YOUR PLACE
YOUR PLAN.
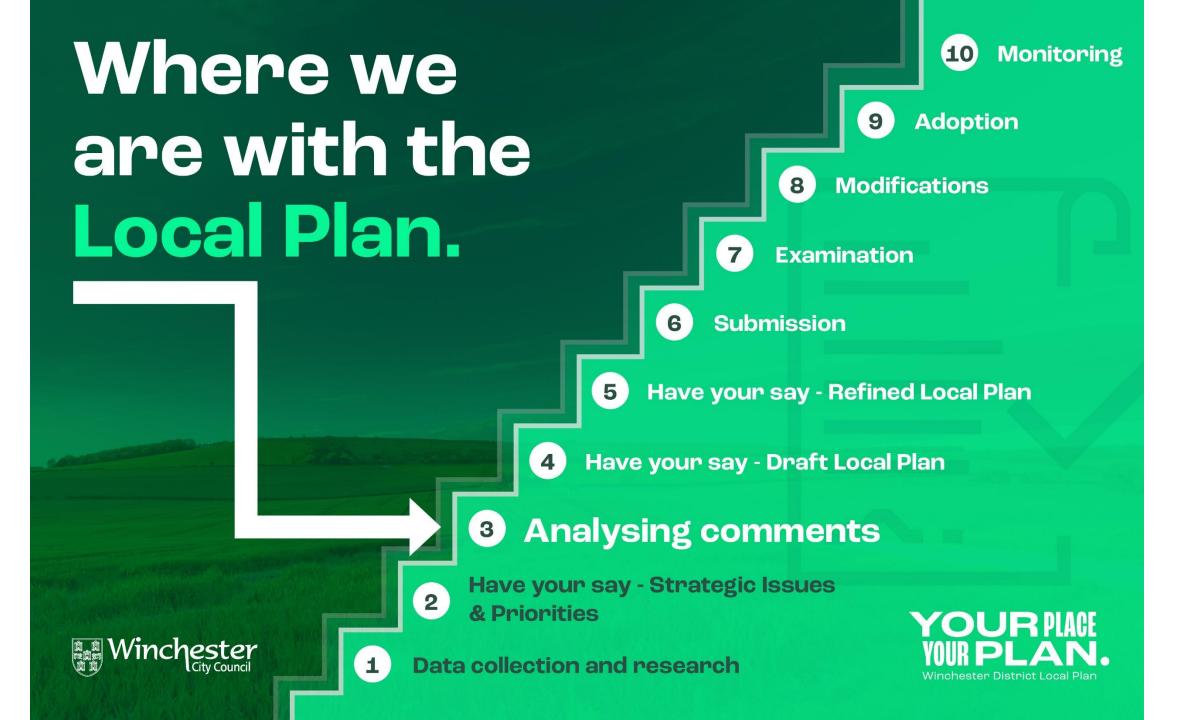Winchester District Local Plan

Responses to the Strategic Issues & Priorities Consultation

Sustainable Transport, Living Well, Low Carbon Infrastructure, Delivery and Success of the LP

Where we are with the Local Plan.

10 Monitoring

9 Adoption

8 Modifications

7 Examination

6 Submission

5 Have your say - Refined Local Plan

4 Have your say - Draft Local Plan

3 **Analysing comments**

2 Have your say - Strategic Issues & Priorities

1 Data collection and research

Winchester City Council

YOUR PLACE YOUR PLAN.
Winchester District Local Plan

RESPONDENT BREAKDOWN

2202
TOTAL NUMBER OF RESPONSES, INCLUDING:

603
CITIZENSPACE RESPONSES: 'C' NUMBERS

1183
EMAIL RESPONSES: 'E' NUMBERS

50
RESPONSE LETTERS: 'L' NUMBERS

366
SOCIAL MEDIA RESPONSES: 'H' NUMBERS

Sustainable Transport - Question 1

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

Summary of key point raised – Sustainable Transport need to:

- Have more ambitious policies

- Promote a step change away from car use

- Recognise the many health and environmental benefits that active and sustainable travel can bring

- Walking and cycling must be prioritised and made safe

- Make public transport greener

- Ensure that sustainable and active travel options are good quality, available and prioritised over the car

- Make a car the least convenient mode of transport

- Provide sufficient infrastructure to allow for easy and convenient electric car charging

Sustainable Transport - Question 2

Question 2: Do you agree or disagree with the following statement? Development should be concentrated in locations which already have cycling, walking and public transport opportunities?

Summary of key points raised;

- The majority of respondents agreed or strongly agreed with this statement
- Development should be directed to these areas and resisted in areas which don't have good public, active or sustainable transport links
- Still need to allow for some rural development
- Need to consider home working post covid
- Still need to take into account needs of children, elderly and the less mobile
- This is essential to help the council meet its climate emergency targets
- Will help to improve air quality

Sustainable Transport Question 3

Question 3: Do you agree or disagree with the following statement? Provision should be made for additional Park and Ride facilities in the district.

If you agree with question 3 where would you like to see additional Park and Ride facilities in the district?

Summary of points raised

- The majority of respondents agreed that there should be more park and ride facilities

- But a question over whether they will be needed post covid

- Buses need to be made greener

- Should we promote active travel instead – park and cycle or park and walk

- Majority thought more park and ride should be provided to the north and east of Winchester

- Look at linking with towns in other districts such as Fareham, Eastleigh and Basingstoke

- Do we need such anti car bias with electric cars coming online? These might have greener credentials than diesel buses.

Sustainable Transport Question 4

Question 4: Do you agree or disagree with the following statement? 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.

If you agree with the above statement, please tell your thoughts about 15 minutes neighbourhoods:

Summary of points raised

- The majority of respondents agreed or strongly agreed with this statement including Sport England
- Needs to be 15 minutes of safe convenient travel
- 15 minutes might be too far depending of geography, weather etc.
- No support for new communities to be build on green field sites to support this aim
- Encourage people to shop locally
- Good for promoting community

Sustainable Transport Analysis and Way Forward.

- Transport policies need to be more ambitious and promote a step change away from car use
- Need to make car use less attractive to meet climate emergency targets
- Support safe active and sustainable travel and make public transport greener
- Concentrate on making walking and cycling safer more convenient options
- Consideration should be given to providing more park and ride facilities to the north and east of Winchester
- Look at linking our district with other districts via park and ride
- Look at potential for park and cycle and / or park and walk
- Support 15 minute neighbourhoods but not as new settlements on green field sites
- Use 15 minute neighbourhoods to promote local communities
- Make sure 15 minutes is achievable given hills etc
- Take into account needs of less mobile in the population

Living Well

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 = 67%. Yes = 19% . 14% were unsure or supported review of standards but made no comment on adequacy of current standards.

- Other 'open space' points raised:
    - Green Belt
    - Maintain existing open space – protect from development
    - Provide more local open space – designate as 'NPPF Local Green Space'
    - Review Playing Pitch Strategy (Sport England)
    - Accessibility of open space is a problem – wheelchairs, buggies, mobility scooters need paths
    - Address inequality of access – deficiency in St Luke's Ward, many of whom also do not have private amenity space in homes
    - Mental health benefits of access to nature and greenspace. Recommend adoption of standards (Natural England; Woodland Trust)

Living Well

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?

Summary of the key points raised:

- Design of new developments

    o Smaller housing developments; Mixed housing typologies and tenures to create balanced communities; Accessibility and lifetime homes

- Community Infrastructure – important for social connection and tight supported communities.

- Movement/ Transport (Cycling and Walking infrastructure, Public transport , Air Quality)

- Location of new development (the Development Strategy), and how this indirectly influences health and well-being (15 minute cities, Settlement boundaries, Brownfield first, Inner City accommodation)

Living Well
ANALYSIS & WAY FORWARD

Open Space:

- Review Open Space Strategy (and standards) and Playing Pitch Strategy;

- Review/ assess accessibility and inclusivity of open space provision across the district

- Designation of any areas of NPPF 'Local Green Space' - NPPF sets out test to meet.

Design of new developments:

- Incorporate results into Local Plan Design Workshops in coming months

Community Infrastructure:

- Review current policy to determine whether it requires strengthening, to require more proactive improvement in local community infrastructure (rather than focus upon avoidance of loss).

Living Well
ANALYSIS & WAY FORWARD

Consider including a strategic health and well-being policy in the Local Plan.

For example (Tower Hamlets Policy S.SG2) which states:

"Development will be supported and is considered to contribute towards delivering the Local Plan vision and objectives and to be sustainable where it… shares the benefits of growth, through

i. contributing to creating healthy environments - encouraging physical activity, promoting good mental and physical wellbeing and reducing environmental factors which can contribute to poor health, including poor air quality;

ii. creating mixed and balanced communities;

iii. delivering tenure-blind developments;

v. increasing opportunities for social interaction;

v. providing local training or employment opportunities in either, or both, the construction and end use; and

vi. delivering social and transport infrastructure and public realm improvements which are inclusive and accessible to all."

Low Carbon Infrastructure

Are there any key infrastructure issues that we need to be aware of? Are there any other options available to the Council to address low carbon energy or other infrastructure?

Summary of the key points raised:

- Infrastructure requirements and the Local Plan Development Strategy

  - Re-use existing physical infrastructure where possible, to minimise carbon emissions. Therefore, brownfield first, rather than new settlements or isolated greenfield sites without existing infrastructure

  - Development centred on existing transport corridors, to strengthen public transport networks

- Transport Infrastructure

  - Support for 15 minute cities

  - Low traffic neighbourhoods

  - Public transport and cycling/ water infrastructure

  - Electric Vehicle Infrastructure

Low Carbon Infrastructure

Summary of the key points raised:

- Water Infrastructure

  - Flooding, Drainage, Water consumption, Sewage Infrastructure

- Waste management

  - Infrastructure required; kerbside recycling; food waste

- Digital/ ICT Infrastructure;

  - Mobile phones and broadband – facilitate working at home, reduced travel, connect rural communities

- Energy Infrastructure

  - Generate renewable energy; visual/landscape effects of solar farms; de-carbonising home heating; utilities capacity

Low Carbon Infrastructure

Summary of the key points raised:

- Community and Social Infrastructure

  - Role in climate change resilience; food security; living well

- Green Infrastructure

  - Including food growing; GI networks and connectivity; trees; local green space

Low Carbon Infrastructure
ANALYSIS & WAY FORWARD

Local Plan Viability Assessment –

Undertake baseline analysis and work towards viability assessment of draft policies – Consultants have just been appointed

Infrastructure Delivery Plan

To understand costs of, and locations for infrastructure investment, to feed into Viability Assessment

Delivery and Success of the Local Plan

Question: 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?

Summary of the key points raised:

- targets need to be clear and regularly reviewed

- information needed should be accessible in the public domain and online so that it could be easily viewed

- many suggestions were made of what should be included as indicators when monitoring the target

- impact of new housing needed to be monitored

- consider the impact development is having on achieving net zero carbon.

Delivery and Success of the Local Plan

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

Summary of the key points raised:

- Too many objectives in the consultation document

- Needs simplifying

- Improve current monitoring system

- More ambitious and should be based around collaborative working

- Joined up working is required with local level stakeholders and parish councils

- Responsibility for reporting should be at a more local level – those responsible for the objective should be the ones reporting on it

Delivery and Success
ANALYSIS & WAY FORWARD

Review current monitoring framework in light of reps and new Local Plan

Conduct an audit of our current monitoring framework to identify:

- What is monitored at present and how can it be presented in a clearer way

- If there are any gaps (particularly with housing data) and are the targets ambitious enough

- If there is any data that we are not collecting information on and explore how we can make data available in a more accessible format

- Ways to simplify the number of objectives in order for them to be measured in a meaningful way

- Examples of how other LPA's monitor and present data

- How the LP monitoring framework can be aligned with the Carbon Action Neutrality Plan and be used to report on carbon neutrality data such as number of trees planted, biodiversity net gain, the number of EV charging points installed, 3G, 4G, 5G and fibre broadband

- Ways of working with Parish Councils to continuously improve the LP monitoring framework to see if it could be more 'local'