference to SPZ, which are a cornerstone in groundwater protection policy. Slight suggested amendment/clarification highlighted (covering the “potable water supply” abstraction points) as SPZ only cover abstraction used for drinking water or other potable connection such as water cress production/washing.</p>	<p>Recommended Response: See Policy NE6.</p>
	<p>Para 7.52 – “All planning applications, except those within Zone 1, on sites less than 1 hectare and not in a critical drainage area will require a flood risk assessment.”</p>	<p>This is in relation to Policy NE6 (Flooding, Flood Risk and the Water Environment).</p> <p>Recommended Response: Add new paragraph after paragraph 7.52 - See Policy NE6.</p>
	<p>Please refer to the flood zone 1-3 as “flood zone” 1-3 rather than just “Zone” 1-3. This will avoid any possible confusion with Source Protection zones. Particularly as Source Protection Zones are referenced in other paragraphs in this section of the plan.</p>	<p>This is in relation to Policy NE6 (Flooding, Flood Risk and the Water Environment) and has been amended in this topic.</p> <p>Recommended Response: Add the word ‘ Flood’ before the words Zone. See Policy NE6.</p>

<p>Comments which object to NE4 - green and blue infrastructure</p>		
<p>Respondent number</p>	<p>Comment</p>	<p>Officer comment</p>
<p>ANON-KSAR-NK79-T</p>	<p>Policy NE4 (or NE1) should allocated a new Green Belt to protect the remaining open spaces in the southern parishes, in this highly pressured environment.</p>	<p>Comments Noted. A Green Belt review has been undertaken.</p>

		Recommended Response: No Change
ANON-KSAR-NKZ5-S	<p>Page 149</p> <p>Add after first sentence in box - 'What are we aiming to achieve'</p> <p>GI can be integrated in design and application with Nature-based solutions. This benefits mitigation of carbon net zero and biodiversity protection and enhancements for wider people and community GI benefits.</p> <p>7.30 Add at end of para</p> <p>GI can be complemented by the Environment Act requirement to develop Local Nature Recovery Strategies.</p>	<p>Comments Noted.</p> <p>Nature Recovery Strategies have been referred to elsewhere in the LP. It is important to read the LP as whole.</p> <p>Recommended Response: No Change</p>
ANON-KSAR-NKDS-1	<p>In para 7.32 it describes old railway lines, 'eg The Meon valley line' but fails to recognise the old railway lines that are not yet in public ownership but are part of a potential routes for walking and cycling. These were addressed in para 10.4 in previous plan. The Trustees of the Watercress Way seek the specific inclusion of all old railway lines in the district that would provide protection of the ecology corridors alongside the delivery of the walking and cycling network, and in particular, a reference to the old lines that have the potential to deliver a sustainable link between 1) Kings Worthy and Sutton Scotney and 2) Alresford and Winchester. Although a part of the second section is on the border of the national park, it can (as shown in the past) be affected by development which is in the Winchester council's planning area. The Trustees request that all old lines in the district are protected for ecology corridors, yet which will also enable walking and cycling.</p>	<p>Comments Noted. The bullet point that refers to the disused railway lines can be expanded to refer to Kings Worthy and Sutton Scotney disused railway line and Alresford and Winchester disused railway line.</p> <p>Recommended Response: Add Kings Worthy to Sutton Scotney disused railway line and Alresford to Winchester disused railway line.</p>
ANON-KSAR-NKZK-F	<p>Paragraph 7.30 says that the GI network has five key elements including 'green links between spaces such as hedgerows and rights of way'. Paragraph 7.32 lists key green infrastructure assets and</p>	<p>Comments Noted. By stating 'non-motorised' could be viewed as discriminatory, as this wording would</p>

	<p>opportunities, including disused railway corridors and important public rights of way such as the South Downs Way. While the BHS supports the creation of new and the protection of existing green infrastructure that can also be used by equestrians, that gaps in the Rights of Way network disadvantage local communities, as recognised by the Local Plan in paragraph 7.33, which also applies to equestrians, should be noted. Therefore, the wording in the first sentence of paragraph 7.36 should be amended to read, “This policy supports provision of suitable and sufficient green infrastructure incorporating green spaces and features for recreation, amenity and biodiversity and provision of routes and pathways for all non-motorised users to link with and enhance the existing Public Rights of Way network, thereby contributing to sustainable transport provision.”</p> <p>The BHS supports Policy NE4 as it states that ‘green infrastructure shall be accessible for all’, in criterion vi. ‘Includes proposals for walking, cycling and equestrian routes ...’ and in vii. ‘Protect the following disused railway line routes and associated infrastructure including the access routes to them, (Bishops Waltham, Meon Valley and Winchester) within the district as shown on the Policies Map, so they are safeguarded for existing, and potential future use as non-motorised travel routes.’</p>	<p>suggest users of electric wheelchairs and mobility scooters would not be allowed to use the PROW.</p> <p>Support for Policy NE4 is noted.</p> <p>Recommended Response: No change.</p>
ANON-KSAR-N85G-K	<p>Twyford Parish Council (TPC) welcomes the publication of this updated Local Plan. Despite its length, it is easy to find the way around and the arguments are set out policy by policy in a clearly written and comprehensible format. Twyford welcomes the ambition of the plan in directing itself to climate change, excellence in design and protection of the natural environment while continuing to build on previous plans.</p> <p>Twyford is wholly within the South Downs National Park (SDNP) but is surrounded on three sides by Winchester District with multiple interactions in all directions with over a range of activities and land uses. The recognition of these interactions is vital; it is most</p>	<p>Comments noted and welcoming of publication of updated Local Plan.</p> <p>The Twyford Neighbourhood Plan is a matter for the South Downs National Park Local Plan.</p> <p>Recommended Response: No change.</p>

	<p>encouraging that the Draft Local Plan refers to the Twyford Neighbourhood Plan (TNP) as one of the component parts of the Statutory Development Plan for this part of the SDNP.</p> <p>The Twyford Neighbourhood Plan (TNP) was made by the SDNP Authority (SDNPA) in February 2022. It sought to identify the green/blue land within its own parish and considered the potential for this to be part of a wider network. Twyford's policy does not appear to have been identified by the WDLP. TNP shows the North/South line (the Itchen Valley) and the links to the east of the Itchen (Hockley Golf and Twyford Down) as green/blue infrastructure, but does not show the swathe of countryside (Shawford Down and land to N and S of Compton Street on the west. The new allocations on the west side of the Itchen Valley added to the existing urban development of Compton/Shawford/Otterbourne along the west are now further compromising the Itchen Valley-to-countryside connections and with it the setting of Winchester. There is a need for this policy to be given further consideration.</p>	
ANON-KSAR-NKJ1-5	<p>The policy requires a measurable net gain of green infrastructure in accordance with the categories and standards specified in Policy NE3 (which refers to Tables 1 and 2). These standards relate to increases in population and are more relevant to residential development than residential institutions such as the College. There is no justification for the provision of a net gain of green infrastructure to meet the needs of students at the College, specifically where proposals for development do not increase the student population.</p>	<p>Comments Noted. A contribution towards Green Infrastructure would only be required if there was an extension to the college.</p> <p>Recommended Response: No Change</p>
	<p>The draft policy seeks to secure a financial contribution to the provision and management of Green Infrastructure (GI) sites where on-site provision is not possible. Further information is needed on what additional GI this would fund and how it would be linked to the proposed development.</p>	<p>Further information will be found in the IDP in regards to funding and linkages to the development.</p> <p>Recommended Response: No Change</p>
	<p>Given the significant costs associated with the mitigation of phosphates and nitrates, the Council should enable the mitigation</p>	<p>Comments Noted.</p>

	<p>secured to demonstrate nutrient neutrality to be offset against any requirement for a net gain in GI. The impact on development viability of residential developments is acknowledged by the Council in the reduced requirement for affordable housing, but no such reduction in financial contributions is available for other developments involving a net increase in overnight accommodation.</p>	<p>The viability assessment will be updated before the next Local Plan (Regulation 19). As part of the review, the Consultants that have been appointed by the Council to do this work are assessing any LP policy that has a financial cost and this information will be published as part of the Reg 19 LP.</p> <p>Recommended Response: No change</p>
	<p>The requirement for landscaping schemes to incorporate predominantly native planning species (criteria iii) should be considered in the context of climate change. It is suggested that the wording is amended to require native species unless there are appropriate and justified reasons to select non-native species (i.e. the wording used in criteria iii of Policy NE9).</p>	<p>Comments Noted. This point is already covered by criteria iii in Policy NE9.</p> <p>Recommended Response: No change.</p>
<p>ANON-KSAR-N81F-E</p>	<p>Bargate Homes support in principle this policy. Integration of existing green and blue infrastructure, and appropriate enhancements to it can help to create successful and sustainable places and is another important key design cue. Criterion v) should be amended to require provision of these features "at the earliest appropriate and feasible stage, which may be in accordance with an approved phasing plan". Criterion vii should be reworded such that development will be supported provided it "does not harm" the (identified) disused railway lines. As drafted, the policy requires all developments to actively protect these heritage assets, which is not practical or reasonable; only developments that have a relationship with these features (geographical or otherwise) should be expected to protect these features.</p>	<p>Comments Noted and general support welcomed.</p> <p>In regards to the suggested wording for Criterion v, it is considered that this wording is too specific, as some developments will not have a phasing plan. By stating 'feasible stage' this is also incorporating phasing.</p> <p>In regards to criterion vii, it is considered that the policy is worded in a way that only development that affects disused railways lines would provide a contribution.</p>

		Recommended Response: No Change
ANON-KSAR-NKQN-9	<p>(vii) disused railway line routes: the list is not defined anywhere (“Bishops Waltham, Meon Valley and Winchester” is not nearly specific enough). The Policy Map for this section does not show these routes clearly: it seems to be using the same marking for existing long-distance walking/cycling/horse-riding routes as it does for disused railway lines that have not been converted into routes yet, and the map quality is so poor that it's impossible to tell reliably what's included and what isn't. The map should clearly show the disused lines to be protected for future use, and the text should list them under their commonly known historical names, e.g.</p> <ul style="list-style-type: none"> • Didcot, Newbury & Southampton Railway • Meon Valley Railway • Bishop's Waltham Branch • Mid-Hants Railway (Watercress Line) 	<p>Comments Noted. It is not considered necessary for the Local Plan to define these disused railway lines. Policy NE5 does acknowledge that the district, like many other parts of the UK, has disused railway lines.</p> <p>Recommended Response: No change.</p>
ANON-KSAR-N88Q-Z	<p>NE4 add a new ix. ix. Plans planting of fruit trees alongside footpaths and cycle ways to encourage edible foraging.</p>	<p>Comments Noted. There is no evidence to justify such provision, nor the costs of such provision.</p> <p>Recommended Response: No Change</p>
BHLF-KSAR-N8R5-X Twyford Parish Council	<p>An upgrade of the blue/green infrastructure policy.NE4 is required. The key plan in support of this policy does not identify and green infrastructure but only blue (the rivers and sea) and “designated sites”, but all at a scale which is not fit for this purpose.</p> <p>The TNP sought to identify the green/blue land within its own parish and considered the potential for this to be part of a wider network. Twyford’s policy does not appear to have been identified by the WDLP. TNP shows the North/South line (the Itchen Valley) and the links to the east of the Itchen (Hockley Golf and Twyford Down) as green/blue infrastructure, but does not show the swathe of countryside</p>	<p>Comments Noted.</p> <p>The Twyford Neighbourhood Plan is a matter for the South Downs National Park Local Plan.</p> <p>Recommended Response: No change.</p>

	<p>(Shawford Down and land to N and S of Compton Street on the west. The new allocations on the west side of the Itchen Valley added to the existing urban development of Compton/Shawford/Otterbourne along the west are now further compromising the Itchen Valley-to-countryside connections and with it the setting of Winchester. There is a need for this policy to be given further consideration.</p>	
<p>BHLF-KSAR-N8ZV-7</p>	<p>Policy NE4 Green and blue infrastructure OBJECT The policy requires a measurable net gain of green infrastructure in accordance with the categories and standards specified in Policy NE3 (which refers to Tables 1 and 2). These standards relate to increases in population and are more relevant to residential development than residential institutions such as the College. There is no justification for the provision of a net gain of green infrastructure to meet the needs of students at the College, specifically where proposals for development do not increase the student population.</p> <p>The draft policy seeks to secure a financial contribution to the provision and management of Green Infrastructure (GI) sites where on-site provision is not possible. Further information is needed on what additional GI this would fund and how it would be linked to the proposed development.</p> <p>Given the significant costs associated with the mitigation of phosphates and nitrates, the Council should enable the mitigation secured to demonstrate nutrient neutrality to be offset against any requirement for a net gain in GI. The impact on development viability of residential developments is acknowledged by the Council in the reduced requirement for affordable housing, but no such reduction in financial contributions is available for other developments involving a net increase in overnight accommodation. The requirement for landscaping schemes to incorporate predominantly native planning species (criteria iii) should be considered in the context of climate</p>	<p>Comments Noted. It would only be where there is a proposed extension to the college where a contribution towards Green Infrastructure would be required, if a vacant Greenfield site were to be developed for example.</p> <p>Recommended Response: No Change</p> <p>Further information will be found in the IDP in regard to funding and linkages to the development.</p> <p>Recommended Response: No Change</p> <p>Comments Noted and general support welcomed.</p> <p>In regards to the suggested wording for Criterion v, it is considered that this wording is too specific, as some developments will not have a phasing plan. By stating 'feasible stage' this is incorporates phases.</p>

	change. It is suggested that the wording is amended to require native species unless there are appropriate and justified reasons	In regards to criterion vii, it is considered that the policy is worded in a way that only development alongside or the access routes will be required to protect disused railway lines. Recommended Response: No Change
BHLF- KSAR- N86N-U	Support in principle for policy NE4. Integration of existing green and blue infrastructure, and appropriate enhancements to it can help to create successful and sustainable places and is another important key design cue. Criterion v should be amended to require provision of these features "at the earliest appropriate and feasible stage, which may be in accordance with an approved phasing plan ". Criterion vii should be reworded such that development will be supported provided it "does not harm" the (identified) disused railway lines. As drafted, the policy requires all developments to actively protect these heritage assets, which is not practical or reasonable; only developments that have a relationship with these features (geographical or otherwise) should be expected to protect these features.	Further information will be found in the IDP in regards to funding and linkages to the development. Recommended Response: No Change
		Comments Noted. The viability assessment will be updated before the regulation 19 Local Plan. The assessment will consider any policies that have a cost implication. Recommended Response: No change.

Comments which didn't answer NE4 - green and blue infrastructure		
Respondent number	Comment	Officer comment
	Policy NE4 Green and Blue Infrastructure Policy NE4 states that the local planning authority will support development proposals that maintain, protect, and enhance the function or integrity of the existing green infrastructure network and provide a measurable net gain of well-managed,	Comments Noted and General Support welcomed

	<p>multifunctional GI in accordance with the standards set out in Policy NE3 Open Space, Sport and Recreation. We welcome this specific policy to both retain and enhance existing green infrastructure and for the creation of new green infrastructure. We also support the inclusion of policies to protect existing trees, hedgerows, and woodland, and provide new trees and planting. Green infrastructure can also be integrated into relevant other policies, for example biodiversity, green space, flood risk, climate change, water quality, health and recreation reflecting the multifunctional benefits of green infrastructure.</p>	<p>Recommended Response: No Change</p>
	<p>A strategic approach for green infrastructure is required to ensure its protection and enhancement, as outlined in para 171 of the NPPF. Green Infrastructure should be incorporated into the plan as a strategic policy area, supported by appropriate detailed policies and proposals to ensure effective provision and delivery. We note that evidence of a strategic approach in the Plan should link to the South Hampshire Green Infrastructure Strategy and any emerging Local Nature Recovery Strategy. We strongly recommend Winchester City Council utilise a Green Infrastructure Strategy to inform local plan policies, the emerging Local Nature Recover Strategy, and identify areas of inequality with access to green space, tree provision and opportunities for habitat banking and green financing. To assist local authorities with this, Natural England has produced the ‘Green Infrastructure Framework Principles and Standards for England’ as part of the Government’s 25 Year Environment Plan to deliver more and better quality green infrastructure (GI) to enhance towns and cities, and create attractive, healthy, and investable places. The GI Framework will help local planning authorities meet requirements in the National Planning Policy Framework to consider GI in local plans and in new developments and can be utilised when updating local plans and formulating policy. The first two elements of the Framework are the ‘Why, What and How Principles of good Green Infrastructure’ and the Beta Green Infrastructure Mapping Tool providing a baseline of GI across England. These are already available at https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx The launch of the full Framework and Standards is taking place on 31st January 2023. The webinar is a free event with tickets available here: https://greeninfrastructure.eventbrite.co.uk</p>	<p>Comments Noted. An initial GI Strategy has been produced and as the representation has mentioned, there is a GI Framework for PfSH. The Urban Greening factor can be referred to in the supporting text.</p> <p>Recommended Response: Add the following text after paragraph 7.36:</p> <p>Natural England has developed an Urban Greening Factor for England, as one of a suite of five Headline Green Infrastructure Standards within the Green</p>

	<p>The full Framework includes recommended standards for the quality and quantity of multifunctional green space including the production of GI Strategies, updated access to natural green space standards (ANGSt), tree canopy cover, and good design principles. Of particular interest to Winchester City Council would be the recommended standard on Urban Greening Factor (UGF). This standard sets a minimum target for achieving urban greening on development sites, which could be particularly beneficial on brownfield sites where lower existing biodiversity features may result in minimal GI being created on sites through Biodiversity Net Gain requirements, and ensures urban greening benefits are achieved on site, rather than off-site provision. It provides clarity on what is 'good' quality provision of GI on development sites. Incorporation of UGF into the GI policy would also link with and assist monitoring of other proposed policies such as NE6 Sustainable Urban Drainage, NE11 Open Space Provision for New Development, D5 Masterplan and D6 Impact of Overheating (e.g. provision of green roofs). UGF can be tailored to local needs to encourage increase in a certain type of urban greening feature. It can be applied across the authority, to specific types or areas of development (such as brownfield sites, or Winchester Town and South Hampshire Urban Areas), or target areas with low provision of urban greening features.</p>	<p>Infrastructure Framework – Principles and Standards for England. The Urban Greening Factor (UGF) is a planning tool to improve the provision of Green Infrastructure (GI) particularly in urban areas. It is voluntary and can be used to increase urban greening and contribute to Biodiversity Net Gain.</p>
	<p>Policy NE3 recommends a minimum access standard of 1ha per 10000 population to natural greenspace. Policy and supporting text should set minimum accessibility, quantitative and quality requirements for natural greenspace. Natural England recommends this is achieved by adopting Accessible Natural Greenspace Standards (ANGSt) as a minimum requirement for new housing development. Natural England's work on Accessible Nature Greenspace Standards (ANGSt) is being updated as part of the Green Infrastructure Framework Principles and Standards (see above). The new standard will add two new categories to the existing guidance to reflect the importance of small scale, doorstep green space and neighbourhood level natural green space. We recommend Winchester City Council consider the inclusion of the ANGSt standards in policy, linked with an identification of current levels of access in a GI Strategy, to assist with nature recover, 15 minute neighbourhoods and health and wellbeing targets. This should also be linked to Policy NE11 Open Space Provision For New Developments. The Plan should also outline how new green infrastructure and habitat creation will be monitored to ensure that it develops in accordance with any targets identified within the</p>	<p>Comments Noted. The ANGSt standards are currently being updated by Natural England and in this respect, it is considered not appropriate at this stage of the LP to specifically refer to them in the Policy NE4.</p> <p>Recommended Change: No change.</p>

	<p>Plan and the stated intention(s) of the GI.</p> <p>New development located in easy walking distance from existing natural greenspace and publicly accessible nature reserves will benefit substantially by the presence of such facilities in the locality and will through an increase in visitors, inevitably increase ongoing visitor management costs. We therefore welcome the requirement for financial contributions to the provision and management of GI sites where onsite provision is not possible. This is particularly important where nature reserves, or nature parks, are run by charities that do not have secured income to cover the in-perpetuity management costs associated with new housing development.</p>	
<p>BHLF- KSAR- N86F-K Natural England Link here</p>	<p>Health and wellbeing</p> <p>There is increasing recognition of the importance of nature and place as a determinant of individuals' mental and physical health. Existing evidence shows that access to natural green spaces can help reduce stress, fatigue, anxiety, and depression, and boost immune systems and encourage physical activity. The risk of chronic diseases such as asthma may also be reduced.</p> <p>The Defra 25 Year Plan outlines nature-based actions that can be taken to help people connect to the natural environment to improve health and wellbeing. Such actions can include 'greening' our towns and cities, planting urban trees, encouraging children to access nature in and out of school and improving access for all in local green spaces. It is estimated that the provision of parks and greenspaces across Britain saves the NHS at least £110 million a year solely through reduced visits to GPs², and their improved availability can help reduce health inequalities across society³.</p> <p>The provision of enhanced green infrastructure and sites of nature conservation value can not only help address some of the mental and physical health problems experienced in the Borough's population but can also benefit society in other ways including improvements to local air and water quality, reducing the risk of flooding, alleviating noise levels and aiding climate change adaptation.</p> <p>Natural England recommend the Local plan sets out policy that links public health and wellbeing to the natural environment and seeks to enhance green infrastructure and ecological connectivity across the Borough that is managed for people and nature.</p> <p>Please see relevant advice in this letter relating to green infrastructure, protection of</p>	<p>Comments Noted. It is acknowledged that green infrastructure and the natural environment has a positive role to play in terms of people's physical and mental health. This particular point is already addressed in the topic on high quality, well designed places and living well. It is important to read the LP as whole and in this respect, it is considered that there is no need to specifically refer to this in this topic.</p>

	natural assets and achieving biodiversity net gain to help maximise the benefits outlined in this section.	Recommended Change: No change.
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Comments from other topics		
ANON-KSAR-NKDS-1	The Trustees of the Watercress Way appreciated the protection of old railway line routes which have the potential to deliver a sustainable easy mode of travel along them. This has been demonstrated in the reopening of sections of the Meon valley line and the Hockley Viaduct. Disused old lines were protected from development in para 10.4 of the previous local plan, and there is a passing reference in this draft, with but there is no explicit protection of the old railway line from Alresford to Kings Worthy and from Kings Worthy to Sutton Scotney in this reg 18 plan. Extensive development occurs in this area and the routes are important links between main development areas . There are two sections which should be protected from development within the recognised aims of The Watercress Way under the previous plan. The Trustees therefore seek the explicit protection of old railway lines from development unless that development delivers a section of walking and cycling infrastructure along that section of the old railway line itself.	Comments Noted. The disused railway lines Alresford to Winchester and Kings Worthy to Sutton Scotney have now been referred to in Policy NE4 (criteria vii). Recommended Response: An additional criteria has been added to Policy NE4 that refers to the South Downs Way; Wickham to Alton (Meon Valley Trail); and New Alresford to Kingsworthy (Watercress Way). See representation below.
BHLF-KSAR-N8Z7-8 South Downs	(6) Improving the Efficiency of Transport Networks Overall, the SDNPA would encourage the creation of new – along with the safeguarding, enhancement and connection of existing - bus, cycling, equestrian and pedestrian routes into the SDNP. In addition, it is important that reference is made to the protection and	Comments Noted. The disused railway lines Alresford to Winchester and Kings

<p>National Park Authority</p>	<p>enhancement of historic rural roads that form part of the setting of the SDNP. We suggest this is included as a policy criteria, and that reference is made in the supporting text to “Roads in the South Downs” (SDNP & Hamilton-Baillie Associates, 2015)2. Notwithstanding the above, given some new understanding on the provision of street lighting, we would prefer that small low-use residential roads in dark sky zones do not automatically receive street lighting.</p> <p>It is acknowledged that the South Downs Way (SDW) and existing disused railway lines are alluded to in Paragraph 7.32, Policy NE4, and Map 9. The SDNPA is currently working with Hampshire County Council (HCC) to improve walking and cycling routes out of Winchester. The above is being part funded by Community Infrastructure Levy (CIL) and includes plans/ambitions to reroute the SDW, whilst also improving the current route (to Chilcomb) and access to the National Park in general. We would strongly encourage that the emerging local plan is strengthened to explicitly reference the need to safeguard the South Downs Way and disused railway lines from future development – and to facilitate future uses and enhancements for non-motorised travel routes - as identified in SDNP Policy SD20. This is considered essential for effective delivery of a continuous route, towards meeting a number of objectives in both our local plans. The potential contribution of these routes to enhancing sustainable transport provision in the district, and to provide sustainable connections to the SDNP, should also be recognised. For the avoidance of doubt, the routes identified in the South Downs Local Plan that connect Winchester District with the National Park are:</p> <ul style="list-style-type: none"> • South Downs Way; and • Wickham to Alton (Meon Valley Trail); and • New Alresford to Kingsworthy (Watercress Way). 	<p>Worthy to Sutton Scotney have now been referred to in Policy NE4 (criteria vii). The long distance routes can be added to Policy NE4 as this is considered to be a useful addition to the policy.</p> <p>Recommended Response: Add additional criteria to Policy NE4:</p> <p>Protect and support the proposals that facilitate future uses and enhancements to the:</p> <ul style="list-style-type: none"> • South Downs Way; • Wickham to Alton (Meon Valley Trail); and • New Alresford to Kingsworthy
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		(Watercress Way).
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	Recommendations	Officer response
Comments from SA	No recommendations made	N/A
Comments from HRA		

Supporting Text

7.32 Well designed GI (in accordance with the GI principles set out by Natural England) can also add value to properties and attract investment in an area by enhancing its character and local distinctiveness. Key green infrastructure assets and opportunities within the district include:-

- River corridors, tributaries and valleys of the Itchen, Meon, Hamble, Wallington and Dever which are of considerable biodiversity, landscape and recreation value;
- Disused railway corridors (e.g. at Bishops Waltham, Meon Valley, Winchester, **Kings Worthy to Sutton Scotney and Alresford to Winchester**);
- Important public rights of way such as the South Downs Way, Itchen Navigation Heritage Project, and Keats Walk, Winchester;
- Natural and semi-natural greenspaces such as chalk downlands e.g. at Whiteshute Ridge and Shawford Down.
- Areas of accessible and/or ancient woodland, including the those of the Forest of Bere (e.g. West Walk, Creech Woods, Whiteley Pastures);
- Farmland which makes up around 73% of the district, which is predominantly arable land in the north, downlands and pasture in the south along the river valleys;
- Historic parks and landscape features such as park pales, veteran trees, and sunken lanes;
- Formal and informal recreation areas such as Farley Mount

7.34. Well-planned green infrastructure should be incorporated into development proposals integrating and building upon the existing green network. It should contribute to high quality development and economic prosperity by making places attractive to residents and businesses and improving the health and well-being of the local and wider community. It should respect and respond

to local landscape character and integrate with sustainable transport and green tourism initiatives, expanding upon existing provision.

7.35 Green infrastructure also forms a valuable contribution to the setting of Winchester Town, through extensive tree coverage and areas of open land such as the Water Meadows, which come into heart of the town providing public access to the wider countryside. Some of this countryside is within the South Downs National Park. The River Itchen also passes through the Town and is protected by national designation recognising the exceptional quality of this chalk river and its environs.

7.36 This policy supports provision of suitable and sufficient green infrastructure incorporating green spaces and features for recreation, amenity and biodiversity and provision of routes and pathways to link with the existing network, thereby contributing to sustainable transport provision. The aim is to deliver both sufficient quality and quantity of green infrastructure supported by the standards set out in NE3 in association with proposed development.

Add new text

Natural England has developed an Urban Greening Factor for England, as one of a suite of five Headline Green Infrastructure Standards within the [Green Infrastructure Framework – Principles and Standards for England](#). The Urban Greening Factor (UGF) is a planning tool to improve the provision of Green Infrastructure (GI) particularly in urban areas. It is voluntary and can be used to increase urban greening and contribute to Biodiversity Net Gain.

Changes to policy

The local planning authority will support development proposals that:-

maintain, protect and enhance the function or the integrity of the existing green infrastructure network identified at a district and sub district level, including strategic blue and green corridors and spaces, as illustrated on Map 9 particularly where the proposal allows for the enhancement of GI both on-site and in the immediate area using important local character features, including existing planting, trees, groups of trees, copses, wetland, hedgerows and opportunities for wild food foraging; Provide a measurable net gain of well-managed, multifunctional green infrastructure, in accordance with the categories and standards specified in Policy NE3 and appropriate for the scale of development, through on-site provision which :-

- i. Addresses deficits in local green infrastructure provision where appropriate;
- ii. Incorporates in landscaping schemes natural planting of at least 50% pollinator friendly planting of predominantly native species;
- iii. Integrates with the green network/ grid identified at the district and subregional level (as illustrated on Map 9);

- iv. Provides a high-quality natural environment with biodiversity interest;
The green infrastructure shall be accessible for all with high levels of accessibility in primary areas, and promote health, wellbeing, community and cohesion and active living; encourages public access to and within the natural environment where appropriate;
- i. Allows for adaptation to climate change;
 - ii. Is well planned to allow cost effective ongoing management of the GI;
 - iii. Is accompanied by a management plan;
 - iv. Links areas of biodiversity;
 - v. Is provided at the earliest feasible stage;
 - vi. Includes proposals for walking, cycling and equestrian routes provided they contribute to a network of attractive and functional non-motorised travel routes, with appropriate signage, throughout the district;
 - vii. Protect the following disused railway line routes and associated infrastructure including the access routes to them, (Bishops Waltham, Meon Valley and Winchester) within the district as shown on the Policies Map, so they are safeguarded for existing, and potential future use as non-motorised travel routes.

Add additional criteria:

Protect and support the proposals that facilitate future uses and enhancements for non-motorised travel routes on the:

- **South Downs Way;**
- **Wickham to Alton (Meon Valley Trail); and**
- **New Alresford to Kingsworthy (Watercress Way).**

viii. Watercourses are safeguarded and improved for quality, amenity, biodiversity and quantity.
Where it can be established that onsite provision is not possible financial contributions will be required for the provision and management of GI sites and will be negotiated on a site-by-site basis.