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Strategic Issues and Priorities for the Local Plan Consultation Questionnaire

Response by the City of Winchester Trust
April 2021

VISION FOR THE LOCAL PLAN

Is the vision in the current Local Plan still appropriate for inclusion in the new Local Plan and what, if anything needs to be changed?

Winchester City Council has the fundamental aim of achieving zero carbon emissions for the District by 2030 so this should be part of the vision. However, if this aim is to be achieved, it will need a major change in both planning policies and other aspects of life beyond the scope of the planning system to deliver, particularly in the way we travel.

The role of the planning system in reducing carbon emissions is to require all development to be sustainable as defined in the NPPF. So, while the District's vision should refer to the aim of achieving carbon neutrality, it should require the delivery of sustainable development as a contribution to the goal of achieving carbon neutrality.

Comments on Development Strategy/Spatial Planning Vision for Winchester

LPP1 contains a separate spatial planning vision/development strategy for Winchester city (pages 35 and 36), as there is for South Hampshire Urban Areas and Market Towns and Rural Areas. A separate vision for Winchester city should be retained and should include:

- The promotion of Winchester's unique place in English history and the potential for using its heritage and cultural opportunities in developing its economy.
- Transport and movement are a critical issue in the next ten years, so the aim of the Winchester Movement Strategy of substantially reducing road traffic in the centre of Winchester should form part of the vision.

The recently adopted Vision for Winchester has some interesting and laudable proposals, some of which are probably too detailed to be incorporated into Winchester's Vision for the Local Plan.

The spatial planning vision/development strategy for Winchester has not been able to prevent major developments being considered in isolation. Often there has been insufficient analysis of the cause and effect that actions will have on the way other parts of the city will be affected. The limitations of the Spatial Strategy arise because it consists of pages of text and is not portrayed spatially. Strategic thinking and decision making for the city and its suburbs would be much better understood and more effective if the City Council produced a two or three-dimensional spatial strategy (sometimes called a citywide urban development framework). It would need to be flexible so that it could be adjusted as major sites are developed, new sites are identified, priorities change and new initiatives are developed.

Citywide strategic frameworks have been adopted by a number of local authorities, both as neighbourhood plans and as supplementary planning documents. The Trust believes that an adopted citywide framework would receive the support of the community and lead to more joined up decision making which is more collegiate and considered. The preparation of such a strategic framework should become a requirement of the new Local Plan.

Are there any elements of the Winchester Town Forum's Winchester 2030 Vision that could be used to help inform a vision for the Local Plan (which covers the whole of the district outside of the SDNP?)

Given the importance of achieving carbon neutrality and sustainable development, the following are relevant:

- An emphasis on a reduction in car use and making improvements for walking and cycling.
- Implementing the 15 minute city concept within the larger settlements.

SUSTAINABLE DEVELOPMENT OBJECTIVES

Do you agree with the Sustainable Development Objectives that have been set out in the Strategic Issues and Priorities consultation document? For each of the objectives, do you:

- agree with the objective?
- agree that the objective reflects the key issues that are facing the district?
- agree that the objective supports the fundamental aim of Local Plan to achieve carbon neutrality?

Environmental objectives

Agreed, but see also our response to the next question on other comments below.

Economic objectives

There are eight objectives and we agree they satisfy the three questions above subject to the following comments:

- Although the objectives are generally supported, they are too general and should be given greater definition once a green economic strategy has been developed. The objectives in the Council Plan 2020-2025 are much clearer.
- The meaning of the third objective is unclear. How does the design of development encourage people to live, work and spend locally and what is the link to sustainable tourism?
- The fourth objective would be improved by including reference to existing economic strengths.
- After 'Actively encourage development', include words such as 'which sustains current strengths in areas such as health, education and local government' and then continue with 'while also supporting the needs of new businesses... green growth sectors'.

Social objectives

There are seven objectives; we agree these, subject to the following:

- The first objective about transport needs to be amended to reflect the urgency in achieving radical change. Delete the word 'balanced' which implies modest change. We suggest 'a transport system that delivers comprehensive public transport options' and continue as drafted 'whilst supporting walking...'.

Do you have any other comments about the Sustainable Development Objectives?

Given the acknowledged importance of Winchester's heritage including its buildings, the Trust would like to see this aspect included in one or more of the three objectives. The NPPF refers to the need for a positive strategy for the historic environment which takes into account the social, cultural, economic and environmental benefits that this can bring.

Winchester is widely appreciated for its heritage which contributes to all three sustainable development objectives.

CARBON NEUTRALITY

If the Local Plan includes a Strategic Policy on Climate Change what are the key issues that this policy should cover?

The Local Plan needs strong policies for achieving carbon neutrality, now that the Council has set 2030 to achieve carbon neutrality (this goal may need amending to conform to the government's 2050 objective - perhaps to achieve 60-70% carbon neutrality by 2030).

1. Are the possible Local Policy approaches ambitious enough and how would you rank them in order of priority?

Looking at the possible approaches suggested for a strategic policy on climate change (it should be noted that most of the issues relate to the built environment):

- **Ensure that developers think about more sustainable energy options right at the start of the design process through an energy hierarchy process with carbon neutrality right at the forefront of our minds.**
Comment: Not ambitious enough. Rank as Priority 5.
- **Use the carbon opportunity mapping and money from the carbon offsetting fund to support energy efficiency improvements to existing buildings that are located in the red or amber zone.**
Comment: About right. Rank as Priority 3.
- **Include climate intervention areas to target areas of the district that need improvement.**
Comment: About right, but probably needs expanding to areas of the natural environment that impact upon the areas needing improvement. Rank as Priority 2.
- **Introduce a Local Plan policy that has higher requirements than the current Building Regulations.**
Comment: About right. Rank as Priority 4.
- **Require developers as part of the planning application process to consider the whole life carbon footprint of the building.**
Comment: About right but needs to be an essential part of the planning application process. Rank as Priority 1.
- **Require developers to consider impact of over heating.**
Comment: Not ambitious enough. It also needs to consider cold weather/under heating too. Rank as Priority 7.
- **Sustainable draining systems (SuDS) / Rain water gardens.**
Comment: Not ambitious enough - needs to ensure water/drainage features form part of the sustainable landscape, with drainage being from hard surfaces to useful attractive sites. Rank as Priority 8.

- **Increased water efficiency standards by using less water, storing rainwater and using it for grey water recycling**
Comment: Not ambitious enough. New development must show it is avoiding any increase in water stress already present in the District. Also, consideration needs to be given to what opportunities there are to include water-saving devices in existing built areas. Rank as Priority 6.
- **Integrate the ability for people to grow their own food on larger development proposals.**
Comment: not ambitious enough - small developments should be included; it should be possible to design all developments with an area for garden/growing food. Rank as Priority 9.

Additional Issue: Transport and Movement

The Local Plan needs to have policies that encourage the switch from car travel to public transport, walking and cycling.

2. What else can the Local Plan do to assist with moving the district towards zero carbon?

- Carbon neutrality policies need to be linked to biodiversity, and to conserving and enhancing the historical environment, which can show that the character of Winchester, with its special landscape setting, requires strong integrated policies.
- An accurate assessment of carbon emissions when the demolition and construction of buildings is proposed. The Architects' Journal in November 2020 launched its RetroFirst campaign. The construction industry consumes all the planets' cement, 26% of aluminium, 50% of steel and 25% of plastics. Construction produces 35-40% of UK emissions. Britain produces 2000 million tonnes of waste per annum, 63% of which is produced by construction debris. In the UK 50,000 buildings are demolished per annum. 90% of the debris is recycled into a less valuable material or product. 35% of the whole life carbon cycle for an office is used by completion stage. For residential the figure is 51%. This means energy saving measures have a large carbon debt to write off before use of a building starts.
- Careful consideration needs to be given to the adaptation of our existing building stock rather than demolition. While there will always be balancing factors favouring demolition that need to be taken into account, a planning policy could place the onus on applicants to demonstrate why a building should not be retained before permission is given for demolition and replacement.

A recent example was the demolition of Meadowlands, Woodpeckers Drive, Winchester. A future example would be the demolition of buildings at the Sir John Moore Barracks site.

3. Do you agree or disagree with the following statement?

"A carbon offsetting fund should be used as a last resort"

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Strongly Agree. Carbon offsetting will not reduce carbon emissions in our District if the offsetting reduces carbon emissions elsewhere.

4. If you agree with the establishment of a carbon offsetting fund, how should this money be used?

- Reducing carbon emissions from transport is important, so an active travel and public transport fund could be established to help finance the modal changes needed.
- Other uses could be the cost of renewable energy facilities and a natural carbon sink.

BIODIVERSITY AND THE NATURAL ENVIRONMENT

1. Do you agree or disagree with the following statements?

“Where biodiversity net gain cannot be provided on-site, it should be allowable to offset this by enhancing biodiversity off site”

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Neither agree nor disagree. It could be difficult to determine that biodiversity net gain couldn't be provided on-site and robust procedures should be established to assess any claim to provide biodiversity off-site.

2. “We should allocate land specifically for open space or for biodiversity net gain, to provide opportunities for off-site mitigation of the effects of new development”

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Agree in part. More open space is needed but it should be a requirement to look to provide it on site first before considering off site mitigation.

The value and importance of local green spaces for physical exercise and mental and spiritual refreshment has become widely recognised by the restrictions imposed because of the Covid pandemic. The Integrated Impact Assessment identifies a need for more green space for Winchester town. The Trust supports the call for green sites with a view to designating more of them and we would be particularly supportive of local green space designations on the west and southern boundaries of Winchester as they would be a way also of providing protection for its landscape setting (see potential local green spaces on plan B on page 11). We address this more fully in the answer to the question on Green Belt.

3. “Current development management policies for the protection of the countryside are adequate”

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Disagree.

If you disagree with the previous statement, please explain your reasons and your view on what new policy measures should be adopted.

Valued Landscapes

The NPPF requires policies that contribute to and enhance the natural and local environment including protecting and enhancing valued landscapes (para 170). The Trust believes that the landscape to the south and west of Winchester falls into this category and supports the conclusions in CPRE Hampshire's report of 9th March 2021 entitled 'West, South West and South East of Oliver's Battery Winchester', that this has attributes that satisfy the characteristics of a valued landscape. We believe WCC should accept the report's conclusions and consider what other areas of countryside in the District can be classified as valued.

The Trust believes an assessment should also be made of additional land adjacent and further north to that covered by the report of 9th March as shown by the green lines on plan B. Evidence of the value of the landscape west of Winchester, used for agriculture, forestry and

recreation is set out in the Landscape Character Assessment for Winchester District published by Hampshire County Council and Winchester City Council in March 2004.

With the anticipated change in farming subsidy policies and practices, changes may be needed to the countryside policies to facilitate these.

4. Do you think a new Green Belt is needed in the south or north of the district? If so, what changes in circumstances make this 'exceptional measure' necessary?

The Trust considers the landscape setting of Winchester to be one of its most important features and therefore supports any planning policy or designation which increases its protection such as a Green Belt for the countryside to the south and west of Winchester. It would satisfy at least three of the five purposes of a Green Belt; preserving the setting and special character of an historic town being particularly relevant.

Two appeal decisions at Kings Barton (Barton Farm) to the north and Pitt Manor (now known as 'Winchester Village') on the west side of the City, demonstrated the lack of protection available to prevent the expansion of the City into Winchester's landscape setting. In the decision on Barton Farm, the Inspector considered the 'proposal would be detrimental to the integrity of Winchester'.

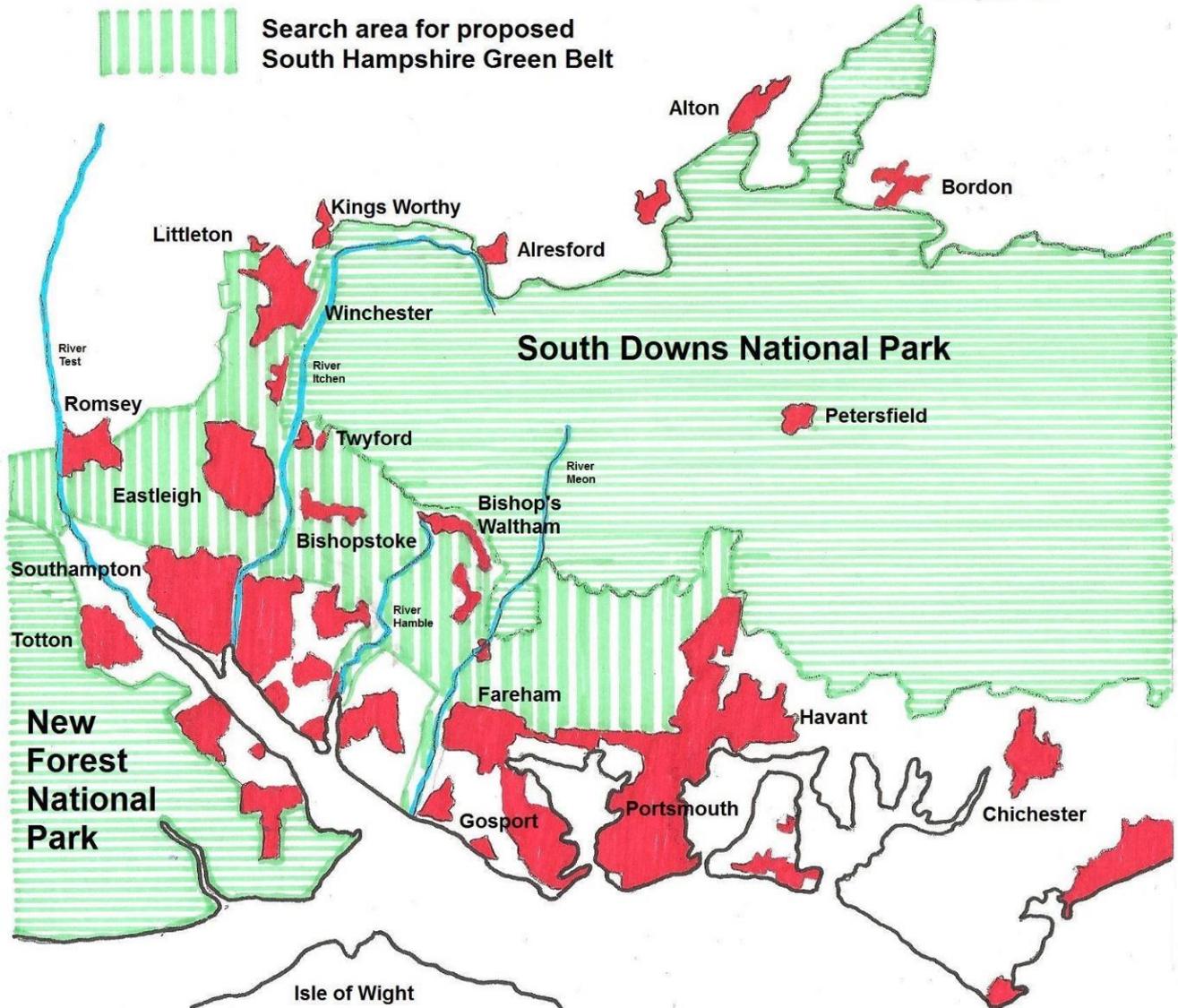
In 2011 the Trust published 'Winchester and its Setting'. The document was submitted in a representation by the Trust on the Winchester District Local Plan Part 1 in March 2011, in support of a case for designating a Green Belt around the north, west and south sides of Winchester. The Inspector in his report of February 2013, paras 139 and 140, implied a Green Belt could be considered in a later plan period as he stated there was 'no current necessity for a Green Belt around the town' as the current policies would protect Winchester and its setting 'during this plan period'. He also stated that a Green Belt designation would 'prejudge complex decisions about the long-term future of Winchester that the Council is not in a position to realistically make at the present time.' Since then the circumstances have changed and give credibility to the need for a Green Belt to be considered now for the following reasons:

- The Partnership for South Hampshire (PfSH) Joint Committee, of which Winchester City Council is a member, resolved at its meeting in December 2018 to support the idea of a South Hampshire Green Belt. The case was also made by Hampshire CPRE in April 2019. The area is shown in Plan A below.
- In 2020 Landvest instructed Keep Architecture Ltd to produce and publish proposals for Royaldown Village on 290 ha of land between south west Winchester and Hursley. If this proposal were to result in a planning application, it would be for a landscape of high value which currently only has the protection of countryside designation.
- Account must also be taken of the housing requirement for the District during the new plan period and how this is to be allocated. Although the current housing numbers have reverted to a lower annual rate, this may increase, thereby probably adding to the housing numbers for Winchester. Furthermore, the City Council is considering four strategic housing approaches for the District including concentrating development in Winchester. All of these possibilities will lead to increased pressure to find sites for housing and other development in Winchester, adding to the risk that the landscape setting will be damaged.

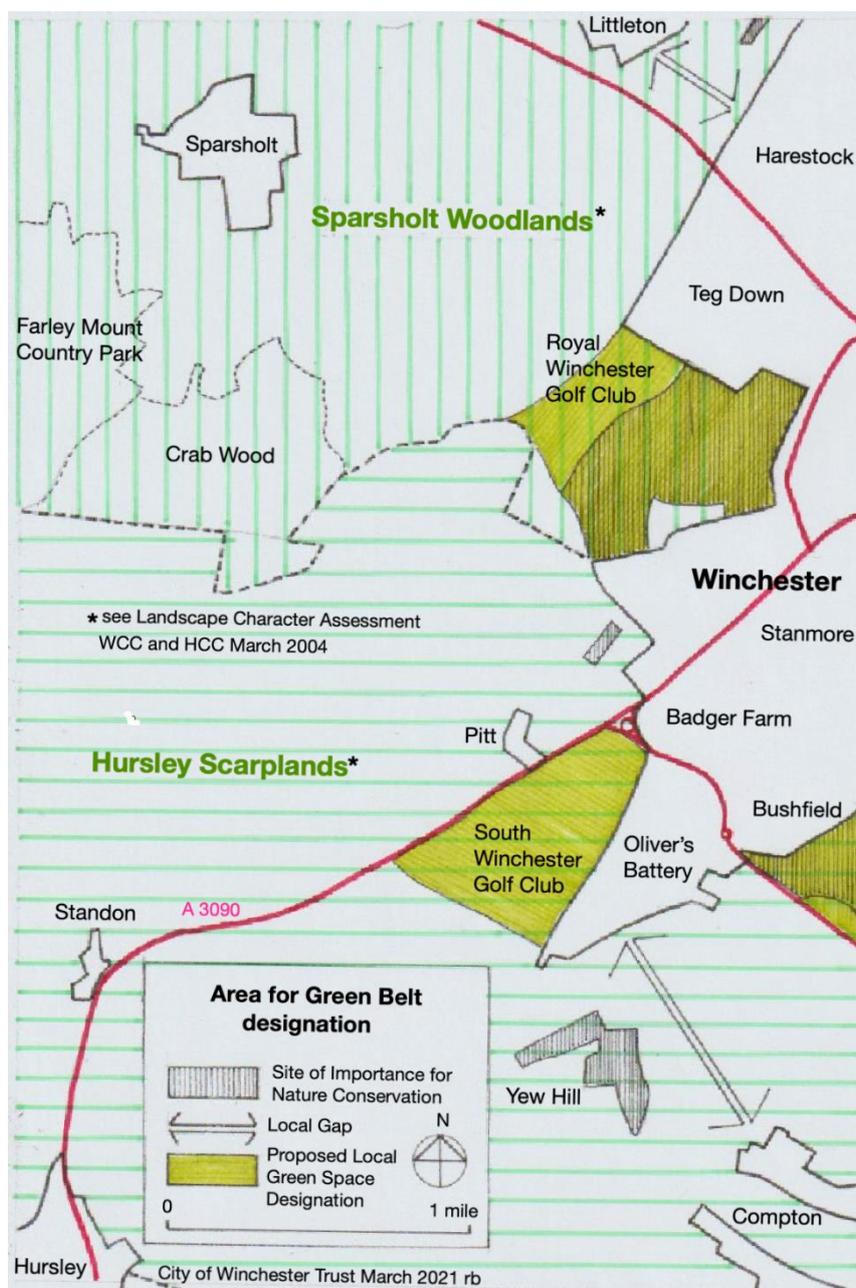
The Trust therefore supports CPRE Hampshire's proposal to the extent that it adds protection to the countryside to the South and West of Winchester. In addition, we request that a Green Belt should be considered on land adjacent to their proposal, taking in more of the western boundary of Winchester (see the green lines on Plan B below). The latter may be subject to consultation with Test Valley Borough Council.

Plan A

APPENDIX D
City of Winchester Trust
RB April 2019



Plan B



5. How would a Green Belt designation contribute to achieving sustainable development in the district and adjoining areas?

It would contribute to protecting the natural and historic environment and to making effective use of land by encouraging development within Winchester's existing boundaries.

Further Comments

Another way of protecting Winchester's landscape setting would be to include an assessment of its value in a spatial strategy for the city referred to in our comments on the Vision on page 2 of this response.

CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

1. Is there any need for any additional heritage policies over and above those that are already included in the existing Local Plan?

LPP1 contains a policy requiring the protection and enhancement of the distinctive landscape and heritage assets and their settings. It refers to the preparation of Conservation Area Appraisals and Management Plans. In LPP2 there are detailed districtwide development management policies and specific Winchester policies. These include references to the special historic character of the city and its setting. In the main they are all still appropriate.

Nevertheless, the policies should be reviewed/ revised to acknowledge the expected changes to living/working patterns post pandemic, and also because of the priorities of the Movement Strategy. All of these influences may result in changes to buildings and the ways they are used and to the public realm and the way it is used.

The preparation of Conservation Area Appraisals and their review should be retained. Winchester's conservation area was reviewed over 20 years ago and so should be reviewed again as soon as possible. The Council should also plan for a new or updated heritage-related SPD:

- A local heritage list, building on the work of the Winchester Future Fifty project, needs to be prepared. The Trust has seen the loss of locally significant buildings that might have been spared if such a list had been adopted.
- Updated and extended design guidance for shopfronts, signs and advertisements (the current policy document is out of date and almost never referred to).
- An addendum document to the adopted High Quality Places SPD that includes guidance on adapting older buildings in conservation areas so that they are more energy efficient and able to accommodate new uses without compromising the historic character of the area.

2. Do you have any suggestions for how the Local Plan can be used to support energy efficiency improvements to Listed Buildings?

Historic England has published guidance on this subject which the Local Plan could encourage the owners of listed buildings to consult.

From comments made by those who have worked professionally in this field, it is important that advice is taken from people experienced with listed buildings so that any energy savings measures do not cause damp/condensation problems.

Further comments

This issue categorises the historic environment in a limited and restrictive way (really only in terms of statutory and non-statutory heritage assets).

Winchester's special historic character can be attributed to other features and these should be evaluated also:

- The city's wider setting ie how it appears from within and from outside, especially from high points.
- The city's containment and definition by the surrounding countryside.
- Its entrances/setting as you arrive (by rail, by road, on footpaths).
- Its public realm and how it is used.
- Its city connections for residents and visitors.
- Its streets and public spaces, their enclosure/ratios/varying façades/varying heights.
- The variety of building uses.
- The suburbs and their varying character and how they interconnect and create the 'city whole'.

Winchester is a complex city. It has significant issues to deal with and its priorities will be different to those for the rest of the district. It therefore needs its own strategic plan as set out in answer to the Vision on page 2 of this response and in the comments on Homes For All.

HOMES FOR ALL

1. What are your views on the alternative possible approaches towards accommodating development in the district?

Please score these approaches in order of preference with 1 being your most preferred approach and 4 being the worst approach:

Approach 1: A development strategy based on the approach in the existing Local Plan of distributing development to a sustainable hierarchy of settlements.

Approach 2: To focus development on Winchester itself and other larger and more sustainable settlements.

Approach 3: A strategy that includes one or more completely new strategic allocations or new settlements.

Approach 4: A strategy of dispersing development around the district largely in proportion to the size of existing settlements.

It is difficult to list the four strategic approaches in priority order at this stage of the review when relevant evidence about the District is still to be provided. Also, the Trust's main interest and knowledge is about Winchester and so we have limited information about the other settlements in the District and their needs. Our response therefore relates mainly to Winchester which will be relevant to all four approaches but particularly to approach two, which proposes concentrating more development on Winchester. We set out our preferences about the four approaches towards the end of this section.

Winchester

Winchester is the largest settlement in the District with a mainline railway station; it has the most facilities and services and so scores the highest (55) in the Settlement Hierarchy Review. It is to be expected that a significant amount of new development will be allocated to it, but Winchester has important characteristics, and the Trust opposes anything that does significant damage to any of them. They include the landscape setting; heritage assets; its historic character; its small scale and compact character; and important views into and out of the city.

Redevelopment opportunities

CWT's long held view is that development beyond the existing boundaries is the last not the first choice because of the importance of the landscape setting, and so supports the Winchester 2030 Vision prioritising development on brownfield land. Within the boundaries there is significant capacity for redevelopment and there are a number of well-known sites already allocated for development to which Sir John Moore Barracks can now be added. There are also the central surface car parks which are suitable for redevelopment if Winchester implements a low traffic policy for the centre of the town. The uses of high streets are coming under discussion with the decline of retail, and so there are opportunities in Winchester for alternatives such as housing and employment.

Lower density areas

There is also the potential for redevelopment in the lower density areas, mainly in the suburbs, where the concept of the 15 minute city could be introduced to reduce the need for travel by car, and with good design increase the number of dwellings.

Densification is taking place already on a piecemeal basis, which often leads to cramped and uncomfortable relationships between buildings. A more deliberate and carefully planned approach can lead to site assembly that provides opportunities for a higher number of well-designed buildings.

Kings Barton has been planned with an overall density of 40 dwellings per hectare, and the Trust has consistently argued that this is too low and could have been designed at twice that level. This could still take place for the phases that have not yet been developed and if this were reconsidered it would provide more than the 2000 dwellings currently planned.

Strategic Plan or Design Framework

To achieve all this redevelopment with confidence, maximising sustainability, with good design and placemaking, implementing the aims of the Movement Strategy and improving the wellbeing of the city as a whole while protecting the important constraints, the Trust believes it reinforces the need for an overall plan or spatial strategy of the type set out in our answer to the Vision question on page 2 of this response. The Trust opposes approach 2, concentrating development on Winchester, at least until such a strategic plan is prepared.

Comments on all approaches

- The settlement hierarchy shows that four other settlements score over 40 points, so based on the factors listed, they are suitable for further development, favouring approach 1.
- Apart from the mainline station at Winchester, there is the line between Fareham and Eastleigh which connects to the main line. This runs near to the strategic site at Whiteley and there are aspirations to improve it to provide more train services. If this takes place, it would provide an alternative to car use and make Whiteley more sustainable, increasing its suitability for some additional development.
- A high-quality frequent bus service serving the market towns and other settlements would reduce the need for many car journeys and improve sustainability, and we know many parish councils want this.
- Approaches 3 and 4. We do not know enough about either of these options to comment with certainty. On the face of it, they do not score well when assessed for sustainability.

In summary, the Trust's preferred approach at this stage is approach 1: continue with the existing strategy.

Have we identified all of the possible approaches – are there any missing that we have not considered?

When the needs of all settlements are clear, it may be that a combination of two or more approaches is appropriate.

2. We must try to meet all housing needs but, if this is not viable, which needs are the most pressing? Please score in order (1 being the most important and 6 the least).

- 1 Affordable rented housing (at least 20% below market rents)
- 3 Starter homes (shared ownership, equity loans, low cost homes for sale)
- 6 Discounted market sales (sold at least 20% below market values)

- 4 Other affordable home ownership (see Glossary for definitions)
- 2 Housing for young people
- 5 Older people's accommodation

3. Do you agree or disagree with the following statements?

"Policies on student housing and houses in multiple ownership in Winchester need to...

"...make more provision for students in terms of purpose built accommodation"

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Strongly Agree.

"...control new student accommodation more within existing residential neighbourhoods in Winchester?"

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Strongly agree.

4. Where specialised types of housing (such as for self-build, the elderly, or travellers) are required, should these be provided on:

separate sites;

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

or

as part of larger housing allocation sites?

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Strongly agree for self-build and the elderly. It will be important to have a good variety of house sizes.

CREATING A VIBRANT ECONOMY

1. What types of economic development do we need to consider?

Please add industries and professions that should be supported throughout the district

- High value office-based employment
- High tech 'green' industry
- Digital industries
- Creative industries and cultural activities benefiting from Winchester's heritage
- Sustain and nurture development in existing areas of strong employment such as health, education and local government

2. Do you agree or disagree with the following statements?

"The town centre policies should be flexible in order to reflect changes that are taking place to the retail and leisure sector, people's shopping habits and the decline in the number of office-based jobs that are located in town centres."

Strongly agree.

"The Local Plan should be more encouraging and supportive of the use of vacant upper floors in town centres above shops for other uses?"

Strongly agree.

If you agree, what uses would be acceptable?

Residential and compatible small scale start up and creative enterprises.

3. Should the rural employment policies in the Local Plan be:

less restrictive allowing for a wider range of employment options in the rural areas and provide a wider range of uses?

Agree.

And, how does this fit with moving towards carbon neutrality?

A wider range of rural employment opportunities might help to reduce the current high levels of travel to work amongst people living in rural communities.

4. How can the Local Plan support home working and move towards a green economy?

- Enhance digital infrastructure, enabling more people to work effectively away from the office.
- Support development in residential areas which offers opportunities for social engagement for home workers.
- Encourage and enable the supply of near-to-home workspaces – it is likely that people will wish to have a mix of home and office-based work.

- Cut inward and outward commuting by having more genuinely affordable homes for those in lower paid jobs closer to work, and more well-paid employment opportunities at or near to home for those in the higher paid ones.

PROMOTING SUSTAINABLE TRAVEL AND ACTIVE TRANSPORT

1. Are the current Local Plan policies for promotion of sustainable and active forms of transport ambitious enough?

No. If the goal of carbon neutrality by 2030 is to be achieved, transformative action is required at a speed which is unknown in Winchester.

2. Do you agree or disagree with the following statements?

“Development should be concentrated in locations which already have cycling, walking and public transport opportunities”

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Agree. However, all settlements need public transport and active travel opportunities to become more sustainable. Those which have these already will be more suitable for development now, but if better bus services are provided across the District then other settlements would become more sustainable and therefore suitable for development.

“Provision should be made for additional Park and Ride facilities in the district”

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Agree in part. The Trust has always supported the park and ride policy and continues to do so, but is disappointed that so little progress has been made in reducing parking in the town centre which was always intended to be an essential part of the park and ride policy.

With the launch of a National Bus Strategy in March 2021, there is the hope for a much better bus service providing regular connections to all settlements, and if this is delivered then the need for park and ride services may decline. This should be taken into account when planning any more sites serving Winchester and other places in the District.

If you agree, where would you like to see additional Park and Ride facilities in the district?

If it can be justified, a park and ride site to the north of Winchester could be sensible as there is currently none.

“Neighbourhoods that are accessible to services and facilities within 15 minutes (using sustainable modes of transport such as buses, walking or cycling) should be created”

(Strongly agree/ agree/ neither agree nor disagree/ disagree/ strongly disagree)

Strongly agree.

LIVING WELL

1. Do you think current Local Plan and national policies around the provision of open space are adequate for protecting health and well-being and reducing inequality?

No. Please see our comments on local green space in the chapter on Biodiversity and the Natural Environment.

2. Do you have any suggestions for how we can plan positively to create multi-generational neighbourhoods and communities where social isolation is reduced and opportunities for independent mobility are promoted?

Much is being written about the need to plan for the post-Covid world, particularly in urban areas, with suggestions which increase the validity of Carlos Moreno's concept of the '15 minute city' (see for example the article entitled '*The Post-Covid City*' in the Financial Times of 13 March 2021). If the Planning White Paper's proposal for three land classifications is introduced, then renewal areas could adopt a long term plan which leads to development that provides for these types of neighbourhoods.

Further comment

The Trust agrees that the Key Issues listed are all important and should be addressed in the Local Plan.

LOW CARBON INFRASTRUCTURE AND LOCAL PLAN VIABILITY

1. Are there any key infrastructure issues that we need to be aware of?

- The need for a district wide network of good quality cycling and walking routes and real time information for bus services.
- All buildings need to be planned to provide adequate storage facilities for batteries and bicycles.
- Good internet access everywhere.

2. Are there any other options available to the Council to address low carbon energy or other infrastructure?

No comment.

ENSURING DELIVERY AND SUCCESS OF THE LOCAL PLAN

1. Do you have any suggestions or any good examples of a successful monitoring framework?

No.

2. Would you like to suggest any indicators we could use in the Local Plan to help us monitor whether we are on track to achieve net zero carbon in the district by 2030?

CO₂ emissions need to be monitored to see how the Carbon Neutrality Action Plan is performing against the goal of achieving carbon neutrality by 2030 at as granular a level as possible, at least at parish and ward levels.

City of Winchester Trust
7th April 2021