

# Blueprint:

a response from

- **City of Winchester Trust**
- **Winchester Area Community Action**
- **Winchester Action on Climate Change**

This response reflects discussion and agreements at an open meeting on 6 November 2010 in the Guildhall.

It is not intended to be our final response because the time allowed did not permit consultation with the 'villages that look to Winchester' or other consultees. It is hoped that the overall programme will permit this to be done in the New Year.

We are grateful to Winchester City Council for making the Guildhall available for the open meeting.

10 December 2010

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## RECOMMENDATIONS

1. Ten Principles for the Future of Winchester are adopted by Winchester City Council.
2. The LDF should be led by consideration of place and character and not numbers alone.
3. The “Winchester City and its Setting Report” should be adopted and reissued as evidence for the LDF (if not already the case), or a separate Landscape Character Assessment is produced for the City and its surrounding villages to provide the necessary evidence.
4. Before the LDF is written all existing evidence, together with further predictions, should be drawn together in the form of a comprehensive Urban Capacity Report, which is in an accessible form for public engagement, showing all potential urban land in the City and surrounding villages that might become available for development. The object is to show the extent to which housing and commerce might be contained within the urban areas, and to assess how much additional green field land might be required.
5. Before the LDF is finalised, a guiding neighbourhood plan/conceptual framework for the City and its setting should be commissioned. The Principles, the Urban Capacity Report and the Winchester and its Setting Report (or Landscape Character Assessment) should be key parts of the brief.

# TEN PRINCIPLES FOR THE FUTURE OF WINCHESTER

We want a sustainable, enjoyable and socially fair city that retains its historic urban characteristics within its remarkable landscape setting. More than this, though, we want a city that looks to the future as well as the past, recognising the inescapable pressures for change and the need for development, but harnessing these to enhance the life and character of the City.

In order to achieve this over the next 20 years, the following Principles need to guide all physical development in the City. These Principles should be embedded in all planning policies. These Principles are interconnected and reinforce each other.

1. A city that is good for, and encourages, walking and cycling, with as near a traffic-free area within the historic walls as is compatible with economic success and freedom of movement for all.
2. Good affordable public transport and other means of reducing the need for local private-car journeys, with improvement of commercial delivery arrangements.
3. Mixed-use urban development, including the secondary centres and the villages that look to Winchester, so that these areas remain compact and defined, and so that the setting can be preserved.
4. Sustainable new and old buildings; sustainable energy generation and distribution; conservation of water resources, and encouragement of local food production and sale.
5. Development of policies to ensure a better mix and distribution of housing.
6. Expert guidance provided in advance for the location and design of new build and redevelopment to ensure enhancement of the character of the City and the well-being of its residents.
7. Retention and reinforcement of the unusually well-defined transition between town and countryside.
8. A programme of planting to perpetuate the famously green character of the City (from within and without) and to enhance the enjoyment of walking and cycling.
9. Development of a vibrant and healthy economic and cultural life in the city which attracts inward investment. This includes business, education, events, sports, entertainment and tourism.
10. Improvement of opportunities and encouragement for involvement and participation in local decision-making.

# BACKGROUND TO THE TEN PRINCIPLES

1. The Ten Principles were initially drafted during a series of meetings following '24 hours to save ... Winchester', the workshop organised by the Solent Centre for Architecture and Design in March 2010. At this workshop some 100 architects, engineers, planners, urban designers and other interested people were involved over 24 hours exploring how Winchester could develop in a sustainable way. The Principles reflect the work of all three groups, which separately came up with the same vision.
2. When the City of Winchester Trust, WACA and WinACC decided to hold a joint open meeting in response to Winchester City Council's request for organisations to respond to Blueprint consultation, the three organisations refined the Principles and made them available as a draft for discussion at the meeting.
3. At the joint meeting on 6 November 2010, 135 people had the opportunity to discuss the Principles, and to focus in more depth on one or more of these issues:
  - The need for new housing (two groups)
  - Meeting the greenhouse gas targets (two groups)
  - The landscape setting of the city (two groups)
  - A city for walking and cycling (two groups)
  - The economy (two groups)
  - Education and culture (two groups)
  - Local framework (one group)
  - Sport and leisure (one group)
4. The meeting endorsed all 10 Principles with amendments that have been incorporated in the wording of this document.
5. The focus throughout has been on the physical development of the city while recognising that the physical, social and economic inter-relate. There has been a consistent desire for fresh, imaginative and professional thinking.
6. Each Principle is affected by the economy. Progress in implementing them - seeing their impact on the city as a whole - will inevitably be incremental and slow.
7. There was considerable debate about the question of growth, and no single view emerged. However, it was widely accepted that there is room for some growth without significantly affecting the character of Winchester, but that there comes a point when further growth would make Winchester a different city. Where views diverged was what should be done about this. However, there was agreement that a comprehensive assessment of what could be accommodated within the urban areas was essential before development in the surrounding landscape is considered, and that if greenfield development is proposed, its location should be the subject of an expert study in the form of a neighbourhood plan or conceptual framework for the City and its surroundings.

It was widely agreed that simply filling-in the green 'wedges' should not be the automatic solution.

8. Obviously some of the aspirations in the Principles and in the LDF can be seen to conflict with each other. The conflicts are often between individual and public good, which is the responsibility of WCC resolve, having ensured that all views are taken into account. The final LDF should therefore clearly identify the potential conflicts and the means of their resolution. This resolution procedure should be an integral part of the final document. It should have been a specific subject of public consultation to get approval for the procedure. Otherwise, conflicts will tend to be resolved when the time comes for reasons of expediency, because time or budget limitations prevent re-consultation. The proposed neighbourhood plan/conceptual framework should of course be subject to full consultation; this could help resolve conflict and contribute to the decision making process.

## **IMPLEMENTING THE TEN PRINCIPLES**

The following notes, based on the discussions that took place on the 6th November, expand the Principles to show how they can be implemented.

1. **A city that is good for, and encourages, walking and cycling, with as near a traffic-free area within the historic walls as is compatible with economic success and freedom of movement for all.**

Walking and cycling are carbon neutral and do not pollute. They are the most well used and economic form of moving about cities and towns where distances are short. To encourage more walking and cycling and less use of private cars, the streets throughout the City (including the suburbs) need to feel safe and attractive.

Easy pedestrian access is needed to facilities: schools, shops, health, work, public transport and wider green space, with links to the surrounding countryside or parks.

Accessibility for the disabled and those who for other reasons need wheeled access must always be designed into the system.

The following improvements would encourage more walking and cycling:

- Speed reductions through design, and 20 mph limits on the majority of central and residential streets. Design measures that contribute to reducing speed and enhancing the environment for pedestrians and cyclists include narrowing highways, widening pavements, good level surfaces, tree planting, parking layout, continuing pavement level at all junctions, narrowing junctions, using differential surfaces, and removal of clutter.
- The messages that the environment give are important to the way in which people behave. At the moment the streets, with the exception of the High Street, are clearly designed primarily for vehicular movement. Changing this over time would provide a clear signal, and change the way in which people feel about walking and cycling.

- Ensuring that all residential development is within easy reach, a 5 - 10 minute walk, of a local centre.
- Strengthening the role of local centres so that they offer a wider range of facilities and are easily accessible on foot or by bicycle.
- Reducing car parking in the City centre and near the station, with the land being re-used for residential, work and social needs.
- Enhancing, and improving, Winchester's fine network of paths and lanes and ensuring that they are more effectively highlighted and linked to the City centre, other centres and facilities.
- Acknowledging that Winchester is hilly, taking this into consideration when planning routes and access to the centres, and noting the importance of views.
- All new development, whether residential, business, transport or educational, should ensure safe and attractive pedestrian and cycle access to local centres and the City centre, as a condition of planning from the outset.
- Design that supports ("nudges") people to change their travel behaviour – for example, by refreshing the "Bikeabout" scheme.
- A strategic redesign of traffic movement in and through Winchester to minimise traffic and congestion in the City Centre.

The needs of pedestrians and cyclists are not identical but they share many requirements, including the above.

The streetscape is an essential but largely neglected element of the historic City. The County Highway Authority and Winchester City Council (and Forum or Town Council) should work closely together to focus greater attention on the public realm, which includes all streets; and to use their roles in 'place shaping' to create a walkable and sociable city.

Every intervention needs to be considered individually depending on the specific requirements of individual streets, acknowledging the needs of both pedestrians and cyclists as well as potential conflict between them.

## **2. Good affordable public transport and other means of reducing the need for local private-car journeys, with improvement of commercial delivery arrangements.**

After walking and cycling, public transport is the most carbon efficient and least polluting means of transport where a critical mass of people makes similar journeys. It needs to be well used to ensure its economic sustainability. This requires ensuring that routes are well planned and are linked to good pedestrian access at both ends - all public transport requires some element of walking. The more compact the city, the more likely it is that public transport will be sustainable through reaching a critical mass of users.

Presently bus services provide good quality, but more buses are needed especially in the evenings and on Sundays. A more accessible service is a more commercial service. [consider whether to add the rest of Mike's note about buses].

Consideration of public transport within the City has focused on buses and links to the station. The potential for a more developed taxi service that takes a small

number of passengers, not just one person or group, to a similar area of town has potential and should be further investigated.

Commercial delivery arrangements require effective management and a rational arrangement of retail in relation to the street network, both in the City centre and at local centres.

**3. Mixed-use urban development, including the secondary centres and the villages that look to Winchester, so that these areas remain compact and defined, and so that the setting can be preserved.**

Mixed used development increases the use and vitality of centres, the City centre and local centres, throughout the day and evening and makes the provision of a range of services, including public transport, more cost effective. Additionally it retains, enhances and continues the special and varied character of the City.

Development within the centres/urban-areas, rather than around the periphery, not only makes it easier to walk or cycle for local journeys, but also ensures that the greatly treasured countryside setting is not compromised by creeping development onto greenfield sites (the easy option for both developers and planners). It is one of the most important characteristics of Winchester that it has largely avoided the carapace of unattractive commercial and domestic development that disfigures so many other towns. It is therefore a first priority that green gaps and wedges are preserved.

**4. Sustainable new and old buildings; sustainable energy generation and distribution; conservation of water resources, and encouragement of local food production and sale.**

Climate change is the greatest problem faced by humanity. Winchester cannot be kept safe from the impact of rising temperatures and extreme weather. The Councils have a responsibility both to plan for these changes, and to take action to cut greenhouse gas emissions to avoid making things even worse for our children and grandchildren.

High sustainability standards in new buildings must be mandatory. Similar standards should apply to offices and other new buildings as are required of new housing under the Code for Sustainable Homes. Supplementary Planning Guidance, as well as the LDF, should emphasise the importance of energy conservation.

Historic Building Conservation should not prevent changes to make homes use less energy. There is now ample and expert advice on how to maintain the character of buildings while making such changes. In other cities, for example, properties in conservation areas are permitted to install high quality double glazing.

Bureaucratic and regulatory obstacles to the adoption of renewable energy sources in individual dwellings should be removed to the greatest possible extent. In addition, the planning framework should be amended to strengthen the position of people who wish to create renewable energy on a larger scale, for example from wood fuel, anaerobic digestion or wind.

Planning should be used as a tool and lever for increasing sustainability. Replacing earth with concrete to create parking spaces must be resisted; the number of cars

per dwelling should be lower for homes within 3 miles of a station, and on well-serviced bus routes. Cycle parking should be a requirement in all new offices.

Locally produced food sold in farmers' markets and local shops cuts greenhouse gas emissions and also enhances the experience of shopping for local residents and tourists alike.

Community gardens and allotments add to the greenery of cities, enable people to eat local and seasonal food, and provide healthy exercise. "Green deserts" could be offered to community groups to create community gardens.

## **5. Development of policies to ensure a better mix and distribution of housing.**

'It is a truth universally acknowledged' that if Winchester is to remain a vibrant city it needs to offer a range of housing stock much better suited to the varying needs of its citizens. For too many there is an affordability gap.

However, it is accepted that in a large and mobile free market, to build our way out of this position by sheer numbers alone is unlikely to be an option without the City expanding to the point where it loses its unique character (see points 6 & 7), especially when affordable accommodation is 'bought' on the back of a larger proportion of open market housing.

It is therefore of critical importance that new development allowed within the City must be smarter, specifically designed to address the imbalance in our housing stock in the most efficient way. It must be led by actual need (which needs to be accurately established) rather than by a developer-dominated marketplace.

New housing needs to be provided in the widest mix of tenures and strongly focused on the provision of higher density homes at the smaller end of the range. Successful modern developments of houses and flats at 90 dwellings per hectare and above show that with creativity, design quality and reduced car use, high density does not necessarily mean just more flats. Examples such as Parchment Street show that even traditional terraced housing can achieve 75 dph (twice that of Barton Farm). There are recent examples of high density housing that have proved popular with their residents; at such densities the land take for new development could be reduced by up to 75%.

The encouragement of 'nodes' of higher density at neighbourhood centres around the City, would go hand in hand with policies to promote a more walkable city and to increase the provision of public transport. Within the City centre itself the 4.5 hectares of surface car parks present an opportunity to increase the population and vitality of the centre whilst maintaining a compact city.

## **6. Expert guidance provided in advance for the location and design of new build and redevelopment to ensure enhancement of the character of the city and the well-being of its residents.**

A degree of development is necessary if our needs are to be met, and should be welcome for that reason and for its potential to enhance our city. Why is it therefore that most development is dreaded as a threat to Winchester? Experience has taught us that most development is ill-considered, not just in terms of the City's character

and setting, but in providing the conditions for our well-being. This is broadly for two reasons:

1. when developer-led and designed, it is not surprising that most new building is conceived on the basis of criteria that have little or nothing to do with the character or well-being of the City, and fails to emulate good examples of popular high-density housing.
2. the planning authority is bound by current circumstances to constantly fight an unwinnable rearguard action in allocating sites and attempting to improve inappropriate proposals.

The only solution is for the City Council to give greater priority to the siting and design of new development. The Council could commission an expert and experienced urban-design-led multi-disciplinary practice to produce a comprehensive 'conceptual framework' or 'neighbourhood plan' for the whole City and its surroundings, to provide guidance on the location of developments. The brief for this work should include the Principles, the Urban Capacity Report and the Winchester and its Setting Report.

## **7. Retention and reinforcement of the unusually well-defined transition between town and countryside.**

An exceptional characteristic of Winchester is that the radial roads leading in and out of the urban area have the appearance of a defined change between country and town. This characteristic is also extended to the urban boundary in general where the change from built-up area to fields can also be quite marked. In the case of the radial roads, the appearance is not always a reflection of what actually happens, but relies on the character of the road margins, either because they are densely planted, or pass through corridors of relatively open land.

This may seem a minor matter compared with the other Principles, but it is nevertheless of great significance to the character of the City, and should therefore be studied, recorded and maintained as one of the City's valuable assets. Moreover, where the radial roads or sections of the urban boundary are not of so high a standard, long term plans should be prepared for their improvement.

## **8. A programme of planting to perpetuate the famously green character of the city (from within and without), to enhance the enjoyment of walking and cycling and contribute to sustainability.**

Observers over many years have commented on the remarkable degree of tree cover within the boundary of the City. The street and park trees give constant pleasure to all who walk about the place, whether subliminally as they hurry by, or consciously for those who sit or saunter. This pleasure comes from trees that grow in public areas, and also those in private gardens that border public places.

These trees serve Winchester in two other invaluable ways. From the hills that surround the City, the urban area is green with their foliage in summer and given a haze of branches in winter, and where trees are massed on the hillsides, they hide much of the 20<sup>th</sup> century suburban growth that would otherwise disfigure the setting.

Two factors threaten this tree-enhanced ambience.

1. A great many of the trees are of a similar age and, being at or past their prime, will tend to be felled within the same period. Even if replaced by similar species the result will be a long hiatus until they are grown enough to fulfill the same role as their predecessors.
2. Development has either caused immediate felling of trees, or new buildings have been permitted too close to important trees so that, to quote Andrew Rutter, "it is unlikely that in the future large trees of the species that we now enjoy will be replanted".

A plan of action is essential if this renowned characteristic of Winchester is not to go by default. The City Council should take the initiative of introducing a policy for tree care and replacement according to a comprehensive scheme based on a thorough understanding of the advantages we now enjoy and why these are at risk. In this and other fields, such a central initiative could be expected to receive widespread voluntary support, and consideration should be given to setting up joint Council/volunteer initiatives.

## **9. Development of a vibrant and healthy economic and cultural life in the City which attracts inward investment. This includes business, education, leisure, culture, sport, tourism, events, and entertainment.**

A healthy, successful city needs a vibrant, healthy economy to support its population and their activities. The criteria are:

- increasing number of people employed locally in high value jobs
- increasing number of local start-up and growing businesses
- businesses are local to their employees and not segregated so that people can walk or cycle to work and the business is part of the local community.

Practical suggestions about how to do this are to:

- review the value of land in Winchester and re-deploy to best economic advantage
- encourage new start-ups - build on the success of Basepoint
- encourage businesses to grow locally – in Winchester and in local communities
- focus on the current lack of high value employment
- make people aware of how people in Winchester earn a living – at an aggregated level – and celebrate success.

Education, culture and tourism are major sources of benefit, including economic benefit, to the City and its surrounding area. The quality of life in the City and therefore its attractiveness as a business location, are highly dependent on the vitality of these activities.

This would be helped and stimulated if there were an over-arching coordinating body, providing information and linkages for arts in the City and beyond. This might

be based on the principles on which BID (Business Improvement District) functions i.e. with a small levy on the participants.

The nurturing of these aspects of Winchester life is impeded by the shortage of small work-place units or live/work units, at affordable rents.

Culture and the arts can be a vehicle for re-engaging young people who have become disaffected from education. This can most effectively be realised by taking the event to them. One example would be for students from 6th form colleges to give performances in local secondary schools. This could make the skills seem more attainable & provide role-models.

It is of great importance that Winchester City Council supports & maintains the three Sure Start nurseries.

Accessible sporting facilities are essential to the well-being of the community and would benefit from the following:

There are ample facilities for toddlers provided as planning gain by developers, for slightly older children and for formal sports by the LA, but there is insufficient informal activity space (kick-about etc.) for older children

It would help if the criteria for use of developers' contributions could be as wide as possible within the legal framework.

## **10. Improvement of opportunities and encouragement for involvement and participation in local decision-making.**

Winchester's European Heritage status deserves a conceptual framework covering the historic city and its landscape setting that is in line with the European Landscape Convention covering urban and rural landscape.

Recognising the government planning initiatives to encourage localism, in order to influence the current Local Development Framework and future statutory development plans, there should be a Neighbourhood Plan that involves, and is initiated by, the people of the historic City and the adjoining parishes.

Participative democracy should be extended from the Town Forum to create a Town Council for Winchester, ultimately with its own elected Mayor as champion.

## Appendix 1

### Plenary verbal feedback from the discussion groups

- Winchester needs to grow – more housing, more imaginative design
- Existing housing is the top greenhouse gas issue
- Need a mix of housing types
- Reduce, recycle, reuse
- Pioneer retrofitting in the City
- Winchester has European Heritage Status – the City needs its own neighbourhood plan
- Need more informal kick-about space for older children
- A city that is walkable and cycleable and accessible to all - with a plan for this
- A thorough capacity report to show what can be done, e.g. higher and denser before wider
- There must be a limit to growth
- Desirability of a walkable and cycleable city
- Important considerations: education, design, planning, trees, taxis and public transport
- A healthy successful city needs a vibrant economy; add to the Principles
- Provision for businesses to start
- Mixed use - and better use of what we have
- Graduates are good. University of Winchester should take over running courses now run by the University of Southampton in Winchester!
- need HE for less academic students e.g. apprenticeships
- Need more affordable houses, studios
- Can WCC set up “Winchester Arts”?
- Strategy for diversity and sustainable growth while maintaining compactness
- Multicultural - Multi-age
- Maximise use of educational buildings
- Adopt the Emmaus approach to rubbish

## **Appendix 2**

### **Feedback from each discussion theme (recorded by the theme facilitators)**

#### **The need for new housing – group 1**

All who were on and visited our table agreed that there was a desperate need for low and medium income housing, particularly for younger people. Without them the City would stagnate.

The housing needs to be developed along with good infrastructure including transport and energy, near the urban centres. We acknowledged there is a close relationship in terms of design and layout between housing type and access to cars.

We did wrestle with the fact that if the City Council won't build like in the 1930's, as at Stanmore, or if neither Registered Social Landlords nor private developers are delivering enough, new ways need to be found to deliver the numbers and of the right type. We wondered whether this was just a Winchester problem (we suspected not) and how others are solving this problem. In the same way as people now talk of a portfolio of jobs rather than a job for life, maybe we should think about a range of dwelling types to suit various different periods in a career/life. The local authority needs to be clearer about what types of housing are needed.

There was some debate about 'if we all agree we need housing – where should it go?' The feeling was that well designed and clearly defined areas for development would be the best way forward, rather than a Barton Farm single development site (in one ownership); development should be more sensitive to its setting and field patterns.

Someone from the City of Winchester Trust added that actually the key was imaginative and creative design.

So our conclusion was that we need more housing (but we couldn't square the circle of what that really meant in terms of numbers probably >3500 but <11000). It needs to offer a range of density, types and diversity of tenure and size, making best use of the benefits of new local hubs, for infrastructure (including cultural, energy and economic infrastructure). They should be designed to add to Winchester's setting and environment through imaginative and creative design.

#### **The need for new housing – group 2**

1. There was a general consensus but not complete agreement on the need for some growth in housing numbers in Winchester in order to enable younger people to afford to buy or rent.
2. Everyone agreed that the mix of dwelling types would require careful planning and constant review. Too many small flats have already been built; what is more necessary is a range of accommodation sizes to ensure flexibility, with emphasis on family accommodation. Parking adjacent to the plot is a luxury and not an essential.

3. There should be less emphasis on freehold for sale, more provision of rented property and particularly affordable housing.
4. A general acceptance that higher densities would be preferable in order to contain the City. The idea of building over the City centre car parks should be considered, if this is done then the brooks should be opened up as well. Removing large amounts of car parking from the City centre will require much better public transport.
5. There is a need for a lot of thought and professional expertise to ensure that the right level of infrastructure is provided and not just housing, at whatever density.
6. The effect of student housing on the housing market needs careful scrutiny. At Stanmore in particular too much local housing is being bought for student lets resulting in unavailability for local residents. Perhaps a great increase in student housing/flats, at higher densities, is the way forward to provide for expansion of a pool of affordable housing?
7. How about a council tax surcharge on people who work more than 20 miles from where they live?

## **Meeting the greenhouse gas targets – group 1**

What are the priorities for action?

Transport – Alternatives to using a car

Cycling – safe routes

Think “Could I walk or cycle?”

### **One Planet Living**

Integrated into the LDF.

Conservation should include conserving energy (preserving the planet)

Independent energy advice for householders one stop shop, trusted and local

- Using current assets
- Improving existing buildings
- A strategy to improve the existing housing stock (energy performance)
- Mixed use facilities
- Feedback, how are we doing (emissions performance)?

## **Meeting the greenhouse gas targets – group 2**

1. The three Rs should be encouraged: Reduce, Recycle, Reuse.
2. We all must make progress with retrofit of the existing stock, as a response to Peak Oil.
3. Waste reduction & waste management. Use bio-digestion to generate methane from kitchen waste (e.g. Eastleigh).

4. The sewage digestion plant on the boundary of Barton Farm should be a source of methane, fed into the gas mains. Agricultural slurry could also be used for bio-digestion.
5. Water wastage - lobby Southern Water. Encourage on-site storage of surface water.
6. CHP in all new large mixed use developments, i.e. Silver Hill.
7. New build housing should be built to sustainability standards above that required under building regulations.
8. All forms of harnessing renewable energy should be considered in new developments.
9. Protect existing & provide more allotments.
10. Cater for the need of an aging population to access the town centre by energy efficient public transport, usable by those in wheelchairs.
11. Discourage car-use. Impose higher parking charges for high emission vehicles such as four-wheel drives.
12. Encourage producers of energy-efficient technologies & goods to locate to the area.

### **The landscape setting of the City – group 1**

1. Retention of Winchester's character is paramount responsibility of the LDF; its character is dependent on: its landscape setting; buildings and building distribution, road pattern; open spaces; tree cover.
2. Very important to have better mix of homes and employment, but only so far as it does not spoil the character.
3. Urgent need for accurate and comprehensive investigation of what (and where) can and can't be done. And should then be done in a pre-planned, well-designed and orderly fashion, not left to developers. Otherwise we get ill-considered, ad hoc, characterless growth, like Chilbolton Avenue and 50s/60s suburbs.
4. There must be recognition and acceptance that growth cannot be unlimited. If we were to build Barton Farm it wouldn't be the end of it; what part of the setting would be sacrificed next? Continual growth is not an essential factor; change within a steady-state is equally viable.

### **The landscape setting of the City – group 2**

1. Winchester needs an official strategy for the retention of its landscape setting.
2. This strategy must accommodate growth whilst preserving the setting.
3. A policy/strategy is required for the management of trees in the city – retention, replacement and landscape structure.
4. European Heritage Status is a factor

5. Cityscape and landscape setting needs its own:
  - Representative democracy
  - Leadership
  - Neighbourhood Plan to influence LDF
  - Urban and Landscape setting
  - Town and Parishes in partnership
  - District and County Council working together
  - Highways and Streetscape
  - Winchester needs houses, it needs to grow to deliver high density, varied, diverse tenure, size location with:
    - Benefits of local hubs, infrastructure
    - Houses that add to the environment, enhance the city through imaginative and creative design

## **A city for walking and cycling – group 1**

All permutations of the group were unanimous that the City should be a good one for walking and cycling with as much as possible being done to encourage this. The following statement was agreed:

**A generally walkable and cycleable city throughout with measures being incrementally introduced through education, design & planning, speed limitation, planting and public transport, including taxis, to reduce the dominance of car use.**

In discussion the following points were raised:

1. General support for the 10 Principles, add 'cycleable'.
2. Compact city supports this objective - planning must reinforce this and ensure there are appropriate facilities to encourage walking and cycling.
3. Need to get the message to the BID that getting a better walking environment helps business - don't want the businesses to disappear. It is rents and rates that affect City centre shops most.
4. How can the environment be improved for pedestrians? Highway narrowing reduces speeds, gives more space for pedestrians & cyclists, table junctions with crossings at grade for pedestrians, narrowing of junctions to force vehicles to go slower, planting, breaking up of lines of parked cars, surface materials - a few examples of measures that could be implemented incrementally.
5. Noted that new developments have been built with no pavements or links to roads with pavements; Andover Road bridge has inadequate pavement.
6. Need a study to show how traffic goes through the city centre and identify circuitous routes for traffic going round/through the centre - east/west movement restricted.
7. More streets might be closed to traffic – but some traffic retains vitality.....

8. Pollution increases if traffic is too slow. St George's Street very polluted - the flow is important.
9. Give cyclists priority on contraflows, one way streets should provide more space for pedestrians and cyclists.
10. Demise of Chilbolton Avenue should not be replicated.
11. Speed limits should be reduced - mindsets need changing.
12. Cycling provision miserable and has deteriorated since a cyclist had an accident with a pedestrian and the pedestrian was seriously injured (killed?) some 15 years ago.
13. Cycling/pedestrian conflict noted.
14. Cyclists need more space.
15. Good surfaces are important to cyclists.
16. More cycle racks required.
17. Cycling is very good for shopping.
18. Problem with cycling is that Winchester is hilly; it's dangerous; cycles get stolen.
19. Facilities for the old and less able required, more short stay/drop off points required at points where old people want to go, surgeries etc
20. More parking a little further out will be required if people are to be encouraged to walk to the centre 'walk within the walls' for those who live in Winchester, but not in the central area - station car parks should be opened up to public at weekends.
21. Bus service not bad could have a form of mini bus/taxi service that doubles up and is more responsive to where people want to go.
22. Incremental change that over time will change the perception of the city.
23. People go to supermarkets, need cars but there could also be good access to them for cyclists and pedestrians, not the assumption that people just go by car, especially if they are at local centres.
24. Winchester needs its own 'neighbourhood plan'. Proper capacity study is required, should be progressive and start in the county. Should also have a Town Council and mayor. Must work with CC, limit growth outwards.
25. Encouraging more people to walk and cycle and less use of cars for short journeys will require a mixture of (all based on studies):
  - education
  - design of streets, design for pedestrians first
  - speed limits
  - safety measures
  - trees & planting
  - public transport (including taxis) to support walking and cycling
  - compact city

## **A city for walking and cycling – group 2**

We want a living city which is walkable and cycleable and accessible for all, and is enabled by a Strategic Movement Redesign that reduces car traffic and improves public transport whilst keeping the support of city traders.

### **Points raised in discussion**

#### ***Traffic movement***

1. Less cars
2. Too much traffic on St George's Street
3. Strategic redesign of traffic movement
4. Repave roads within city walls and immediately surrounding area and make the whole area 20 mph
5. Out-of-hours deliveries to reduce daytime delivery movements
6. Maintain the support of city traders

#### ***Public Transport***

1. Reduce high public transport costs
2. Improve public transport services
3. Hail and ride services for both urban and rural residents using the internet
4. Post buses for rural residents
5. Trams

#### ***Redesign for cycling and walking***

1. Radical redesign of the whole city for walking and cycling
2. Reduce street clutter
3. Shared space design
4. Encourage denser development within the City centre but with permeability for pedestrians
5. Improve the walking route between the city centre and the railway station
6. Tackle narrow and obstructed footways
7. Wheelie bins shouldn't be allowed to block footways
8. Include disabled access
9. More secure cycle parking
10. Improve cycle routes and make them safe
11. Design cycle routes so that pedestrians are not threatened
12. Encourage electric bikes

#### ***Car Parking***

1. Increase car parking charges
2. Reduce parking spaces and build on the land made available

3. The Planning Process should not encourage more parking spaces in the city but rather the use of Park and Ride
4. Park and Ride services can be supplemented by Park and Walk using parking areas outside the city centre

### ***Young People's Travel Behaviour***

1. Don't drive children to school
2. Change young people's travel behaviour to encourage use of sustainable transport
3. Encourage school travel plans with reduced car travel as a target

## **The economy – group 1**

What is Winchester's economic focus? They were unsure.

Winnall -- Retail + light engineering, manufacturing & distribution. Tourism & services. Winnall needs a makeover. It could be less squalid and more intensively planned.

Winchester expensive both for renting & rates.

Government is the biggest employer with the County and District authorities, the Universities, the Hospital and the Police. As the public sector is destined to shrink, we need to attract in more diverse industry.

What do want?

- More light industry of a sustainable type
- Knowledge industries e.g. Southampton Science Park has 60-70 high-tech companies
- Electronics-IBM Hursley
- Green industries-distribution
- Could Winsulation work with existing companies within the city or district?
- Look after tourist industry – focus on City centre.

Central car parks not intensively used since the introduction of park and ride.

Therefore some of these sites could be developed as mixed use, work place units with residential.

Get tough on inner-city parking.

Local tourism important therefore sensitivity required in dealing with the historic core and its setting. We want to attract visitors to stay several nights rather than just day-trippers who do not spend much in the City. We need a greater variety of specialist shops, not just the usual chains. For these to survive we need a reduced business rate though this would probably result in a rise in council tax?

Winchester College has the oldest classroom in the country but it is an educational institution not primarily a tourist attraction.

Turn the Brookes Centre into affordable housing?

Maximising the potential of our own town is no longer about economic growth. We must provide more affordable housing with easy access to the town centre. This would reduce the daily commuting in to work.

Is Winchester in danger of becoming a dormitory town? Many London commuters live centrally. They can afford to.

Winchester influence stretches 15 miles along its corridor feeders. Weeke and Harestock have the nucleus of hubs but other suburban areas lack this.

There needs to be a strategy for encouraging diversity, integrated into a green economy while maintaining our historic heritage and the compact character of the city centre.

## **The economy – group 2**

A healthy, successful city needs a vibrant, healthy economy. This is not represented strongly in the Principles.

- A specific Principle for this:-
  - value of employment
  - Help commerce start (Basepoint) and grow
  - Encourage mixed-use (non-segregated areas)
  - Better use of what we have to gain better economic advantage
- Only referenced in Principle 9
- Little discussion of commerce in 2020/30
- Why do people come to Winchester?
  - Work – commerce better balance to work locally
  - public sector
  - Environment - & commute
  - higher value employment
  - retail offering (country town)
- Centre, Winnall
  - retail
  - industry
- Strongest industries
  - creative
  - professional
- Is Winchester anti-business?
- Start ups – growth
- Cost of sites/buildings (vs. elsewhere)
- Staff/skills
- Evolution to incrementally develop

- Basepoint for start ups - where do they grow to?
- New start ups – rates accrue to city (Coalition encouragement)
- Profession
  - Distributive Trade
  - Manufacturing
  - Retail
- Think about value of land in Winchester for different uses
- Entrepreneurs locate here as it's a great place to live
- A walkable, environmentally improved city could help economy
- Better balance private vs. public
- Local vs. commuting
- Commerce space – more affordable
- Difficulties in planning and building regulations for mixed use
- Encourage mixed-use
- How do we earn a living in Winchester? Do we know? Should we celebrate?

## **Education and culture – group 1**

1. University a big asset to the town.
2. Since the Art School became subsumed by Southampton University it has deteriorated. It no longer has public exhibitions except the diploma show. It generally does not engage with the town and it would be better, both for the College & Winchester if it became part of the University of Winchester.
3. The skilled graduates emerging from these institutions, who might like to remain in Winchester, have difficulty finding affordable living and working space.
4. The merger of Sparsholt with Cricklade College Andover has satisfied any perceived gap in FE training courses. Problems in this education area will arise from the coalition's termination of education maintenance allowance (EMA) of £30.00 a week for those in hardship and a 25% cut in funding to FECs.
5. Stanmore is increasingly becoming a student village, pushing out the younger generation of residents who have grown up in that area.
6. There is a wealth of cultural talent and activity in Winchester. This could be assisted in gaining a wider audience, and greater penetration, if there were a coordinating body. This might be based on the principles on which BID (business improvement district) functions i.e. with a small levy on the participants. .
7. Culture and the arts can be a vehicle for reengaging young people who have become disaffected from education but this probable requires taking the event to them. One way this might happen is for students from 6th form colleges to give performances in local secondary-schools. This could make the skills seem

more attainable & provide role-models, (as opposed to performances by professionals).

8. Hyde Abbey complex & St Bartholomew's Church (which has excellent acoustics) would make a wonderful venue for bringing on young talent.
9. It is of great importance that Winchester City Council supports & maintains its three Sure Start nurseries.

## **Education and Culture – group 2**

1. University, School of Art and schools to share more with the local community. For example top up jobs for low paid academics giving lectures/workshops in evenings and at weekends. Most of what children learn is outside the classroom. More fun extras.
2. Let festivals flourish; they are good for community spirit and encourage visitors.
3. Celebrating diversity: Adult ed. can help ethnic minorities to integrate. First year students from black and minority ethnic backgrounds as lodgers with older couples, so they can be useful. We can learn from Africa and Asia to have a more 'can do' approach. We want to have a creative economy that encourages manufacturing, a bit like Emmaus creating sellable goods from junk and shops in Greece where people make clothes in the back and sell them.
4. Better publicity for the many interesting things happening that people don't hear about. Local papers and tourist information centre to give more information about: Winchester Walks, Chesil Theatre youth programmes, Winchester College plays and concerts, Cathedral concerts etc.
5. Council should be able to take over neglected empty buildings to provide affordable housing and studio space.

## **Access to sport and leisure**

1. Lack of informal kick-about space
2. Need to redress balance: lots of provision by developers of playgrounds for toddlers
3. Need space in developments for older children
4. Difficulty in accessing possible future sports provision e.g. (Bushfield Camp) or within communities and schools
5. Money for open space maintenance (e.g. consider balance between Capital and Revenue expenditure at Council level – e.g. get the law changed)
6. Change of planning regulations/local planning policy to insist on need to access sport
7. S.106: Broaden scope for expenditure

## Appendix 3

### Additional comments from individuals

1. Driving children to school: 1- unnecessary traffic load; 2 - conditions children right from the start to use cars. All schools (including private) must have transport plans. Use Sustrans' safe routes to schools help.
2. Under 5s – Reserve 3 Sure Start centres.
3. Silver Hill development could be crucial to answering key questions about housing, live/work, and a cultural focus for Winchester life.
4. More imaginative public housing irrespective of density!
5. If the City Council through Blueprint/LDF process accepts that Winchester needs to grow and build more affordable housing: identify the sites: Barton Farm, car park sites, etc.; set a challenging target number for the next 10 to 15 years and require higher densities, fine design and a proper infrastructure.
6. Winchester should stay within its current boundaries. Expansion into the countryside would be contrary to seven of the 10 Principles outlined in the draft document on the future of Winchester.
7. We must not sacrifice the green setting of Winchester to economic expediency – no matter how pressing.
8. How do your aims coincide/clash with BID? Should we be working together?
9. Create competition among different areas of Winchester: “who reduces the carbon footprint faster?” Based on principle 3 (+2) defined criteria. (KPI, Dashboard)
10. Principle 1 – add “attractive to cyclists”.
11. Principle 4 – should mention “energy efficient buildings”.
12. Principle 6 – emphasise importance of design.
13. Add Principle 11 – attention to of the eyesores in the centre of Winchester
14. Add Principle 12 – Encouragement of attractive open markets.

## Appendix 4

### Participants

135 people were counted at the meeting. They were asked to give their postcodes to find out where they came from. The meeting was aimed primarily members of the three organisations but open to others from Winchester and local villages.

The breakdown of the people who gave their postcodes was:

Postcode to 4 <sup>th</sup> digit	No. of people	Location
SO21 1	2	Outer east: Marwell to Itchen Abbas
SO21 2	2	Compton and Otterbourne ward/Sparsholt ward/Kings Worthy ward
SO22 4	8	Oliver's Battery and Badger Farm ward/ St. Luke ward
SO22 5	21	St. Paul ward/St Barnabas ward
SO22 6	14	Littleton and Harestock ward
SO22 9	1	Winchester Fullood
SO23 0	5	St John and All Saints ward
SO23 7	13	St. Bartholomew ward
SO23 8	7	St. Bartholomew ward
SO23 9	27	St. Michael ward
SO24 9	1 (moving back to Winchester)	The Alresfords ward
SO32 1	3	Upper Meon valley ward/Bishops Waltham ward/Owslebury and Curdrige ward
SO40 7	1	Outside the District (planning to return)
Partner of a local resident	1	Brighton (partner of local resident)