



**Winchester**  
City Council

**COUNCIL MEETING – 23 February 2022**

**Questions by the Public**  
**under Council Procedure Rule 15(1)**

**QUESTION 1**

From: Lorraine Bailey

To: The Cabinet Member for Economic Development (Cllr Tod)

**Dean Car Park Alresford**

In 2016 the Town Bench Marking Report for Alresford highlighted the lack of parking as the largest single negative issue about Alresford.

In November 2017 the Chamber of Commerce presented key supporting evidence outlining design and layout to Winchester City Council's then Cabinet who were discussing the acquisition of land on the Dean in Alresford for a car park.

The 2017 document CAB3005 promoted a car park design that would be accessible, safe, and easy to find and that careful consideration would be given to the design to improve the neighboring environment and enhance the setting in a conservation area.

However over four years later a re-design of the proposal from Winchester City Council places the car park with a reduced number of spaces at the rear of a residential area that will not be visible from the main road. This raises a real concern about the lack of visibility and safety for users that could reduce its usefulness, fall short of the Park Mark standard and make the project unviable.

**“Would the Winchester City Council Cabinet member reconsider their latest proposal for the Dean Car park and consult with Alresford residents, the Alresford Chamber of Commerce, and the Alresford Town Council on a better proposal?”**

**Reply**

“Thank you for your question.

In February 2017 after extensive – and formal consultation – the Masterplan for the Dean in Alresford was agreed.

This covered a range of design issues, but also gave clear guidance on how parking should be handled in the area – including public car parking.

The Core Masterplan Diagram which set out the layout for the area showed the public car park at the back of the site and not placed on the Dean. Within the Masterplan Principles section of the document, the Landscape section made clear that it favoured concealing car parking from the Dean itself:

Sites should consider using the natural gradient of the land to conceal car parking within undercroft spaces in order to create an attractive and landscaped setting to The Dean.

The decision that the car park should go at the back of the site was reinforced in the 2017 Cabinet Report which stated:

The developer proposes to develop housing on the part of the site fronting The Dean and has offered the Council the opportunity to buy the rear part of the site for the car park

The new developer who now owns the site, Metis Homes, has made a similar offer – but because the City Council does not want a landlocked site – we are proposing to slightly reduce the number of car parking spaces to ensure that the council owns its own access to the highway. The project remains financially viable despite this.

Metis Homes have also confirmed that the front of the site is not available for purchase or use as a car park – nor would they consider it consistent with the Masterplan or sound design principles for the site – just as was the case in 2017.

Because we know this is a site of particular interest to local residents, businesses and other local organisations, we have confirmed with the developer they will hold a public exhibition of the whole scheme once they have a worked-up design for the whole site and people can properly see how the car park relates to the proposed buildings and also assess the overall impact on the Dean itself – before they formally submit any planning application.

We can however already say that the emerging proposal for the car park design will have much more visibility from the highway and from residential buildings than both the Arlebury Park and Perins car parks – both of which have little or no visibility of car parking from the highway and are not overlooked outside their operating hours.

Unlike those other two car parks, there will also be a separate pedestrian access through the development – with houses facing onto it – safely lit and overlooked throughout.

Metis Homes have been actively engaging with the city council's planning department on the layout and the final design – and public exhibition will follow after they have had the opportunity to reflect that engagement and produce consultation materials that properly explain the scheme and allow people, businesses and other local organisations to make their views known.

We have also ensured that the New Alresford Town Council is kept involved and informed of progress.

We intend to continue working constructively with the developer – while also ensuring the developer engages the public and businesses – to ensure that Alresford gets the car park it so urgently needs with a design that does justice to the Masterplan and enhances the existing frontages and public realm of the Dean itself.”



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**QUESTION 2**

From: David Killeen

To: The Cabinet Member for Built Environment (Cllr Gordon-Smith)

“The local plan is due for Reg 18 consultation in August. The plan set out in Dec 20 proposed a series of meetings with parish councils. These have not yet happened, nor have parish councils been notified. Parish councils will be unlikely to have sufficient time to consult with their parishioners and contribute to the formation of the local plan. When will parish councils be consulted with?”

**Reply**

“In December 2020 the council published a Local Plan Action Plan which sought to address the considerable uncertainty with housing numbers and White Paper’s proposed reforms to the planning system. These reforms have not been progressed by the Government to-date.

At the Local Plan Advisory Group (LPAG) meeting in September, held in public, a favoured strategy for the distribution of housing across the district outside the National Park was considered for the new local plan. There were further meetings of LPAG in November and December where officers reported on representations made and their analysis of these.

Alongside this work the SHELAA was approved and noted at a Cabinet meeting on 8<sup>th</sup> Dec 2021. All of the sites were included and are publicly available information. I am pleased to confirm that as all of the substantial analysis work, in respect of the SIP, has been completed we are now able to meet with those parishes that will be asked to accommodate new housing. I am aware that some have already started to look at potential development sites in their areas using the SHELAA such as Swanmore Parish Council, and others such as Colden Common Parish Council are in the process of engaging with local people.

In New Alresford during a meeting with a newly appointed town planning consultant, who is working with the NATC to develop the Neighbourhood Plan, the pros and cons of the SHELAA sites in the town were discussed.

I would point out that many councils do not publish their SHELAA sites until the Reg 18 (draft stage). In the interests of transparency and openness, this administration has put all the SHELAA information into the public domain. The Strategic Planning Manager has recently met with the council's Communications team to find out the best develop an engagement strategy to work with the parish councils."



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**QUESTION 3**

From: James Batho

To: The Cabinet Member for Economic Development (Cllr Tod)

“At a Hampshire County Council meeting in November 2021 the Executive Lead Member for Economy, Transport and Environment acknowledged that there have been ‘significant changes that we are going through, the world is changing’ and committed to undertake a review of the HCC policy toward 20mph.

Councils and countries are recognising the benefits of a default 20mph Speed Limit, not only in reducing deaths, but also from improved public health, through reduced noise / pollution and by encouraging greater use by pedestrians and cyclists. There are cost benefits to the health system from increased public exercise and reduced admissions to A&E.

Other counties, such as Oxfordshire and Lancashire, in England, have agreed 20mph for every settlement, as have counties throughout Wales. Scotland has promised to offer 20mph widely and places like Warrington have 20mph in all their satellite villages.

Demonstrating widespread local community support is critical to securing Hampshire County Council’s agreement to implement 20mph widely. Following a presentation at the Winchester Town Forum last month there was considerable support from representatives for a default 20mph speed limit.

As a Campaigner for 20s Plenty for Winchester, I am here this evening calling on the Council to agree with me that 20 mph should be adopted across the city where people live, work and play.”

**Reply**

“Thank you for this question.

I have to declare a personal, but not prejudicial, interest as a member of the 20 mph Review Working Group at Hampshire County Council – and one of the two County Councillors directly involved in the previous implementation of 20 mph zones in Winchester in 2013/14.

While it would not be appropriate for me to decide council-wide policy on 20 mph in response to a public question, and it is important to remember that highways policy is a County Council matter, I am aware that the “20s plenty for Hampshire” campaign not only has the support of the Winchester Town Forum, but also has been backed by motions passed at Bighton Parish Council, Bishops Waltham Parish Council, Cheriton Parish Council, Curdridge Parish Council, Hursley Parish Council, Otterbourne Parish Council, Owslebury Parish Council and Twyford Parish Council. This is not just a city issue – it’s an issue of real importance to residents across the district.

In addition, I know that a further 15 Parish Councils have it on the agenda of their next meeting.

As you know, Winchester City Council has been a long-term supporter of 20 mph zones in the city itself – implementing 20 mph zones in Highcliffe and Winnall at its own cost in 2013/14 when Hampshire introduced the Stanmore 20 mph zone under its Residential Pilot 20 mph Programme. Similarly we led implementation of the City Centre 20 mph zone after Hampshire County Council received a grant from the Government’s Local Sustainable Transport Fund in 2013.

Although 20 mph limits are not explicitly referenced within the current City of Winchester Movement Strategy, I have asked that any outputs from Hampshire’s 20 mph scheme are reflected in future plans.

Speaking personally, I would welcome an expression of district-wide support for default 20 mph zones and areas from the City Council – and will consult with Councillors across the district to see if such a policy would be supported and can be brought forward.”