

Consultation comments on policy W8 – Station Approach Generation Area

- Support - 4
- Neither support of object - 9
- Object - 10

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 policy W8 – Station Approach Generation Area		
Respondent number	Comment	Officer comment
ANON-KSAR-NKBD-G	Please ensure existing trees are protected and more trees are planted.	Points noted.

Comments which neither support nor object to policy W8 – Station Approach Generation Area		
Respondent number	Comment	Officer comment
ANON-KSAR-NKYP-K	We would like to reiterate the importance of improving the public realm in this area, and of making provision for open space, leisure, culture and community uses. It will be important for any new development to integrate with and benefit/enhance the existing community facilities on or adjacent to the sites (e.g. the Winchester Club and its bowling green, and the nearby Winchester Lido Sports Association building).	These are all important points that can be picked up in the masterplanning process.

ANON-KSAR-N8E7-K	<p>How do these proposals work with Nutrient Neutrality required for all new housing developments? I agree that the 'townscape' entrance to Winchester at this point is fragmented and a mixed use scheme would be appropriate but should still include a parking provision. It's proximity to the city centre makes it an ideal site to supplement the existing parking provision which can be at capacity during the working week.</p>	<p>Any development that comes forward under this site allocation policy would need to demonstrate nutrient neutrality. The need for car parking will be addressed as part of the masterplanning processes. Recommended Response: No change.</p>
ANON-KSAR-N85J-P	<p>Bloor support a brownfield first approach however raise concerns over the delivery of this site towards the start of the plan period as required under the prioritisation of brownfield sites as WCC has been trying to deliver this site for a significant time and as such it is possible for there to be unforeseen circumstances which cause further delay. Comments are the same as those under W7.</p> <p>Further analysis of the above points is set out within the submitted (emailed) representations titled 'Manor Parks Regulation 18 Representations' and accompanying appendices.</p>	<p>All of the sites promoters that have been included in the Regulation 18 have been contacted and asked to complete a Site Deliverability Proforma that identifies any constraints on the site and the anticipated timing of the development. Recommended Response: No change.</p>
BHLF-KSAR-N8BQ-A Historic England	<p>Para 12.74 - comment Paragraph 12.66 recognises the archaeological potential within the station approach regeneration area. We query if the masterplan's strategic aspirations might include a line relating to the heritage of this area.</p>	<p>Agreed. Recommended Response: Add an additional bullet point underneath paragraph 12.74:</p> <ul style="list-style-type: none"> • Ensure that proposals conserve, and where possible enhance the historic context, in particular the Winchester City Conservation Area. • Thoroughly investigate and record archaeological remains in the area, with provision for the public dissemination of the results of the

		investigation within a reasonable timeframe.
BHLF- KSAR- N8BE-X Environment Agency	<p>See SP for colours</p> <p>Comments Green text: No specific comments/generic comments apply - We welcome the recommendation to ensure development is located outside of FZ 2&3 Orange text: Action to be taken Red text: Concern over deliverability without further work/information</p> <p>8. Station Approach Regeneration Area (carried forward) 250 dwellings Based on the information currently available, the site raises some environmental concerns that need to be addressed. Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts.</p> <ul style="list-style-type: none"> • Principal Aquifer • land use contamination risk (railway) <p>Water Quality The protection of the groundwater will need to be considered as part of this site - specific policy. The site is not in any SPZ but on principal aquifer, so would be regarded as sensitive.</p> <p>There may be contamination issues with this site associated with previous activities.</p>	<p>Further work has been undertaken with the support of the EA and HCC as the Lead Flood Authority on preparing a Stage 2 SFRA and site sequential and exception test – these reports are available on the LP website. Work has been undertaken with the support of EA to make changes to Policy W3 to address the EA representation. Recommended Response: Please see wording changes to the Policy.</p> <p>Add a new paragraph after paragraph 12.71:</p> <p>The site is located on principal aquifer which will need to be considered and taken into account as part of masterplanning process. Due to the past activities on the site, any contamination issues will also need to be considered as part of the masterplanning process.</p>
BHLF- KSAR- N86Z-7	Main & Branch St Pauls St Clements Partnership	Officers have held a number of meetings with the ICB to understand further this representation and others on proposed site allocations in the regulation 18 draft

	<p>NHS Hampshire and Isle of Wight ICB - Primary Care Response</p> <p>The GP surgeries that serve these potential sites are currently over subscribed by 10,900 patients of October 2022. The additional dwellings from the local plan will add a further 11,100 patients and in order to mitigate this the NHS will be seeking financial contributions to increase the primary care space by a further 888 m2</p> <p>The ICB has invested significant revenue and capital funding from its limited budget into the Winchester City practices to enable them to grow their infrastructure to meet local need.</p> <p>St Clements Surgery is being supported by the ICB to build new premises through a third party developer, which the ICB will fund through the rental reimbursement of the lease upon completion. This will provide 1003m2 of General Medical Services space, an increase of 283m2, and 78m2 of new Winchester City Primary Care Network General Medical Services space, in order to grow local primary care services to meet current demand, and up to 2,300 of additional population. This is based on the currently adopted Local Plan. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed.</p> <p>St Paul's Surgery have been supported in 2022/23 through an NHS Improvement Grant, to complete Phase 3/3 of their expansion plans, enabling the practice to create three new treatment rooms. Previous phases, some of which have been self funded, has enabled the Surgery to add three additional consultation rooms and a new waiting room. These capital investments have enabled the practice to grow with their increasing patient list, in line with the currently adopted Local Plan. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed.</p> <p>Friarsgate Surgery moved to purpose-built leased accommodation in 2009, which included additional space for the practice to grow into to</p>	<p>Local Plan. Further information has been sought from the ICB to provide more detail on the nature and scope of any deficit in GP surgery facilities and how it may be resolved. This includes confirmation of which surgeries serve proposed allocations and which may require improvement. At this point it is considered prudent for the Plan and associated Infrastructure Delivery Plan to note this position and set out a mechanism to deal with any necessary infrastructure requirements arising from this request. The Infrastructure Delivery Plan will include the most recent information received from the ICB regarding the capacity of infrastructure and identified need for any improvements.</p> <p>Recommended Response: No Change.</p>
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	<p>meet additional housing development, including the multiple phasings of Barton Farm. Further capacity will be required to meet a significantly expanding population should the SHELAA sites be agreed and potentially developed.</p> <p>The three Winchester surgeries and PCN have been clear with the ICB that it does not feel able to absorb any further increases in population due to agreed development without significant further investment in primary care infrastructure. We are pleased to note:</p> <p>Ref policy W10: "Plans are being developed to improve health care provision in the wider area"</p> <p>Ref Policy W11: "The planning authority will permit the development and redevelopment of land within and adjoining the University of Winchester and Royal Hampshire County Hospital, as shown on the Policies Map, for development to consolidate, expand and improve academic provision, health care, student housing and residential development"</p> <p>"Planning permission will be granted provided that detailed proposals accord with the Development Plan and meet the following specific development requirements:</p> <p>Nature & Phasing of Development</p> <ul style="list-style-type: none"> i. A masterplan establishing a development strategy for the provision of improved health, education, student housing and residential development within the area ii. Priority should be given to retaining and improving academic and health provision, and providing student housing. Subject to these being adequately catered for, residential development or other appropriate uses will be permitted on suitable surplus land or buildings;" <p>Due to the additional healthcare activities that will derive from the Local Plan we believe that there should be references to healthcare in the following policies W1,2,3,4,7,8 and 9 to inform potential developers of the requirement for these impacts to be mitigated.</p> 	
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<p>BHLF- KSAR- N86T-1 Hampshire County Council (Transport)</p>	<p>Policy W8 - Land is allocated for mixed use development including around 250 homes at Andover Road and Worthy Lane (Station Approach Regeneration Area)</p> <p>This is a very accessible location easily walkable from the railway station and from nearby bus stops. Andover Road and Worthy Lane/Road have been identified in the LCWIP as primary cycle routes, although there is no dedicated cycle infrastructure in the area currently. Traffic volumes are very high, and the Carfax junction has been optimised for vehicle throughput and makes poor provision for pedestrians.</p> <p>Any employment land uses on this site should support staff to travel by sustainable options. As part of the design, buildings will need to include secure cycle storage and shower facilities. This very accessible location should mean that no on-site employee parking should be provided other than for blue badge holders or servicing. Such bays should incorporate electric car charge points. Some form of secure cycle parking for staff should be incorporated into plans, as well as showers and lockers, to encourage cycling to/from the site.</p> <p>For the residential element proposed for this site, the very accessible location should mean the site should have no or low on-site car parking provision (e.g. limited blue badge provision).</p> <p>Winchester Movement Strategy Park and Ride studies propose the delivery of bus priority measures on the Andover Road corridor to help improve journey time reliability for buses. The City of Winchester LCWIP has identified both Andover Road and Worthy Lane as parts of the primary cycle network. There are currently no dedicated cycle facilities on the corridor, and improvements are needed to enable modal shift from private car to active travel. There is an existing cycle link from Hyde Church Lane through the Cattle Market Car Park to Andover Road. This route for pedestrians and cycles through the site is well used and some form of active travel link between Andover Road and Hyde Church Lane would be beneficial. There is a need for</p>	<p>Points noted but it is important that the Local Plan is read as whole as parking provision, cycle parking and electric charging points are all covered under Policy T2 (parking standards).</p> <p>In terms of the site layout and the opportunities to change road layouts these are all matters that can be discussed and assessed as part of the masterplanning process and the development a TA. Recommended Response: No change.</p>
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	<p>this development to support the delivery of bus priority measures on Andover Road and active travel improvements on the Andover Road and Worthy Lane corridors.</p> <p>One issue is the close proximity of the Worthy Lane junction to the Carfax junction. As traffic from Worthy Lane heading to Carfax needs to give way to traffic heading south on Andover Road (which queues up the hill past the junction), at peak times, traffic queues form on Worthy Lane. Also the exit from Worthy Lane onto Andover Road is a single lane. This means that right turning vehicles waiting for a gap block left turning traffic behind it. As part of the redevelopment of the Cattle Market car park, the County Council would welcome consideration being given to potential realignment of B3047 Worthy Lane traffic through the site to a new junction with Andover Road further north.</p> <p>This would allow part of Worthy Lane to be used for residents parking.</p>	
<p>BHLF- KSAR- N86H-N</p>	<p>Allocation W8 – Station Road Approach, Winchester</p> <p>Allocation W8 is related to the Station Road Regeneration Area, which includes the main entrance to Winchester Station, the Carfax Site, the Cattlemarket car park and vacant/underused sites and properties within the immediate surrounds. The site is defined in a broad way to enable a comprehensive approach to be taken to deliver a mixed use redevelopment which will be subject to a master planning process.</p> <p>Due to there being no fixed development plan or masterplan associated with the allocation, the associated policy W8, does not provide any restriction on the use of the site other than supporting a future ‘mixed-use development’. whilst not included within the associated draft allocation policy, the supporting text to Policy W8, does identify that potential uses for the site could include residential, ‘including exploring the potential to provide accommodation aimed at meeting the needs of older persons’</p> <p>As there are no specific defined uses associated with this site</p>	<p>Points noted but this work has not yet been undertaken. The next stage of the work has now been agreed by Cabinet (17/07/2023) and this will provide more information on the type of residential development accommodation.</p> <p>Recommended Response: No change.</p>

	allocation, it is not possible to quantify how much, or assume any, specialist housing could be delivered through the allocation. Full response in SP	
BHLF- KSAR- N86M-T Hampshire County Council (Schools)	Station Approach Regeneration Area 250 dwellings would generate up to 75 primary age pupils and 53 secondary age pupils. However, that depends on the type of housing proposed with flats, for example, unlikely to generate as many. The catchment schools serving this site are St Bede CE Primary, Western CE Primary and Westgate All through School. These schools are under pressure, so depending on the type of dwellings proposed, further consideration would be needed as to the mitigation for the educational impact of this development.	Points noted However, the exact quantum of development may change as part of the masterplanning process progresses. Recommended Response: Add an additional criteria to policy W8. The proposals considers and addresses the need for education provision (Primary and Secondary) to meet the needs of the development.
BHLF- KSAR- N863-Z	The Council has also include two large sites within the urban area: Station Approach (Policy W8) and Central Winchester Regeneration Area, which are assumed to deliver 250 and 300 new homes, respectively. Persimmon welcomes the positive approach to the regeneration of brownfield sites within exiting urban areas, but would caution the Council about being overly optimistic regarding the site's capacity and the ease of overcoming the planning and land constraints associated with bringing these regeneration sites forward (i.e. remediation, existing uses etc.). The delivery challenges that have been experienced in relation to the Station Hill site and Silver Hill are notable examples of where proposed development has failed to come forward in line with the Council's delivery expectations.	Points noted. Site Deliverability Assessments have been undertaken of all the sites that were allocated in the Regulation 18 LP which have helped to inform any changes in the quantum of development for these previously developed sites. Recommended Response: No Change.

Comments which object to policy W8 – Station Approach Generation Area		
Respondent number	Comment	Officer comment

<p>ANON- KSAR-NKYT- Q</p>	<p>As I have said in other sections in response to this consultation, Station Approach is a misnomer for this 'regeneration area' of Winchester. It is simply a collection of disparate patches of land, covered in tarmac and owned mainly by the Council, used for surface car parking together other areas predominantly on the western side of the railway line owned by Network Rail, also used for car parking.</p> <p>Thus, until and unless a P & R site is built to serve the northern access into Winchester via Andover Road, at least the largest sites at the Cattlemarket & Worthy Lane will be needed for car parking. Note that these particular areas are dislocated from and not part of the real 'Station Approach'.</p> <p>On one side these sites flank the boundary with the extensive, residential Hyde Conservation Area, which runs down the middle of Worthy Lane and includes the terrace of Victorian houses which line it. Andover Road, flanks the other side of the site, with student accommodation & a 'convenience store' on the opposite side of Andover Road. Highfield Villa, a rare example of an early Victorian country house in central Winchester overlooks the site at the northern boundary. It is a visually pleasing 'landmark' for all who regularly cross the area on foot or arrive there by car. The car parks were once the extensive grounds and gardens around the villa. Lying beneath them is an extensive Roman cemetery, of archeological significance, which would need long and painstaking excavation, before building on it could even begin.</p> <p>Furthermore this area could be preserved as a much needed public open space, 'greened' and planted on its boundaries with species of trees which are recommended for carbon-capture and shade, whilst the grassy areas rather than tarmac would absorb run-off from rain and not radiate heat in the summer months. Currently residents in</p>	<p>Points noted but these are all issues that can be considered as part of the masterplanning processes. The policy is not suggesting whole scale regeneration of the area but it is instead stating that it is important to look at this area in a comprehensive manner and this includes looking at the reuse of buildings such as the former Registry Office.</p> <p>Recommended Response: No change.</p>
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Hyde and students criss-cross the car park to get to and from the shop and educational establishments that lie beyond Andover Road on a daily basis. It would be a pleasant area for all to use as a meeting place, to sit and relax or use for exercise and informal sport in the future.

Carfax junction, the crossroad to the real 'Station Approach' is a noisy, polluted place with traffic congestion on all sides and a long wait for all to cross it. There is very little time for pedestrians to do so safely when the traffic lights turn red. Nothing can be done about this, until polluting vehicles of any kind are no longer permitted to enter the city centre.

Walking up or down Station Hill itself is a relief and generally a pleasure (apart from the broken paving stones). It is lined by lovely mature green trees. A double row on them on one side, gives only glimpses of the Hampshire Record Office, a modern, architectural award winning building at the bottom of the hill. Whilst at the top of the hill on the corner with Station Road is a Victorian building, originally a pub, later converted for use as the Registry Office, another well-loved 'historic landmark' for locals and for visitors. It complements the dainty Victorian frontage to the railway station itself. On one side of the entrance there is a coffee shop with room to sit outside it and a delightful flower shop. Just inside the station there is also a small M & S food shop. Nothing major needs to be done to improve this area, apart from installing public lavatories next to the old Registry Office and providing signs for the footpath between it and the Record Office garden, which leads diagonally across the area to Gladstone St. and replacing the broken paving stones with a permeable layer for the tree roots, at various intervals, to prevent further damage to the pavement on the other side of Station Hill.

Gladstone St itself has an attractive terrace of Victorian houses lining one side of it, also part of a Conservation Area. The other side, near Sussex St has a lovely little gravelled and treelined car park, designed by the architect of the Record Office, for use by staff who work there. The rest of the area extending to Station Road, is an open-air tarmac car park. Apparently there is enough parking available in the multi-storey car park nearby on Sussex St., to accommodate cars currently using the Gladstone St. car park, for the land it occupies to be used for other purposes, possibly a small housing development and maybe an 'active frontage' along Station Road, towards the Old Registry Office on the corner, consisting of perhaps a greater choice of small cafes and shops, primarily for use by travellers to/from the station. My view is that the Hampshire Record Office, best viewed from the footpath and Gladstone St car park should be given more space to be seen from this area and the same applies to the Victorian terrace on Gladstone St itself. If the tarmac was removed from the car park it could be turned into another 'green local space' adjoining the Record Office garden and possibly its gravelled car park as well. I doubt whether building on this small site would be economically viable, or desirable.

In conclusion, I think there is no need for the wholesale 're-generation' of the so-called Station Approach area. The area that surrounds it already has student housing, a variety of little shops lining Stockbridge and Andover Road, a plethora of under-used or vacant office buildings which could be renovated or re-purposed, two 'convenience stores', a gym and a well-established hotel just five minutes walk from the railway station. Conservation areas are right on its boundaries and need to be preserved as such and enhanced by more public open spaces, for use by residents, workers and visitors. The over-riding need for the whole of this area is to sort out the traffic and congestion which spoil it for residents, workers and

	visitors.	
ANON-KSAR-N8E3-F	I support the first part of the policy to protect trees, the Record Office and the former Registry office, but think far too much new building is being planned especially too much housing. The area will be over developed and certainly does not need more student housing or similar tall buildings. The development that has been allowed in the area recently is an eyesore and does not give one any enthusiasm for the current proposals.	Points noted but the quantum and the type of development are matters that can be considered as part of the masterplanning process. Recommended Response: No change.
ANON-KSAR-NKJV-A	<p>The Station Approach Regeneration Area is an existing Local Plan allocation (WIN5, 6 and 7) that is proposed to be carried forward as it has not been delivered. The plan identifies at 12.69 that the land is in multiple land ownerships and that there are differing programmes and priorities. Given this, it is questioned how deliverable this site actually is.</p> <p>As with other brownfield sites, the level of affordable housing to be delivered would be lower than that of a greenfield site. Given the local priority to deliver affordable housing and the issues associated with bringing forward this site, consideration should be given to providing additional development elsewhere on greenfield sites, such as at Mill Lane, Wickham, which are more likely to be deliverable and can provide more affordable housing. Furthermore, the Land at Mill Lane, Wickham site scores better than Central Winchester Regeneration from a sustainability perspective within the Regulation 18 Integrated Impact Assessment Report (published October 2022).</p>	<p>Points noted. Site Deliverability Assessments have been undertaken of all the sites that were allocated in the Regulation 18 LP which have helped to inform any changes in the quantum of development for these previously developed sites. Recommended Response: No Change.</p> <p>Points noted but this is a key regeneration site within Winchester Town and other proposals for development in other locations have been assessed and discounted. Recommended Response: No Change.</p>
ANON-KSAR-NKJ6-A	<p>Fully support development in this area; it is a key employment area but the Policy needs to be amended.</p> <p>1. 12.61 The site boundaries are a patchwork and omit key areas essential to look at the area as a whole. The offices on Andover</p>	Points noted but the site area that has been included in this allocation are within the control of the WCC/Network Rail. The other landholdings referred to in this

	<p>Road and adjacent streets need to be included as part of the overall Framework; these include the 7 storey Cromwell House, empty for many years with unused car parking to rear, former Denplan offices on Victoria Road, currently empty. The area under consideration needs to be amended.</p> <p>2. 12. 68 Reference is made to a 'comprehensive redevelopment', what is meant by this and how is the masterplan to be generated, and by whom? Should it not be a Framework in the first instance and then masterplan for sites?</p> <p>3. 12.8 High quality public spaces are the primarily streets. The Station Area Public Realm Strategy prepared by Publica for the previous scheme was excellent and should be referenced.</p> <p>4. vi & vii needs to be reworded. Cromwell House on Andover Road is 7 stories high and as a building on lower ground works alright - building heights should be considered as part of the Framework Planning and in the context of topography as well as proximity to residential buildings, but not be so prescriptive at this stage.</p>	<p>representation are not within the control of the WCC.</p> <p>The masterplan would be developed by consultants that are appointed by WCC. A governance for the development of Concept Masterplans has now been agreed by Cabinet and this would need to be followed up by a more detailed masterplan.</p> <p>A key part of the masterplanning process will be to review any of the existing material/evidence base that informed the previous planning application in order to identify what further work needs to be undertaken.</p> <p>Points noted. However, criteria vi and vii have been carefully worded to take into consideration the sensitive nature of the site all of which can be tested through the masterplanning process. Recommended Response: No change.</p>
<p>ANON- KSAR-NK2C- Y Southern Water Link here</p>	<p>We have made an initial assessment of this site and ascertained that Southern Water's infrastructure crosses the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.</p>	<p>Points noted. Recommended Response: Add additional bullet point after 12.71: As Southern Water's infrastructure crosses the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or</p>

	<p>Proposed amendment</p> <p>Accordingly, we propose the following additional criterion for Policy W8:</p> <p>Layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.</p>	<p>more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.</p> <p>Add additional criteria to Policy W8: The layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.</p>
<p>ANON- KSAR-N8GA- Y</p>	<p>Please see the introductory comments to T1</p> <p>Suggested revised text. We will send a tracked changes version which will highlight the changes we are suggesting:</p> <p>iv. The proposals make a positive contribution towards improving the area as a key entrance to the town centre, enhancing the public realm, improvements for pedestrian and cyclists and active travel permeability to the railway station, the surrounding area and other key destinations; In relation to the size of the development there should be at least 0.88 miles each of pedestrian infrastructure and cycling / disability scooter infrastructure. However, in relation to the specific importance this site has as a transport hub these lengths will need to be exceeded. Similarly the proposals will need to include sufficient allocation of land for a bus station that will enable all bus routes serving Winchester to make good connections with trains. Bus stops should be provided to enable all less frequent routes to be</p>	<p>Points noted. However, the site cannot address any problems with the surrounding area and other key destinations as this is outside of the site allocation. The points about the transport hub and how this will operate can all be addressed through the masterplanning process. It is important to read the Local Plan as whole as sustainable and active travel is dealt with in a separate topic. This is a very specific issue that can be dealt with as part of the design process. As part of the design process, an applicant will be required to prepare and submit a Design and Access Statement that will have needed to consider and take into account all users'</p>

	present simultaneously so that they can make the type of two-way connection necessary when operating a “pulse timetable”	needs irrespective of gender, age or disability. Recommended Response: No change.
ANON-KSAR-N89G-Q	<p>I disagree with 12.65. The cattle market car park is a useful car park for access from the north, and importantly it does not require vehicles to use the city centre one way system. Building on this car park before the barracks park and ride is built is a bad idea.</p> <p>Building on the car parking at River Park would help reduce city centre traffic, whereas building on the cattle market car park would increase city centre traffic until the park and ride is built in the 2030s. Classifying the car parking at River Park as outer city doesn't make sense because it is impossible to access the car park and leave without using the one way system.</p>	<p>Points noted. The release of car parking within the city centre are all part of the City of Winchester Movement Strategy and the release of car parks will come along phases. There is no indication that the redevelopment of the Cattle Market car park will come forward in advance of the SJM Barracks site which includes a P&R facility.</p> <p>The former River Park Leisure Centre is dealt with under Policy W10 and there is no intention to redevelop the car parking provision as this also serves North Walls recreation area. Recommended Response: No Change.</p>
ANON-KSAR-NKQN-9	<p>Again (iv) is far too vague and would allow developers to provide no more than token gestures. Change to:</p> <p>“(iv) The proposal is designed around improving the area as a key entrance to the town [not just the town centre] enhancing the public realm, providing improved access and permeability for cyclists and pedestrians to enable access through the site between the upper section of Andover Road, Stockbridge Road west of the station, Station Hill, Hyde via the former Cattle Market site, the city centre via Sussex Street and other routes as required to integrate with the defined Winchester City LCWIP. The station area is key to improving</p>	<p>Points noted. It is important to read the Local Plan as whole. The LCWIP is referred to in paragraph 6.7 in the Sustainable and Active Travel topic but this document is not yet adopted so in this respect it would not be appropriate to signpost to this document in Policy W8. An integral component of the master planning process (as part pf the constraints and opportunities) is to investigate how the site can connected to</p>

	active travel across the city; developers will be expected to demonstrate how they will enable this improvement.”	the wider area. Recommended Response: No change.
ANON-KSAR-N8V5-2	<p>viii. The proposals retain existing trees where they can make a positive contribution towards enhancing local distinctiveness, and prepare a landscape framework alongside the master planning process to establish opportunities for new planting;</p> <p>-We are in a biodiversity and climate emergency. All existing trees should be retained.</p> <p>-You need to add a policy about planting more urban trees in order to tackle the climate and biodiversity emergency. Trees are vital to help with providing shade, flooding, air quality, biodiversity a wildlife corridor etc....Trees are a valuable asset. This is sadly missing from this policy.</p>	<p>Comments note and support welcomed.</p> <p>It is important to read the Local Plan as whole. Biodiversity net gain, which will be mandatory requirement in Autumn 2023, can include tree planting and is dealt with in Policy NE5. Recommended Response: No change.</p>
BHLF-KSAR-N8BD-W	<p>Policy W8 - Station Approach Regeneration Area mixed use allocation</p> <p>Objections and comments on background text</p> <p>The Site Plan and wider context plan should be extended to include:</p> <ul style="list-style-type: none"> • Cromwell House, and the rear car parking area to its south, as this has potential for development • The Coach Station site to the north of the Cattle Market as this has potential to be developed for a ‘park and walk’ site • The public realm including Upper High Street as this will be a major pedestrian route and cycle route from the station to the Westgate and thereon to the city centre. <p>The Trust objects to the omission of the importance of achieving the Priorities of the Winchester Movement Strategy, given the degree of traffic and congestion in the surrounding streets.</p> <p>Within the explanatory text, there should be acknowledgement of the adopted Winchester Movement Strategy and its priorities and how, by significantly reducing the amount of car parking serving new development in this highly sustainable city location, will help to</p>	<p>Points noted but the site area that has been included in this allocation are within the control of the WCC/Network Rail.</p> <p>The other landholdings referred to in this representation are not within the control of the WCC. A key part of this proposal is to remove car parking from this part of the city and to instead direct traffic to the P&R site at the SJM barracks site. It is important to read the Local Plan as whole, as the Winchester Movement Strategy and the LCWIP are referred to in the Sustainable Transport and Active Travel topic.</p>

	<p>achieve Priority 1 of the strategy “Reduce City Centre Traffic” and Priority 2 “Support Healthier Lifestyles”. This is particularly important given the high volume of vehicles that currently pass through and park within the regeneration area and the current degree of vehicle congestion. The sheer number of vehicles and vehicle paraphernalia (ie signs, white lines, barriers, etc) and large areas of tarmac have degraded the area and have devalued the character of the conservation area.</p> <p>We recommend the addition of the following paragraphs after 12.61: “In this highly sustainable location where there is good access to public transport and potentially good pedestrian and cycle access to facilities and services, there are good opportunities to reduce the reliance on the private car. This will help to achieve carbon neutrality which is a WCC priority and reduce the visual and physical and audible adverse effects that vehicles and vehicle paraphernalia cause in the area.</p> <p>To reduce the number of cars on surrounding streets, in considering new proposals within the regeneration area, there is an opportunity to provide car-free residential development and car-free commercial development. This will be wholly in accord with the adopted Winchester Movement Strategy whose priorities are: ‘to reduce city centre traffic’, ‘support healthier lifestyles choices’ and ‘invest in infrastructure to support sustainable growth’.</p> <p>“Therefore, in accessing new development within the Station Approach Regeneration Area, the local planning authority will prioritise the need rather than the demand for all new residential and employee on-site car parking.”</p> <p>We recommend the following amendments for greater clarity and scope:</p> <p>Paragraph 12.62 In the penultimate line after the first ‘and’ add ‘routes’</p> <p>Paragraph 12.65</p>	<p>In terms of paragraph 12.71 the first part of the representation if reworded would be a helpful addition to the wording of the LP. Recommended Response: Add the following words to paragraph 12.71 ‘In this highly sustainable location where there is good access to public transport, cycling and walking there is the opportunity as part of the masterplanning of the site to reduce the reliance on the private car and support healthier lifestyles’.</p> <p>Paragraph 12.61 – Recommended Response: No change as these are all issues that can be considered and assessed as part of the masterplanning process.</p> <p>Paragraph 12.62 – Recommended Response: Change paragraph 12.62 as follows: Therefore there is an opportunity to improve a sense of arrival on this key transport node, with improved pedestrian and cycle links and routes</p>
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<p>First para, penultimate line delete 'reflect' and add 'respect' Paragraph 12.66 First line delete 'site' and add 'regeneration area' Paragraph 12.70 Delete 'setting of the building/site' and insert 'regeneration area' Paragraph 12.71 Third line after 'development' add 'and public realm' Paragraph 12.72 Second bullet penultimate line after 'in' add 'a' Paragraph 12.74 Fifth bullet replace with: • "Safeguard and enhance strategically important views from the public realm within and outside the city, safeguard views of the Cathedral and important landmark buildings, safeguard the character of the area and safeguard the setting of Winchester city." Add a new bullet after 'public car parking': • "Private carparking serving residential, commercial and other uses, which should be kept to a minimum and only provided if there can be proved that there is a need" Paragraph 12.75 At this early stage it is impossible to be accurate about the number of dwellings, but it is recognised that an indicative number is important in calculations to satisfy the District's total housing requirement. The Trust suggests adding something like the following to try and achieve the full potential of sites compatible with good design: "higher density housing including private and affordable housing and housing for the elderly and student housing."</p>	<p>and signage into the town centre. The opportunity should be taken to ensure that a properly integrated circulation/access scheme is developed for the required pedestrian, vehicular and public realm improvements around the Station forecourt and the main junction at the bottom of hill.</p> <p>Paragraph 12.66 – Recommended Response: Change paragraph 12.66 as follows: There is evidence that this part of Winchester lies within an area of significant archaeological potential and proposals will need to respond to this constraint and provide for mitigation. Proposals will therefore need to respect reflect and be sympathetic to the heritage assets in the vicinity.</p> <p>Paragraph 12.70 (should be paragraph 12.72) Recommended Response: Change paragraph 12.72 as follows: To successfully integrate new development into the environment it is necessary to follow a sound design process (Policy D1) in order to have a full understanding of its local context, therefore proposals will be required to undertake detailed analysis of the setting of the building / site regeneration area in terms of traffic</p>
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		<p>activities and land use, built form, skylines and views, landscape and visual relationship with the locality and wider setting</p> <p>Paragraph 12.71 – Recommended Response: Change paragraph 12.71 as follows: The master planning process will need to address issues of access, car parking, level changes, views and key design principles as part of a comprehensive coordinated redevelopment of the site. This work will need to taking into account local constraints, public realm, understanding and responding positively to local character and addressing the complex relationships between the many elements that make up the built environment in this locality.</p> <p>Paragraph 12.74 – Recommended Response: Change paragraph 12.74 as follows: Create a high quality and welcoming arrival point that improves wayfinding and legibility so that pedestrians and cyclists can navigate their way to the city centre and other key destinations in a safe and accessible manner;</p>
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		<p>Paragraph 12.75 – Recommended response: No change to the bullet points as they identify the issues that need to be explored through the masterplanning process.</p> <p>Number of homes - Recommended response: No change as this is a matter that will come out of the masterplanning process.</p>
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	Recommendations	Officer response
Comments from SA	No comments	
Comments from HRA	No comments	

Amendments to supporting text

Changes to paragraph 12.62:

Therefore there is an opportunity to improve a sense of arrival on this key transport node, with improved pedestrian and cycle links **and routes** and signage into the town centre. The opportunity should be taken to ensure that a properly integrated circulation/access scheme is developed for the required pedestrian, vehicular and public realm improvements around the Station forecourt and the main junction at the bottom of hill.

There is evidence that this part of Winchester lies within an area of significant archaeological potential and proposals will need to respond to this constraint and provide for mitigation. Proposals will therefore need to ~~respect~~ **reflect** and be sympathetic to the heritage assets in the vicinity.

Add new paragraph at the start of paragraph 12.71:

In this highly sustainable location where there is good access to public transport, cycling and walking there is the opportunity as part of the masterplanning of the site to reduce the reliance on the private car and support healthier lifestyles’.

Add additional paragraphs after paragraph 12.71:

The site is located on principal aquifer which will need to be considered and taken into account as part of masterplanning process. Due to the past activities on the site, any contamination issues will also need to be considered as part of the masterplanning process.

As Southern Water's infrastructure crosses the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

The master planning process will need to address issues of access, car parking, level changes, views and key design principles as part of a comprehensive coordinated redevelopment of the site. **This work will need to** take into account local constraints, **public realm**, understanding and responding positively to local character and addressing the complex relationships between the many elements that make up the built environment in this locality.

Change paragraph 12.72 as follows:

To successfully integrate new development into the environment it is necessary to follow a sound design process (Policy D1) in order to have a full understanding of its local context, therefore proposals will be required to undertake detailed analysis of the ~~setting of the building/site~~ **regeneration area** in terms of traffic activities and land use, built form, skylines and views, landscape and visual relationship with the locality and wider setting.

Change 2nd bullet point underneath paragraph 12.74 as follows:

Create a high quality and welcoming arrival point that improves wayfinding and legibility so that pedestrians and cyclists can navigate their way to the city centre and other key destinations in a safe and accessible manner;

Add an additional bullet points underneath paragraph 12.74 (between the last two bullet points)

- Ensure that proposals conserve, and where possible enhance the historic context, in particular the Winchester City Conservation Area.
- Thoroughly investigate and record archaeological remains in the area, with provision for the public dissemination of the results of the investigation within a reasonable timeframe.

Amendments to policy W8

Development proposals within the Station Approach Regeneration Area as shown on the Policies Map, will be granted planning permission for a mixed use development provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

- i. Any application for development is preceded by, and is consistent with, a site wide masterplan for the whole site which has involved and engaged with landowners, stakeholders and interested parties before it is agreed by the local planning authority;
- ii. The proposals relate to the whole of the allocated development or if less does not in any way prejudice the implementation of the masterplan of the whole site;
- iii. The proposals take a contextual approach which respects the characteristics of Winchester Town, and relate positively to the conservation area and other designated and non-designated heritage assets and their settings;
- iv. The proposals makes a positive contribution towards improving the area as a key entrance to the town centre, enhancing the public realm, ~~improvements for pedestrian and cyclists and permeability to the~~ **enabling people to walk and cycle for most everyday trips and improving those links to the** railway station, the surrounding area and other key destinations;
- v. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;
- vi. The proposals assess the impact of buildings heights on views and adjoining areas unless a taller building can be justified in townscape terms. Taller buildings are unlikely to be acceptable in close proximity to nearby residential properties;

- vii. The proposals retain views of the treed skyline and other key historic features such as Winchester Cathedral and assess the impact of buildings over 3 storeys on views and adjoining areas and do not exceed 4-5 storeys in height, unless a taller building can be justified in townscape terms. Taller buildings are unlikely to be acceptable in close proximity to nearby residential properties;
- viii. The proposals retain existing trees where they can make a positive contribution towards enhancing local distinctiveness, and prepare a landscape framework alongside the master planning process to establish opportunities for new planting;
- ix. The proposals provides active street frontages to enhance the pedestrian environment, and promote the vitality and viability of the local centre along Andover Road; ~~and~~

The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development;

- x. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible; **and**

Add new criteria:

The layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.

WIN5c: Station Approach

Proposed use: Mixed use



IIA Objective	Score
IIA1: climate change mitigation	Minor positive (+)
IIA2: travel and air quality	Minor positive (+)
IIA4: health and wellbeing	Minor positive (+)
IIA7: services and facilities	Minor positive (+)
IIA8: economy	Negligible uncertain (0?)
IIA9: biodiversity and geodiversity	Significant negative (--)
IIA10: landscape	Negligible uncertain (0?)
IIA11: historic environment	Minor negative uncertain (-?)
IIA12: natural resources	Negligible (0)
IIA13: water resources	Negligible (0)
IIA14: flood risk	Negligible (0)

IIA objective 1: To minimise the District's contribution to climate change through a reduction of greenhouse gas emissions from all sources and facilitate the aim of carbon neutrality by 2031

Overall effect: Minor positive (+)

Score by criteria: 1a: Major positive (++); 1b: Minor positive (+); 1c: Minor positive (+); 1d: Major positive (++); 1e: Major positive (++); 1f: Major positive (++); 1g: Major positive (++); 1h: Minor positive (+); 1i: Major negative (--)

Justification: The site is within 400m of an NHS GP surgery. It is within 401-800m of a primary school. It is within 501-1,000m of a secondary school. It is within 400m of a town centre. It is within 200m of a district or local centre. It is within 500m of a railway station. It is within 300m of a bus stop. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open county or registered common land, which could be lost to development. The majority of it is within an area where average commuting distance is in 81-100% range for the plan area.

IIA objective 2: To reduce the need to travel by private vehicle in the District and improve air quality

Overall effect: Minor positive (+)

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 4: To improve public health and wellbeing and reduce health inequalities in the District

Overall effect: Minor positive (+)

Score by criteria: 4a: Minor negative (-); 4b: Minor negative (-); 4c: Negligible (0); 4d: Major negative (--); 4e: Major positive (++); 4f: Minor positive (+); 4g: Major positive (++)

Justification: The site is within 500m of an AQMA. The majority of it is within an area where noise levels at night from roads and railways are above 50 dB or the noise levels as recorded for the 16-hour period between 0700 – 2300 are above 55 dB. The site does not lie within a noise contour associated with Southampton Airport. It is within 400m of a wastewater treatment works or within 250m of a waste management facility. The site is within 400m of an NHS GP surgery. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open county or registered common land, which could be lost to development. It is within 200m of a public right of way or cycle path.

IIA objective 7: To ensure essential services and facilities and jobs in the District are accessible

Overall effect: Minor positive (+)

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 8: To support the sustainable growth of the District's economy

Overall effect: Negligible uncertain (0?)

Justification: The site is not in existing employment use.

IIA objective 9: To support the District's biodiversity and geodiversity

Overall effect: Significant negative (--)

Score by criteria: 9a: Minor negative (-); 9b: Minor negative (-); 9c: Minor negative (-); 9d: Negligible (0); 9e: Negligible (0)

Justification: The site is within a SSSI Impact Risk Zone for 'residential' or 'all planning applications'. It is within 500m of a locally designated wildlife site or ancient woodland. It is within 200m of a priority habitat. It is not within 100m of a water course. The site does not intersect with a county or local geological site.

IIA objective 10: To conserve and enhance the character and distinctiveness of the District's landscapes.

Overall effect: Negligible uncertain (0?)

Justification: The site has low overall landscape sensitivity.

IIA objective 11: To conserve and enhance the District's historic environment including its setting.

Overall effect: Minor negative uncertain (-?)

Justification: The site is rated 'amber' for risk of effects relating to historical constraints with potential for effects on a Conservation Area noted.

IIA objective 12: To support the efficient use of the District's resources, including land and minerals

Overall effect: Negligible (0)

Score by criteria: 12a: Major positive (++); 12b: Negligible (0); 12c: Negligible (0)

Justification: The majority of the site contains brownfield land. Less than 25% of the site is on Grade 3 agricultural land. Less than 25% of the site is within a Mineral Safeguarding Area.

IIA objective 13: To protect the quality and quantity of the District's water resource

Overall effect: Negligible (0)

Justification: The site does not fall within Source Protection Zone 1, 2 or 3, within a drinking water safeguard zone (groundwater), or within a drinking water safeguard zone (surface water).

IIA objective 14: To manage and reduce flood risk from all sources

Overall effect: Negligible (0)

Score by criteria: 14a: Negligible (0); 14b: Negligible (0)

Justification: Less than 25% of the site is within flood zone 2 or 3. Less than 25% of the site has a 1 in 100 year or 1 in 30 year risk of surface water flooding.

