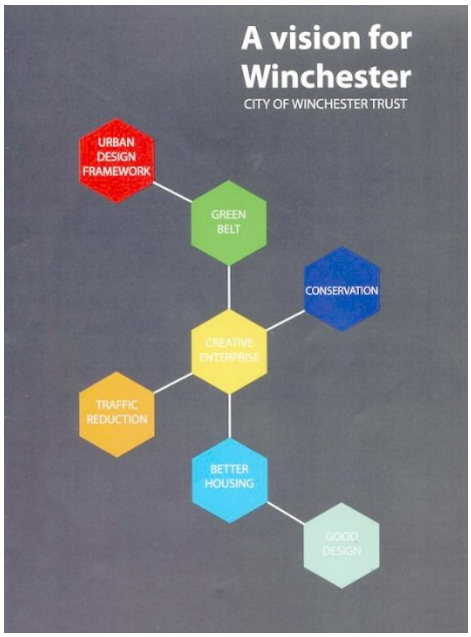
CITY OF WINCHESTER TRUST

A VISION FOR THE FUTURE OF WINCHESTER



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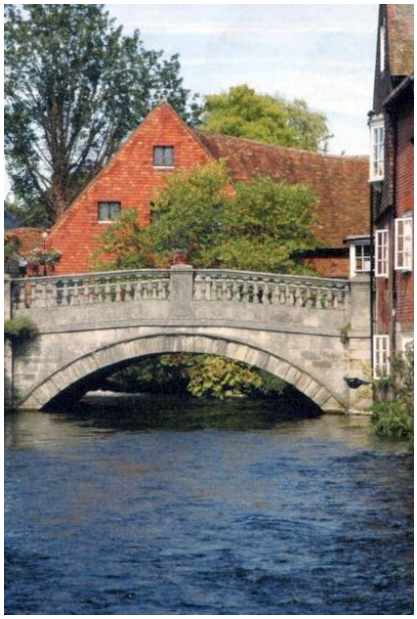
A VISION FOR THE FUTURE OF WINCHESTER

Chapter 1 INTRODUCTION

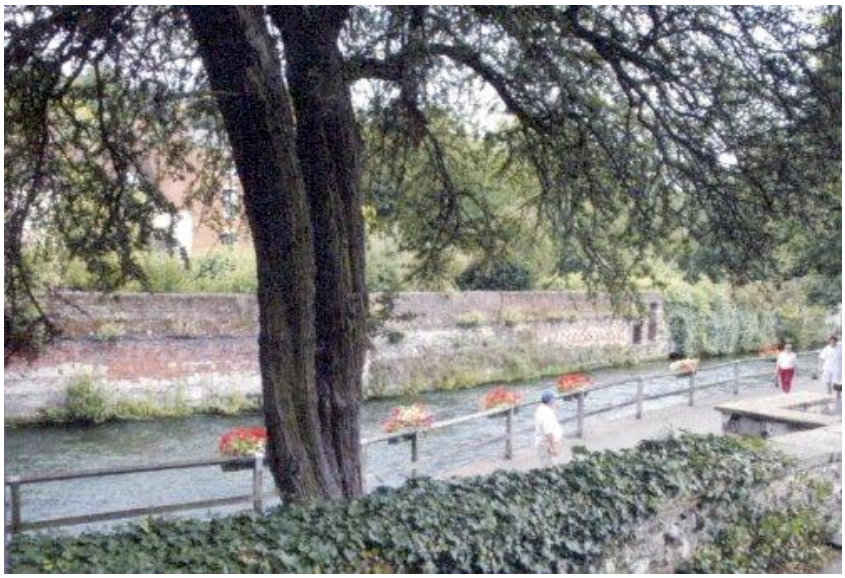
The purpose of the City of Winchester Trust is to seek to conserve the character of the City of Winchester and its surrounding area by protecting and enhancing its buildings, spaces and artefacts.



This paper highlights the issues that the Trust considers Winchester needs to pay attention to if it is to ensure its future wellbeing. Where appropriate, an historical background is included to understand events of the past that have shaped the present. The history and development of Winchester is a continuum.



This paper is intended as a working document for informing and guiding the work of the Trust when commenting on planning policy and applications. It is also directed to those who are responsible for initiating and approving development. It will need to be reviewed from time to time, to respond to changing circumstances.



Winchester is a compact historic city set within the hills of the Hampshire chalk downland. The City has over the last fifty years experienced much change and pressure. If the City is to continue to change and grow, decisions have to be made on a wide range of issues. To respond to change and growth, and at the same time conserve the character of the City and its landscape setting, is a challenge for the planning process. This Vision document identifies issues, and offers ideas and solutions to assist those responsible for making policies and decisions.

- **How much protection should be given to the landscape setting of the City?**

- **How should the City protect and promote its heritage?**
- **Should uses such as small businesses, education, retail, health, cultural activity be promoted more to assist the local economy?**
- **How much protection should be given to the historic City centre by reducing traffic and parking?**
- **How should the provision of housing be considered in the future?**
- **What are the current design issues that need to be highlighted to ensure that the quality of new development is of a high standard?**
- **If Winchester has to accommodate further growth, where should this take place?**
- **How can the process for making planning decisions be improved?**

Each question is the subject of a chapter, which conclude with answers in the form of a Vision statement.

In 2001 the Trust published a discussion paper - '**The Future of Winchester; A Strategic Vision**'. Much of the thinking set out in that paper is still relevant today, particularly those relating to achieving higher densities of development for housing, and the need for integrated policies on traffic and transport. Having ambitious visions is one thing, but realising them is another. Development pressure in Winchester has been intense and will continue. The City has in part been a victim of its attractiveness and accessibility; it has become a very desirable place to live, work and visit, and has attracted new development.

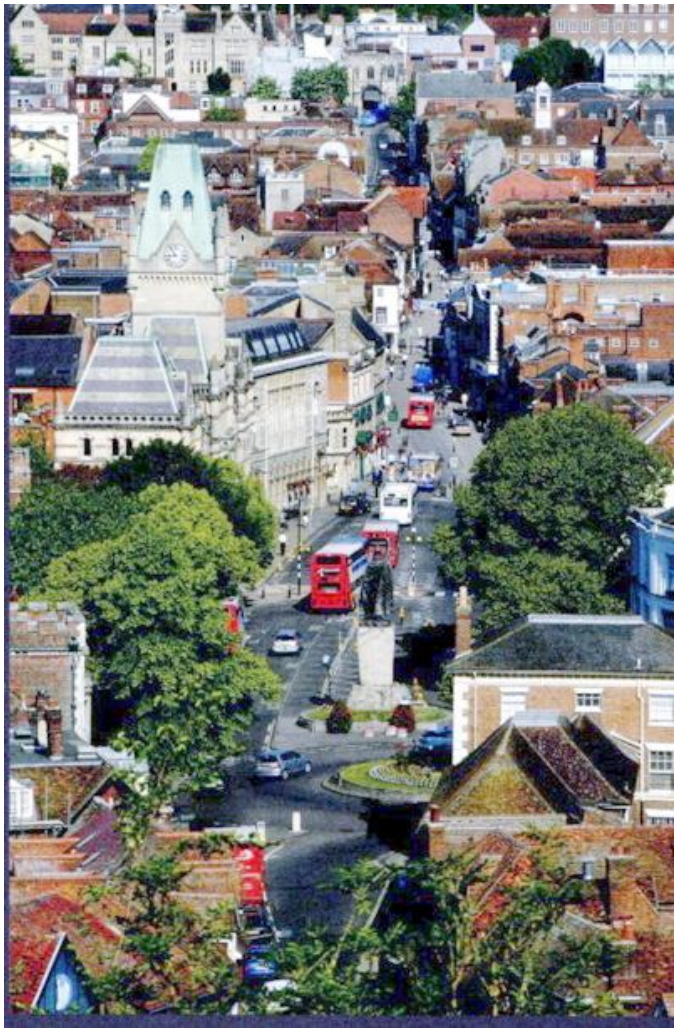
The City of Winchester presents a pageant of English history through its landscape, streets and buildings. To maintain and preserve this valued heritage is an increasing challenge. This vision is an attempt to reconcile the sometimes competing objectives of conserving an historic city in its landscape whilst maintaining it as an attractive, accessible and economically viable place.

The issues, ideas and proposals in this paper, are set out and assessed against three guiding principles.



- **To maintain Winchester as a compact city within its landscape setting**
- **To conserve and enhance the rich heritage of the City.**
- **To ensure that the City maintains a balance between the needs for homes, employment, retail, education, health, recreation, culture and visitor attractions that provide and maintain a vibrant local economy.**

In the context of the challenges and opportunities Winchester will face in the coming years, the Trust believes that the Visions set out in this document should be developed and guided by a Citywide Urban Design Framework.



A Citywide Urban Design Framework will be much wider than the individual urban design frameworks which have been produced for major development sites in the Central Winchester Regeneration Area, the Station Approach Area and for the Leisure Centre at Bar End. It will encompass the whole of the City, including its suburbs.

It will be a flexible document, requiring review and updating, as major developments and proposals come forward. It will be produced in with those who live, work and visit the City. It will be linked to the policies and proposals of the Local Plan, as they apply to the City, and the Winchester Movement Strategy currently being produced by Hampshire County Council and Winchester City Council.

The Trust believes that such a Framework would greatly assist decision makers and provide confidence for the community that decisions are being made in the full knowledge and understanding of what the implications would be for other parts of the City, rather than decisions being made in isolation.

A number of city and town councils have produced Urban Design Frameworks. It will be important that the production of a Framework is properly resourced and kept up to date. In terms of status, it will need to be adopted by the City Council as a Supplementary Planning Document.



Vision 1 That a Citywide Urban Design Framework is produced and is adopted by the City Council as a Supplementary Planning Document.

CITY OF WINCHESTER TRUST

A VISION FOR THE FUTURE OF WINCHESTER

Chapter 2 LANDSCAPE SETTING

Amongst the most important visual ingredients that Winchester has, are its setting, with views from the centre embracing near and distant views of the downland beyond, as well as rims of trees , both to the west and the north-west. Winchester is

unusual, in that nearly all the main routes into the City are still visually attractive and unspoilt by building sprawl.

How much protection should be given to the landscape setting of the City?

This is a crucial issue, because the answer determines whether Winchester should remain a compact city or have the capacity to expand and grow out into the countryside.

The rolling Hampshire chalk downland, with its beech covered hills and ridges, patchwork of arable fields, sheep grazing pastures and the River Itchen, has had a strong influence on the development and character of Winchester.

The early Iron Age settlers chose to establish their forts on the higher ground of St Catherine's Hill to the east, and Oram's Arbour to the west. The Romans preferred the low lying ground of the River Itchen valley to site their walled town, and attend to the drainage issues that their decision required.

Thereafter the Saxons, Normans, Plantagenets, Tudors and Georgians consolidated the City, save for a few out of town hamlets at Hyde, St Cross and Weeke. Land adjoining the west bank of the navigable River Itchen, to the south of the City had been established for development by the Hospital of St Cross and Winchester College. To and from the City, roads radiated along the valley and over the chalk hills, to make Winchester a place of destination.

'We removed to Winchester for the convenience of a Library, and find it an exceeding pleasant Town, enriched with a beautiful Cathedral and surrounded by fresh looking country. . ..The whole Town is beautifully wooded - from the Hill at the eastern extremity you see a prospect of Streets, and the Buildings mixed up with trees – then there are the most beautiful streams about I ever saw - full of Trout. John Keats 1819

The limited crossings over the River Itchen and the steep hills on the east bank, were a less attractive development option than the accessible and gently rolling downland to the west. This has resulted in the City within the old walls retaining a close and visual relationship with the river valley both to the north on Winnall Moor and to the south in the Water Meadows, and the hills to the east. Proposals are emerging in plans for the Central Area of Winchester to develop and exploit the system of waterways, in the form of brooks and culverts, so that they, along with the river, play a stronger visual role in the City.

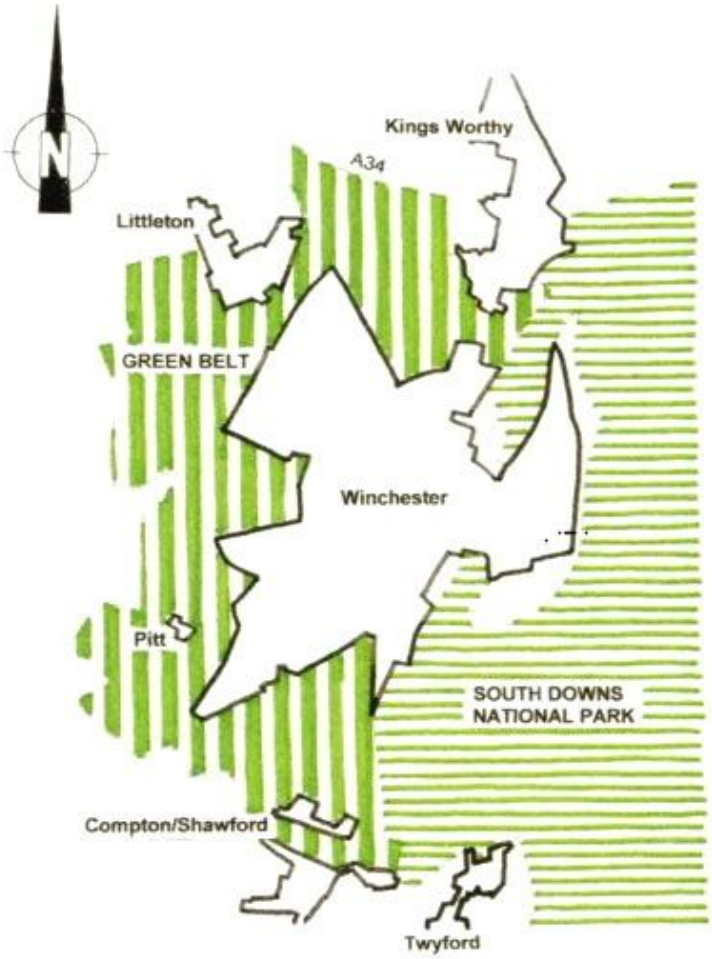
Today views east from the High Street of St Giles' Hill, the close presence of the river and its tributaries to the city centre, views of the tree covered city from Magdalen and St Catherine's Hill, are a constant and inspirational reminder of the attractive relationship of city and landscape.

The vision of the Trust is that this special and valued landscape setting of the City is conserved and maintained. That topography and trees should continue to be the dominant features in the city landscape, and buildings be subservient in height, bulk and colour.

To the west the suburbs of Harestock, Weeke,Teg Down and Olivers Battery beyond a ridge line of trees that bounds the City, are less visually connected to the City than Stanmore, Badger Farm, Fulflood and Highcliffe, that have developed within the river valley.

The constraints caused by the M3 and the South Downs National Park to the east, the accepted need to maintain a gap between Compton, Shawford and Twyford and the south of Winchester,(with the requirement for development at Bushfield to have a minimum impact on the landscape), places the focus of growth in the future on the river valley to the north of the City and the downland landscape to the west.

Green Belt designation



The National Planning Policy Framework, originally published in 2012, and superseded by a revised version in 2018, sets out policies to which local plans must comply. The Framework confirmed the importance Government attaches to Green Belts. Paragraph 134 states that they have five purposes:-

- **to check the unrestricted sprawl of large built-up areas**
- **to prevent neighbouring towns merging into one another**
- **to assist in safeguarding the countryside from encroachment**
- **to preserve the setting and special character of historic towns**

and

to assist in urban regeneration, by encouraging the recycling of derelict land and other urban land.

It is contended that purposes c and d are particularly applicable to the setting and character of the historic City of Winchester. Planning is about protection and development. The landscapes at Pitt Manor Farm and Barton Farm were not protected. Despite local gap and nature conservation values, 20 hectares of land at Bushfield Camp to the south of the City adjoining the National Park, have been designated for employment use.

To complement the designation of the National Park to the east, the Trust has argued that to assist in safeguarding the countryside from development and to protect the landscape setting of the City that Green Belt should be designated to the west and south of the City. As well as affording protection of the downland landscape and agricultural land, a designation would strengthen the value of gaps between the City and Littleton and Pitt.

In answer to the Trust's representation for a Green Belt during consideration of the policies in the Winchester District Local Plan Part 1, the Planning Inspector in his Report (February 2013 paras. 139,140) said that designation of a Green Belt 'would therefore partly prejudge complex decisions about the long term future of Winchester that the Council is not in a position to realistically do at the present time. There is no current necessity for a Green Belt around the town'.

This powerful and recognised 'planning tool' is currently under threat, on the grounds that such designations impede economic development objectives. Nonetheless and mindful of the Panning Inspector's comments in his Report of 2013, the Trust will seek to argue the value of a Green Belt for Winchester during the course of the Review of the current Local Plan.

Tree planting

Trees are a vital component of Winchester's landscape. Many trees are mature and will need replacing over a period of time. This process needs to be planned and a long term management plan should be prepared and implemented.

Many of the trees in the City are in private gardens. Where these gardens are developed, measures need to be taken not only to retain and protect the trees, during the course of construction, but to provide sufficient usable garden space around them, to avoid new owners wishing to fell them because they are a nuisance or create too much shade.

If growth, as proposed in Chapter 7, is to be to the north, either side of Andover Road and north of Well House Lane, the Trust's vision is for forward planting to take place, based on a landscape appraisal. This would identify constraints and opportunities to protect trees and views, the setting of Winnall Moor and the wider landscape to the east; the quality of the approach into Winchester along Andover Road, and carry out advance tree planting. Landowners have already established

tree planting belts on the east side of Andover Road, near Three Maids Hill, which provides a good example.

Vision 2 A Green Belt is designated to the west and south of Winchester

Vision 3 The brooks and streams running through the eastern end of the City centre are given a strong landscape setting to create a valuable and attractive asset.

Vision 4 A survey and management plan is prepared and resources made available to maintain trees in the City.

Vision 5 A landscape appraisal is prepared before any growth is considered to the north of the City.





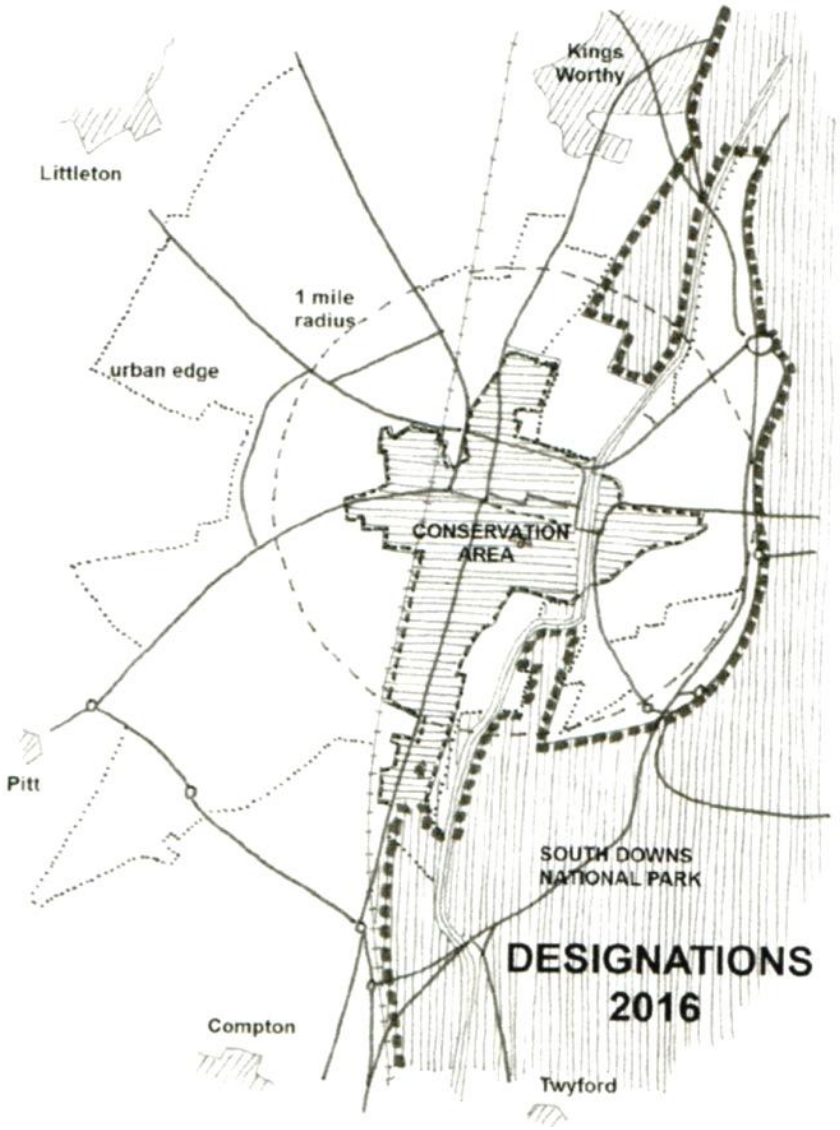
CITY OF WINCHESTER TRUST

A VISION FOR THE FUTURE OF WINCHESTER

Chapter 3 CONSERVATION

The City of Winchester's primary asset is its history, reflected in its buildings, streets and landscape. Winchester attracts large number of tourists who make a major contribution towards the local economy.

How should the City protect and promote its heritage?



Heritage is the legacy of history and its artefacts that we have inherited through archaeology and surviving buildings and streets. Of these Winchester has an abundance.

The walled town of Roman Winchester was placed in a valley landscape, and originally constructed for military purposes. It developed as an administrative and ecclesiastical centre along with Hyde and St Cross, with layers of development over the course of a thousand years, to make Winchester one of the finest cathedral cities in England.

The City centre and the suburbs are now subject to constant development, with skips and scaffolding now part of the everyday scene. Planning permissions for change of use, alterations, extensions, redevelopment and new development, generate pressures for growth, increased demand for services and more traffic and parking.

These pressures and the need to improve infrastructure, if not recognised and handled sensitively, can have an adverse and irreversible impact on the relationship

of the City with its historic landscape setting and wildlife, and erode the character of the streets and buildings in the City centre.

The City is subject to the pressure of renewing and repairing gas, electricity and water services and vehicles parking on pavements. This activity often takes place where new paving has been laid. Poor reinstatement and damage often introduces a shabby appearance to historic streets and the setting of buildings. A higher standard of management is required to improve the condition and appearance of roads and pavements.

It is in the City centre, Hyde and St Cross, where the great legacy of historic buildings and streets are to be found. The responsibility is to ensure that this legacy is maintained and enriched.

Conservation Policy

Words like legacy and character need to be defined, to become helpful and useful. A conservation area for the centre of Winchester was one of the first to be designated in the country in 1969. It was later extended to include Hyde and St Cross. The conservation designation needs to be reviewed and underpinned by a character analysis which explains the historical significance of buildings, streets and spaces and the components of architectural form, elements and materials that provide the valued use and appearance of buildings. Such an analysis was carried out and adopted in 2002 with the publication of the Winchester Conservation Area Project prepared by Urban Initiatives and Alan Baxter Associates. This study, which included a Conservation Area Appraisal and Conservation Area Review, needs to be reviewed and updated, to provide guidance to understand and identify the legacy and character that should be conserved when considering proposals for new development.

To produce a conservation area character analysis and to apply its findings to guide new development and conservation requires knowledge and skill. This is the responsibility of the City Council. The City was fortunate to escape the consequences of a proposal to introduce a three-quarter ring road into the City in 1968. Following that time awareness of the value of historic towns grew and the City benefited from enlightened conservation policies from both Hampshire County Council and Winchester City Council until the last few years when these resources have dwindled. It is important that the City Council continues to retain skilled staff to produce and manage conservation policies. The Trust is encouraged that the City Council is carrying out a pilot study reviewing parts of the Winchester Conservation Area and is pleased to be helping with the survey work.

The importance of national heritage is recognised through designations such as listed buildings and scheduled ancient monuments. There are buildings of local importance by virtue of their local history and architecture that merit recognition through the production of a Local list of buildings of architectural and/or historic importance. The Trust has been seeking compilation of such a list for some time and has offered assistance to the City Council.

New development

An important and extensive development within the conservation area will be the Central Winchester Regeneration scheme, formerly referred to as Silver Hill. The Trust will want to see proposals that will add to and enhance the conservation area through the quality of buildings and spaces, and extend the pattern of streets and pedestrian routes in the City centre. Excavation of these sites will hopefully add to the knowledge of the archaeology of the City.

Although they are outside the conservation area the Station Approach and Cattle Market sites proposed for redevelopment should be considered as an extension of the conservation area, and spaces and routes that create improved connections between the station, the City centre, Peter Symonds College, the Hospital, and the University of Winchester should also be considered.

It is vitally important when these major developments are being planned, that they are considered within the context of the City as a whole. The Trust believes that this would be effectively achieved if a citywide Urban Design Framework was produced, as proposed in Vision 1, set out in Chapter 1.





Vision 6 A higher standard of management is achieved to maintain the condition and appearance of roads and pavements.

Vision 7 A review and update of the Winchester Conservation Area Appraisal is carried out.

Vision 8 A review of the Winchester Conservation Area is carried out and published.

Vision 9 A local list of buildings of architectural and/or historic interest is compiled.

Vision 10 New development in the Central Area and the Station Approach Area is completed and that both developments enhance the character of the City.

CITY OF WINCHESTER TRUST

A VISION FOR THE FUTURE OF WINCHESTER

Chapter 4 LOCAL ECONOMY

This chapter sets out the current employment scene and questions whether the development being proposed today is fit for purpose by the time it is built, or whether there is a more sustainable route for Winchester to take.

Should uses such as small businesses, education, retail, health and cultural activity be promoted more to assist the local economy?

Economic overview

Historically the major contributions to the economy of Winchester, as a county town, have derived from the church, it being the seat of the Diocese of Winchester, with its cathedral church, which attracts many visitors, the judiciary with the Crown Court and education at Winchester College. More recently, the public sector has had a significant presence in the City with Hampshire County Council, Winchester City Council, the Royal Hampshire County Hospital and the Prison.



The public sector organisations have been subject to structural reviews. There has been a reduction in the presence of Hampshire Police in the City and staffing levels in local government have been reduced and its organisation could be subject to major change if the concept of a unitary authority is developed for Hampshire.

One area where there has been an expansion over the last few years, is in the education sector, particularly at the University of Winchester and Peter Symonds sixth form college. This sector is covered in more detail later in this chapter.

The public sector continues to play an important role in the local economy. The high prices of houses in Winchester means that an increasing number of people working in this sector cannot afford to live in Winchester and need to travel in and out of the City.

The current economic conditions

At one level Winchester is a prosperous City with a low level of unemployment. In 2011, unemployment in the UK was 4.4% and in Winchester it was 2.3%. In October 2017, the figures were similar. In the UK, 4.3% and in Winchester 2.5%. It could therefore be argued that there is no great need at present to generate development to create more employment.

However if employment in the public sector were to contract, this would have an adverse impact on the economy of the City.

The Trust believes that while there may not be a compelling case to attract newjobs, there is a need, in the interest of the wider planning context, to generate employment policies that create high quality better paid jobs that offer the opportunity for people to both live and work in the City.

References to the economy in parts 1 and 2 of the Local Plan support this approach. They identify the employment sectors for Winchester that are important and should be encouraged; education from primary to university level, creative and media industries, the professions and knowledge based activities. All these the Trust supports as being important for Winchester.

The future of the retail sector, both nationally and locally, is difficult to predict. A significant decline in the number of shops would have a significant impact on the character of the town centre. One asset that Winchester has in abundance is its heritage. The contribution that this can make to the local economy needs to be nurtured and developed.

The Trust believes that new thinking should be given to the future of the retail economy and the opportunity to develop the economic potential of heritage related activity.

Retail and restaurant sector

While accepting the retail sector is an important part of Winchester's economy, its size and contribution in the future is uncertain. Its ability to increase that contribution is even more doubtful. Background economic papers suggest that the Council has a key aim of increasing the size of the retail sector and its contribution to Winchester's economy*.This seems unduly optimistic on two grounds. First Winchester is not able to promote itself as a key strategic location, largely because of its proximity to competing towns such as Southampton and Basingstoke; and furthermore Winchester's size is too small for a retail destination. Secondly media announcements about the performance of retailers in the UK over the Christmas 2017 period and for some time before support the view that the retail sector is weak and the bad news of shops closing and retailers' poor financial performance has continued into 2018.

At a national level, statistics** reveal the problems afflicting retailers. There has been a decline in footfall (down 12% in 10 years) and reduced numbers entering shops (down from 15% to 10%). When you allow for the increase in population over 10 years the real rate of decline has been significantly higher. At the same time there has been a move for some time towards the use of retail parks and online trading,

Online has been growing at more than 10% per annum and reached 16.5% of market share in 2017.*** It is anticipated online trading will continue growing at between 10% and 20%. A further significant impact on retail is likely to take place in the large convenience sector with delivery companies (eg Ocado and Amazon) setting up direct supply chain arrangements with the farmer and food processors thereby cutting out the role of large stores. In addition to these trends there are also increased costs which are imminent such as labour with the rise in the minimum wage, business rates, a weak exchange rate and costs connected with new data protection regulations.

In Winchester the health of the retail sector may be better than the national picture but there is evidence of it suffering as well. A significant number of retailers have left Winchester since January 2016 and there are rumours about a number of existing businesses facing difficult trading conditions. It is true that there are not many empty shops compared with other medium size towns but it is possible that the new retailers taking space recently in Winchester have temporary favourable arrangements and when they end, they may not survive for very long. While Winchester can claim to be different from many towns of a similar size because of its heritage attractions, it would be wrong to ignore the powerful factors adversely affecting the retail sector nationally.

Over recent years there has been a substantial increase in the number of restaurants and coffee shops in Winchester, which is in line with national trends. But restaurants and coffee shops are facing the same range of cost increases as retailers. There are also nationwide statistics which indicate restaurants are suffering from lower margins, lower profitability and some chains are reducing their size and restructuring. There is also data showing that the fast food sector is experiencing more growth with home deliveries which is likely to indicate a reduction in the number of people eating outside the home. These factors are likely to affect the restaurants and coffee shops in Winchester as well.

In view of the national scene it would be a sensible precaution for Winchester to be prepared for the factors affecting the retail and restaurant sectors nationally to impact on Winchester as well and consider ways of protecting and strengthening its economy.

* Source: 2 Winchester City Council (WCC) documents in the Economy section of the evidence base for planning policy:

Winchester Retail Study by Nathaniel Litchfield & Partners 2014 Update paras: 2.8, 2.9-11 and 3.14; Winchester Workspace Demand Study by SQW July 2013 for Hampshire County Council and WCC. Also see WCC Local Plan Part 2 para: 3.2.3

** Source: Springboard research ‘UK 22017 Footfall Review (www.spring-board.info); also Retail Destinations report by NPD market research group (www.npdgroup.co.uk).

*** Source: Centre for Retail report ‘Retail at Bay 2018' (www.retailresearch.org)

Providing for the workplace in the future

The needs of businesses and the nature of the work place are changing which mean offices will need to adapt to suit new ways of working.

Since the turn of the century ‘agile’ working agreements have developed across a wide range of businesses and Hampshire County Council adopted this approach ten years ago. This is spreading across the professional service sector, with companies introducing employment contracts which no longer require their employees to visit their offices at set times. Many of these businesses cannot accommodate all their employees simultaneously and operate on the assumption that many employees will hot desk or work from home.

There is an emerging trend for groups of businesses to operate in a building around shared service space. The traditional office block is now being reimagined as flexible workspace which integrates with a town's leisure, arts and café culture to blur the boundaries between work and play. This trend has been exploited by the American company Wework which has grown rapidly in 8 years and hires out office space for long or short periods with shared facilities. Others are offering other people's homes as flexible work premises (eg Vrumi and air-biz-nb)

Winchester will need to adapt and respond to these new ways of working. The traditional planning practice of the separate allocation of land for housing and employment ought to be reviewed and the following steps adopted:

1. Providing housing close to workplace facilities of the sort provided by Wework. To achieve this there should be consultation and collaboration in advance, involving developers, commercial letting agents and Winchester Business Improvement District. These arrangements could reduce the need to travel and provide areas that promote more social interaction.
2. Planning policy should recognise and provide for the requirement of people to work at home, which may require larger dwellings supported by good broadband services.

The economic potential of Winchester's Heritage

Opportunities should be taken to generate development that is of a scale and character that will add to the vitality of the City, that promotes Winchester's unique place in English history and which will comply with the emerging Movement Strategy for Winchester.

The Trust supports the emphasis the Local Plan gives to the protection of Winchester's character and heritage, when setting out the economic sectors to be encouraged, but there is too little about the potential of using Winchester's heritage and culture in developing its economy. Winchester is embedded in the heart of English history. Its major attractions include the Cathedral, Winchester College, the Hospital of St Cross and the Great Hall. Winchester should build on these invaluable assets to promote the City's heritage.

There is support for this in a number of papers published by Historic England about the contribution heritage and the historic environment makes to economic prosperity. All the categories are relevant to Winchester. They include national and international visitors, which are forecast to grow; direct and indirect employment connected to heritage; maintenance, repair and conversion of heritage assets; volunteers; and the social value of wellbeing which is generated by an attractive ambience.

Winchester could follow other historic cities by encouraging traditional craft activities such as glass blowing in Bath, and jewellery in Brighton and York. In contrast Winchester's crafts are hidden in rural retreats and invisible to our visitors. The provision of flexible use workshop spaces could well attract such businesses.

Visitor attraction and cultural activity

The Trust believes more could be done in promoting and projecting Winchester in cultural terms. It has the possibility of offering all the basic ingredients to host major culture attractions of international importance, such as a fine museum and a multi-purpose hall, with a bias towards music. Plans to develop the central area of the City centre offers Winchester the possibility of implementing some creative ideas. Winchester has a special place in the history and development of England and the central area regeneration programme has a once in a lifetime opportunity to promote cultural development.

The case for a bigger museum

The City is engrained into the history of England, and reflects all the historical layers from pre-Roman to the 21st century. The English language evolved out of Winchester from the time of King Alfred, and the Domesday document promoted by William the Conqueror, was master-minded in the City. These two major historic events alone justify some form of celebration. Their significance can be supported by the results of archaeological programmes organised by Professor Martin Biddle in Winchester in the 1970's and 1980's, when material was discovered, that is still being researched and published. Much of the discovered material has never been displayed. As well as this valuable resource, the Hampshire County Council Museum Service is custodian of a silver and pottery collection, of national importance, which has never been put on display. There is a wealth of material, which reflects Winchester's primary place in history that is waiting to be shown and displayed to tell the unique story of our City.

The case for a multi-purpose hall, suitable for musical activity

Winchester has the ideal backdrop to provide a leading venue for a national level concert hall, capable of attracting leading performers and small orchestras. The hall should be flexible enough to offer a wide selection of entertainment, films, lectures etc, similar to the role of the Turner Sims Hall, at the University of Southampton, which caters for an audience of about 43O.Winchester has no small to medium public auditorium, other than the Theatre Royal, with its very specific theatrical characteristics. There is a gap between the Discovery Centre Performance Hall at 200 seats and the Bapsy Hall in the Guildhall at 620 seats. Neither is acoustically suitable for musical activities. A purpose built auditorium with a seating capacity of

300-400 seats, designed specifically for acoustic music is required, which would provide a stimulus and focus for the City centre.

In 2015, the Trustees of the Winchester Chamber Music Festival, wrote an unsolicited report for Winchester City Council making the case for a proper space for music making. The report included an outline brief for the building, models of the capital and revenue implications and a draft proposal for procuring the project. This initiative needs to be pursued and developed.

A museum plus a hall would create a major attraction, that could meet the aspirations of local people and the wider world, where people have great expectations of the City of Winchester and what it has to offer. They should be centrally located, to provide a vibrant focus and hub to promote Winchester and its history. The opportunity ideally exists for their development to take place in the Central Regeneration Area of Winchester.

These venues could then be connected to all the subsidiary places and attractions around the City. They could be the base for a series of trails embracing key buildings and places of interest along a variety of routes, explained through the use of smart phone applications.

Education

Winchester is now a major centre of education, with eleven primary schools, three secondary schools, a sixth form college, two public schools, one preparatory school, two special schools, and two universities. The full time student population has grown in all sectors from primary to university level, from 12,064 in 2009 to 21,540 in 2017. This large number of students require a support staff of teachers, assistants, administration, cooks and site workers.

This sector is a major part of Winchester's economy, which is set to grow as the population of the City increases. We know that a new primary school is planned as part of the Barton Farm development and there are aspirations for university education to expand further. But with the cost of funding university students likely to change there are doubts about whether the growth aspirations will be fulfilled. If they do occur then this will require the construction of teaching accommodation and the provision of student accommodation both on and off campus. The latter will enable houses, which have been converted and rented to students, to be reinstated as general purpose housing.



Vision 11 Development in the City centre should increase the stock of small creative and business enterprises.

Vision 12 Planning policy for the need for additional retail development is reviewed, to take into account changing patterns of shopping.

Vision 13 A new museum is built that displays the role of Winchester in English Anglo Saxon history and development of the English language.

Vision 14 A new multi-purpose hall is built, which caters for music making

Vision 15 The Universities of Winchester and Southampton, if they proceed with their expansion plans, should produce masterplans to accommodate future growth, on and off campus, for the expanding student numbers

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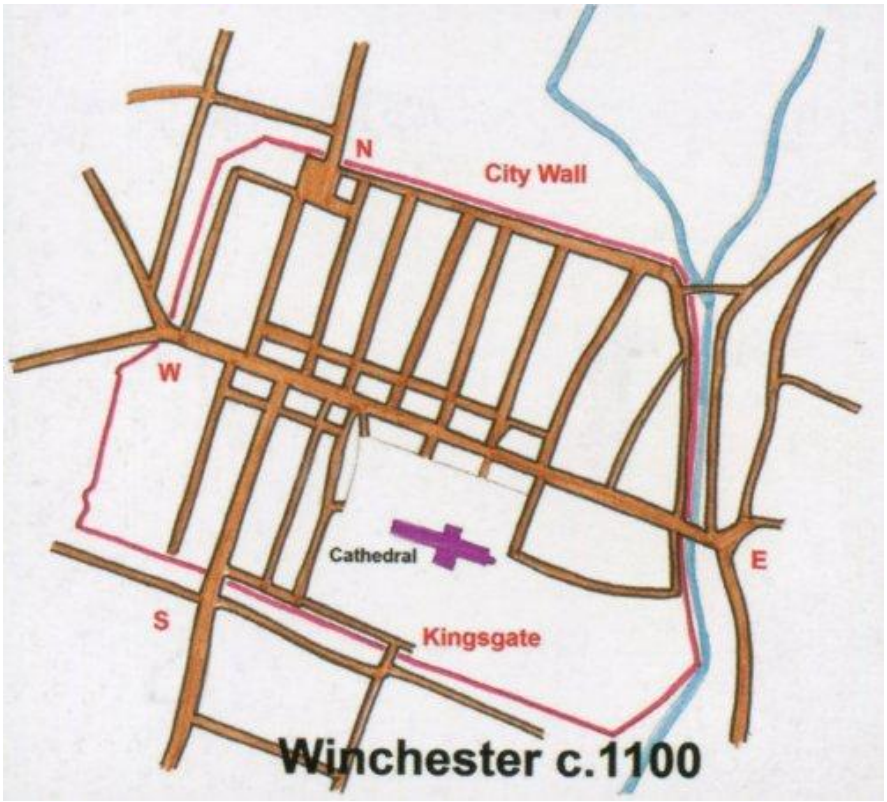
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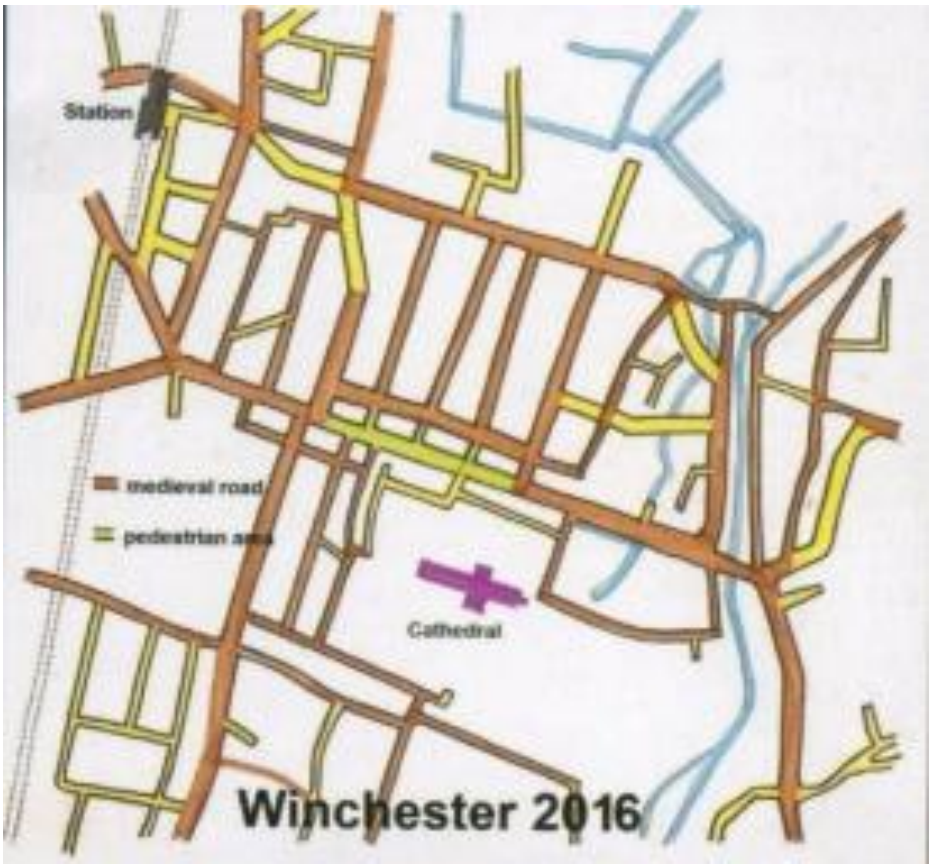
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Chapter 5 MOVEMENT

The Trust and other organisations have for many years been debating the issues of traffic congestion, air pollution and their impact on the health and enjoyment of living in the City. This chapter sets out some ways of alleviating these problems.

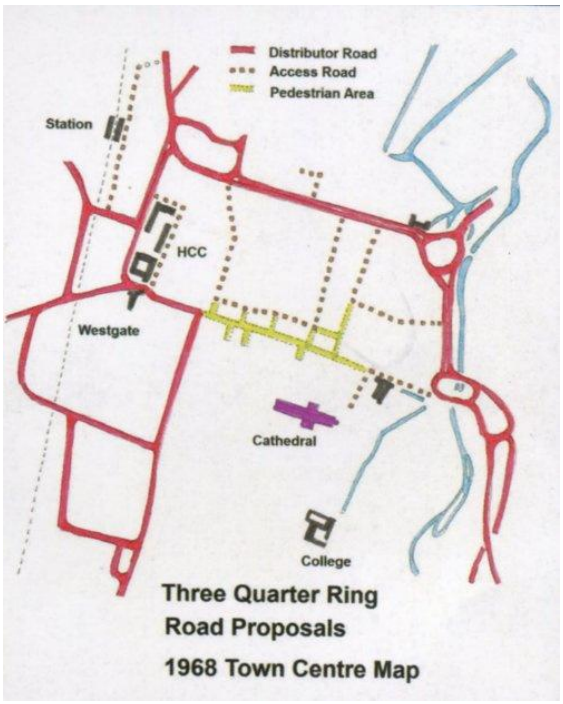
How much protection should be given to the historic City Centre by reducing traffic and parking?





With its origins as a walled town, sited on a crossing point of the River Itchen, served by radial roads, Winchester was a place of destination. This situation remained

almost unchanged until the 20th century. Then concerns mounted about the amount of traffic between the Midlands and Southampton, coming through the City centre on the A33 and the A34.



In 1933 the A33 Winchester By-Pass was opened on the eastern side of the City, which was succeeded by the M3 in 1994. In 1969 the Kings Worthy Link Road was opened to remove A34 traffic from the City centre. At the same time the number of railway stations serving Winchester in the local area was reduced from eight to three. Alresford, Itchen Abbas, Kings Worthy, Sutton Scotney and Chesil were closed, leaving Shawford, Winchester and Micheldever.

In 1968 a proposal for a three-quarter ring road in Winchester was promoted, and except for a section constructed in Sussex Street, the scheme was abandoned, as the value of historic towns and the principles of conservation became more appreciated. In 1974 the central section of the High Street was pedestrianised.

The post-war growth of suburbs to the west of Winchester and the decentralisation of industry and supermarkets, together with the lack of east-west routes around Winchester and the rapid rise of car ownership, has introduced high levels of traffic and parking in the City centre and suburbs. The medieval streets within the walled area of the City and the Victorian suburbs are not equipped to accommodate this growth of traffic, and their historic and architectural character is being eroded.

It would be naive to believe that in the foreseeable future, the desire and demand to own and use a car in an affluent city like Winchester can be swiftly reduced. What can be done is to introduce measures that are seen to mitigate the impact of the car on the character of the City centre and make it a more pleasant and comfortable place to be in, whilst at the same time maintaining the vitality and viability of its day and evening economy.

Streets and spaces in the City centre are being devalued by traffic and parking, Both are visually intrusive, create noise, affect air quality, and make life unpleasant for pedestrians moving around. Measures are required that offer feasible and attractive encouragement for alternative ways to using a car, to move in and around Winchester.

Parking

City centre car parks are one of the generators that attract cars coming into Winchester. The Trust believes that to make the City centre a more attractive and comfortable place, the three ring approach to parking as set out in the current Parking Strategy, should be amended to reduce the amount of car parking in the City centre as follows:-

- **City Centre - defined as the old walled City.**

Here the objective should be to reduce car parking provision to a minimum, for use by those who regard centre parking as essential, e.g. the Brooks Centre car park for disabled drivers. Surface car parks should be released for development to restore streets and the built fabric that once existed.

- **Car Parks outside the old walled City - Chesil, Durngate, Tower Street, the former Cattle Market in Andover Road and Worthy Lane - to be used for short stay parking and regarded as Park and Walk sites, with good pedestrian links being created into the centre.**
- **Park and Ride car parks - Barfield, St Catherines, South, Winchester Village and the proposed site north of Kings Barton - establish a ring of long stay sites with bus services into the City centre. The introduction of Park and Ride offers real convenience and encourages people not to bring a car into the City centre. With this network of Park and Ride sites around the City, their bus services should stop at the edge of the old City wall and so reduce traffic in the centre. This arrangement has been successfully introduced in Canterbury. This extends the concept of Park and Ride sites to ally with Park and Walk. Some creative thinking for alternative ways of connecting Park and Ride sites to destinations should be explored. The line of the old railway between South and St Catherines/Barfield Park and Ride could be served by an on/off rail bus, extended to serve the proposed development at Bushfield and possibly stretched to serve Badger Form and Sainsbury's.**

Some elements of this three-tier approach are beginning to emerge, particularly in the outer car parks, but more needs to be done if Winchester’s attraction as a place to visit is to be enhanced and the domination of road traffic is to be reversed. The benefit will be to reduce the need for traffic to come into the City centre to look for somewhere to park.

Private parking

The other major category of parking in the City centre is on-street parking for residents, off street parking for employment and residents and parking needed for

deliveries. To encourage reduction in this category a variety of policies need to be developed.

- **Increase the attraction of using trains, buses, taxis, cycling and walking**
- **Introduce policies to restrict parking provision for both work places and homes**
- **Increase charges to deter on-street parking and work place parking**
- **Encourage easy to use car hire/car clubs**

Delivery vehicles

Vans and lorries clutter up the streets in the City centre and damage pavements. Measures to restrict the hours that service and trade vehicles can service City centre shops, businesses and residents should be developed and implemented.

More radical measures could be introduced, by providing perimeter warehouses, where large articulated lorries can deliver goods for onward dispatch to shops and businesses by small electric driven vehicles.

Traffic generated by internet shopping could be reduced by establishing a network of click and collect centres. An example is the collection point at Waitrose in Weeke, where goods ordered from John Lewis can be collected. Collection points could be created at the railway station and the City centre, Sainsbury at Badger Farm and Tesco at Winnall.

Vehicular access

Restrict vehicular access to the narrow streets to the north and south of the High Street to the emergency services and ‘essential’ users such as refuse collection vehicles.

Outer ring road

In 1968 an inner three-quarter ring road was promoted and later abandoned. Since then a three-quarter outer ring road has evolved - A34 kings Worthy Link Road, M3 and the Badger Farm Road. The missing one-quarter link is a western by-pass, linking the junction of Romsey Road and Badger Farm Road to Three Maids Hill/A34, via Flowerdown crossing Stockbridge Road. The construction of this in an unobtrusive cutting, following a route tight onto the boundary of the Royal Winchester Golf Club and the existing urban edge would then complete an outer ring road. This would offer the objective and benefit of removing some through traffic from the City centre. The road would define a boundary for the urban edge on the west side of the City.

Pedestrian zone

Reducing parking and through traffic in the City centre offers the opportunity of extending pedestrian zones. Potential for shared areas for pedestrian, and vehicles, or complete pedestrianisation, can be assessed and developed for the section of the High Street between Southgate Street and the beginning of Romsey Road, Southgate Street, St Georges Street, Jewry Street and the Broadway. Development

proposals for the Station Approach area and the Central Regeneration area offer real opportunities to improve pedestrian routes and areas.

Creation of these pedestrian zones, which includes the precincts of the Cathedral, should be allied to the removal of much street furniture and signage, which diminishes the appearance of streets in the City centre, and also better repair and maintenance of paving. (nb Vision 6)

Cycling

Winchester is a hilly city. Roads and streets are narrow. These conditions are not altogether attractive to promote cycling as a major contributor to reducing use of the car. Nonetheless there is a need for improvements to facilitate cycling, particularly now that the Bar End Leisure facility is to be developed, which is distant from most of the residential areas in the City.

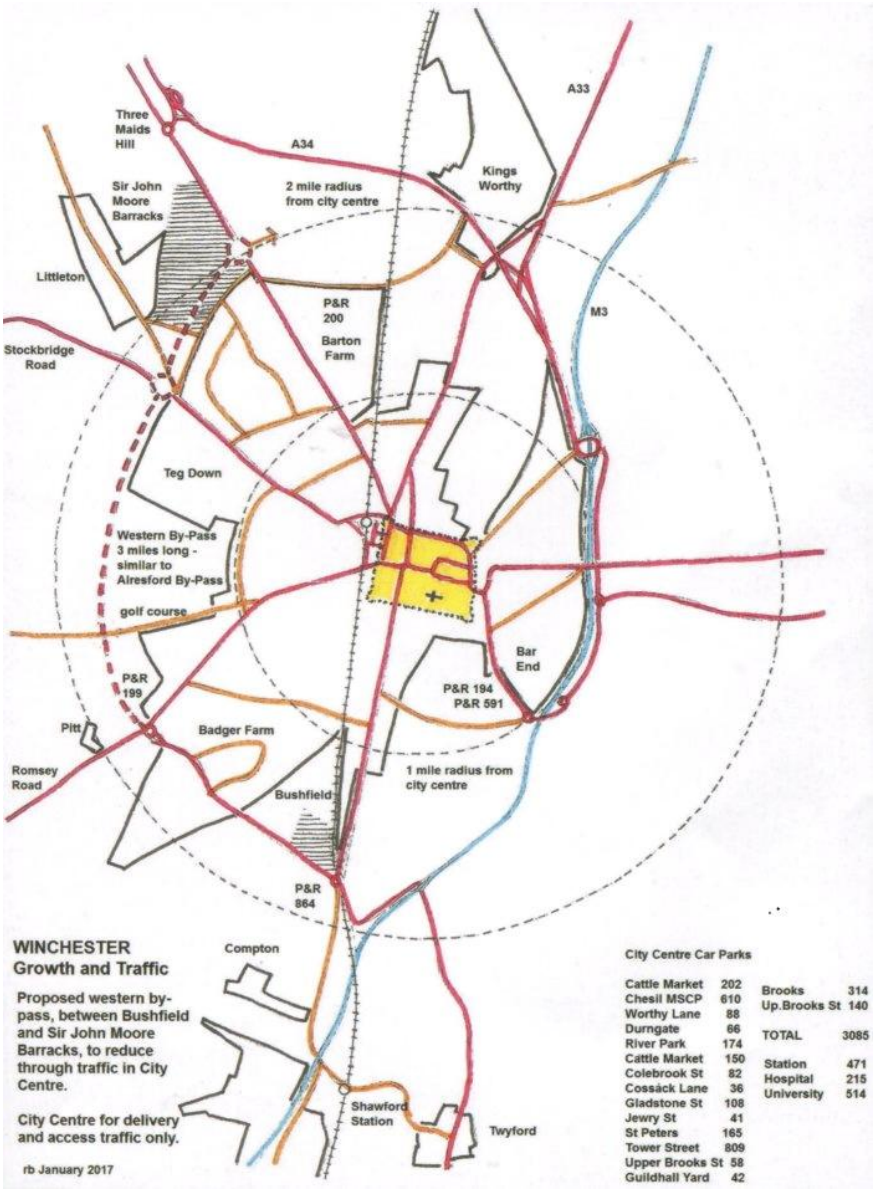
There is a good opportunity to introduce cycle routes into the largely flat and attractive valley of the River Itchen. The potential exists to develop the existing paved cycleway from Hockley to Domum Road so that it extends from Kings Worthy through the City centre south to Shawford, Eastleigh and Southampton. This would be a flat, attractive, quiet route away from roads and traffic. These qualities are to be found on the cycleway from Cowes to Newport alongside the River Medway, on the Isle of Wight. This route is well used by people going to work, school and for recreation.

Buses

In theory reducing City centre car parks, promotion and development of Park and Ride sites should lead to a reduction in traffic on roads and enable buses to offer an improved service. To terminate routes on the inner edge of the City centre - the line of the city walls - would contribute to the reduction of traffic in the City centre.

In some of the suburbs the passage of large buses is impeded by on-street parking by service vehicles and large 4x4 cars whose size exceed the size of the parking bay. In these areas the use of smaller buses would offer an improved service.

Buses are an extension of the principles of park and ride when they serve the many villages around Winchester. Measures for bus timetables to cover more hours, particularly in the evening would encourage their greater use for those coming into the City to work, shop and for entertainment.



Trains

Apart from the closing of the goods yards at Winchester Station and the electrification of the line in 1967, the London to Southampton railway line through Winchester, is little different from the day that it was opened in 1840.

With only three stations - Micheldever, Winchester and Shawford - in central Hampshire, the potential for greater use of the line appears not to have been considered. Establishment of additional stations at St Cross/Mead Road and Kings Worthy/A34 would increase opportunities for passengers to use the train for local and longer journeys. In turn a station at Kings Worthy/A34 could combine with a Park and Ride site, to extend the network of outer edge sites.

Further afield improved long term parking arrangements to encourage use of travel by train into Winchester, need to be explored at Micheldever and Shawford stations.

At the time of writing, Hampshire County Council and Winchester City Council, are working together to produce a City of Winchester Movement Strategy. If it is to

address the many problems that traffic and parking bring to Winchester, will need to be creative, innovative and bold, in its approach to producing solutions.

Vision 16 A Transport Strategy that promotes and implements policies that removes all but essential traffic and parking from the City centre.

Vision 17 The 3-ring approach to car parking is amended to meet the demand and the needs of the local economy, and promote the attractiveness of the City centre.

Vision 18 Restrictions are implemented to reduce access for delivery vehicles in the City centre

Vision 19 A feasibility study, in conjunction with the release of land at Flowerdown, is undertaken for the construction of a western by-pass, to see if it would offer a real benefit of reducing traffic entering the City.

Vision 20 With increased pedestrian areas in the City centre, a programme to remove the clutter of street signage is carried out.

Vision 21 A feasibility study to make greater use of the London to Southampton railway line by building a new station at Kings Worthy where the line crosses the A34 and at St. Cross/Mead Road is carried out.

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Chapter 6 HOUSING

Housing should be a concern for all of us. Across the country, the way in which housing development is being delivered is not working. There is a whole swathe of our society that is unable to afford a home, and years of government policies have failed to solve this major issue. We are in danger of unbalancing and alienating a good percentage of our population.

In the Local Plan sufficient land has been allocated to meet current housing demand. However more land is going to be required in the future. This chapter looks at the need for housing in more general terms, recognising that the current way of providing housing is disappointing on a number of fronts and does not really address some fundamental problems, and suggests some answers.

How should the provision of housing in the future be considered?

Housing development is a major user of land. Development of the western suburbs and Barton Farm has expanded the City, extended travel distances, and made the City less compact. If it is demonstrated that there is a legitimate need for more housing development and there is a desire to stop the City from spreading further out into agricultural land, then there is a case for new housing to be built at higher densities and to be more affordable.

Population projections from the Office for National Statistics for Winchester, show that from 2012 to 2032 the City will grow by 14%.

A best and worst area to buy houses survey, conducted by Adzuna in 2013 showed:-

	Average Salary	Average house price	Multiple
Chichester	£25,301	£391,778	15.5
Winchester	£29,662	£401,090	13.5
Wolverhampton	£27,351	£206,330	7.6

For some time now the City of Winchester Trust has been concerned at the way in which new large-scale housing development is being approached and delivered by developers around Winchester.

Planning regulations seem to indicate that a density of 35-40 houses to the hectare is the acceptable level to which developers should aspire. Roads have to be designed to provide certain pre-determined widths, depending on their function as spine roads, feeder roads or cul-de-sacs. Some roads have to have pavements alongside with lighting at specified intervals, all of which combine to produce a ubiquitous and soulless development. The Trust believe that planners, designers and developers should be producing housing developments that exhibit a sense of place and belonging, of which all can be proud.

Higher density, in housing terms seems to have become a word regarded with suspicion by the public and perhaps many in the planning profession. It is difficult to understand why, as there are any number of examples which are considered a delight to live in and visit. For example Cotswold villages, local small towns such as Rye in Sussex and many others have higher densities, but at the same time provide both harmony and a sense of place, which is a delight to be a part of, either as a visitor or as a place to live. The Victorian and Edwardian suburbs of Winchester are at a high density and are much sought after. Perhaps one of the reasons for suspicion is that there are so many badly designed housing estates around. It should be recognised that excellent design and layout, must be part of the deal to obtain planning permission for higher densities.

Vehicle movement

The most difficult part of planning a mass development is vehicle parking and movement. The car requires road and parking space.

Requirements to provide for vehicle movement greedily soak up valuable space, and the ratio of house + garden to vehicle space requirements must be close to 60:40. The visual result of providing a functional vehicle movement strategy is that it dictates a housing layout and is the dominant feature of any large scale housing scheme, providing a linear ribbon layout that is alien to a cohesive, friendly, neighbourhood. The environment created by a road system is often exacerbated by parking arrangements and creates increased need for unsustainable use of the car.

Housing layouts

A further planning layout problem is the mix and disposition of the housing that inevitably follows a road system. As a result estates lack any focus and there is little or no place-making or incentive to create neighbourhood cohesion.

The situation is not improved by most developers relying on layouts, house types, and materials based on their previous estates, so generally there is a similarity about housing schemes, no matter where they are situated in the country. Developers also prefer to provide a predominance of single houses generally about a footpath width apart. This makes for an indifferent design and layout pattern.

Social behaviour

The social issues concerned with mass housing are not generally on any developer's agenda. A traditional village for example does, through its tight- knit layout, encourage interaction between all ages whereas, low density, road dominated development tends to divide and estrange neighbours.

Political

All political parties are committed to providing more housing throughout the U.K. Land for buildings, particularly within the central, and south east areas of the country is difficult to find and therefore at a premium. Land that in the past has been considered sacrosanct is no longer necessarily the case. Much of the land close to towns and cities is now likely to be considered for its development potential.

Local Planning

Housing scheme proposals are put together using rules set out by local authorities with guidelines from central government. Within the guidelines there is information concerning housing density generally set at 30-40 houses to the hectare, car parking requirements based on bed spaces, widths of roads if they are to be adopted, the mix of housing including a number required as affordable (generally 40%), and there are other guidelines but these are the ones that set the pattern of an estate. So if a layout is submitted for planning approval these are the rules that have to be followed. There is no real incentive to think laterally. This situation is exacerbated by approval taking, in some cases, well over a year to come to a conclusion by local authorities. No wonder developers follow the rule-book and housing estates have a similarity about them wherever they are in the country.

A housing estate of 1000 house is now becoming a regular occurrence, and often it is a good many more. In the case of Winchester we have 2000 agreed at Barton Farm to the north of the City. To put this into some sort of context, most reasonably sized villages are around 600 dwellings. Some Cotswold villages are 60 to 70 to the hectare and the area that is covered is more compact.

Benefits of increased densities

If greater housing density is to be made desirable then design becomes of paramount importance, that is not only the architecture but the spaces, the magic of

unexpected views, and vehicle control through the way that the design is manipulated. The benefits are:-

- **Improved economics**

  Less price for the land, as not so much is required.

  Greater numbers per hectare.

  Ground works concentrated and over a smaller area.

  Less infrastructure to be constructed.

  Tighter housing means less structure to be built.

  Earth removal disturbance much less.

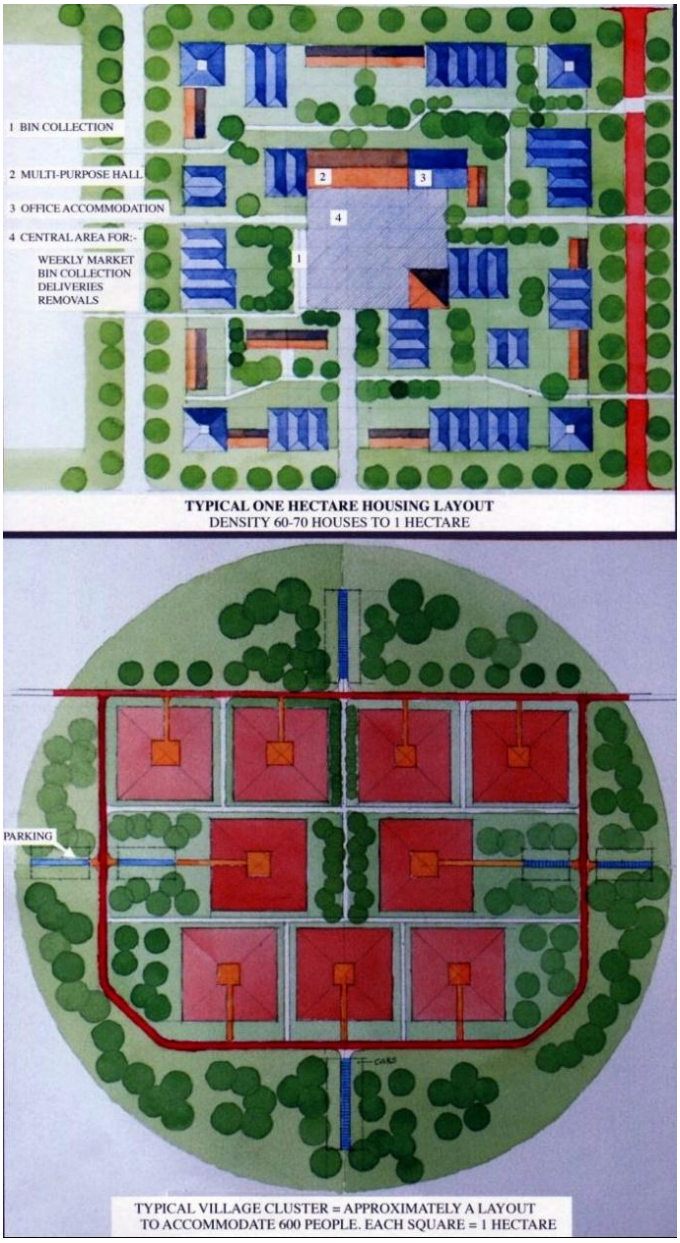
  These financial benefits should lower the cost of houses by a substantial amount.

- **Urban sprawl and loss of countryside reduced.**
- **Energy efficiency cheaper and easier to provide.**
- **Community and neighbourhood cohesion with improved surveillance, more resident interaction and the generation of a vastly improved sense of pride.**
- **Land use - less building land means greater provision for recreation use and more land remaining in agricultural use.**
- **Public transport used more efficiently.**
- **A sense of place is much easier to provide; low density development does not easily promote this ingredient, which should be an important part of any community.**
- **Children and adults can move around and enjoy their environment so much better without the car penetrating every space.**

Vehicle storage and movement

Probably the most contentious issue for a more concentrated development is the car. We appreciate that many people would wish to have their car as close as possible to their house but there are so many disadvantages to this, that surely it is outweighed by the positives listed above. Vehicle movement inside the development limited to emergency and service vehicles only. So how can cars be dealt with:

- **Car sharing schemes**
- **Providing a really good guaranteed bus service**
- **Allowing secure and safe car parking on the edge of the development**
- **Certain routes to be for bicycle use only**
- **Providing a number of electric ‘golf carts’ from car park to house**



Vision 22 New housing is developed at a higher density to make more attractive communities, better use of land and produce more affordable homes and improve sustainability.

These diagrams indicate a layout that removes vehicles from a housing scheme. If cars are eliminate green areas of space are returned to be enjoyed, the houses can be enlarged and a community is brought together unlike a linear car orientated development. The typical 9 cluster diagram shows a series of hectare squares each with a housing layout as shown in the larger scale i hectare layout, it also indicates how such a scheme could be served by transport links and garaging . No garage is more than a 5 minute walk away from a house. The garaging is shown under

grassed over bunding with a central spine of daylight panels and p.v cell panels. The central square in the middle of each hectare allows for deliveries, bin collection ambulance requirements etc. These squares could also be used for temporary markets, fairs and other community activities.

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Chapter 7 PRINCIPLES OF GOOD AND WELL DESIGNED DEVELOPMENT

What are the current design issues that need to be highlighted, to ensure that the quality of new development is of a high standard?

Development of land, which is controlled by planning legislation, comes in many forms. There are area redevelopment schemes for the Central Area of the City (the Silver Hill area), and the Station Approach area which includes the former cattle market site in Andover Road. There are large site developments at Barton Farm (Kings Barton) and Bar End, and major development is likely to occur in the future at River Park, Flowerdown and Bushfield, with a further expansion of Kings Barton. In line with previous years, there are likely to be a large number of residential 'windfall' sites coming forward, together with other City centre and suburban developments, individual houses on small sites, individual buildings, extensions and applications for changes of use and advertisements.

Some development is more sensitive than others. If it is within a conservation area, affects a listed building, has a wider impact on the landscape or will have traffic or noise implications, sensitive consideration has to be given to these matters.

The Trust looks at all planning applications in the City and comments on a significant proportion of them. Where a proposed development is considered to be of particular significance, the Trust will seek a pre-application presentation to enable early comment to be made, when there is a better chance of influencing the outcome. The Trust feels that certain principles are common to all development proposals if they are to be acceptable and enhance the character of the City.

Context

All proposals for development should be shown in their context. This means providing information beyond the boundary of site ownership. This can be shown in drawn or photographic form, to describe the surroundings of the site, and how these are connected and relate to the site, in terms of views, roads and access, buildings, levels, trees, retained buildings and features against which the proposals for new development or change of use can be assessed. The Trust frequently finds it difficult to comment on applications, where this contextual information is not provided and would like to see such applications refused for registration.

Quality of design

The Trust does not hold a view about styles of building - vernacular, classical, post-modern etc. What it does hold, is that the siting, layout, scale, form and materials are informed by the context. Sometimes the quality of the context is high, and others mediocre or low. The threshold of acceptance should be to improve, maintain and enhance the locality. The art and skill to identify this threshold requires the engagement of skilled designers. Winchester is fortunate in that it has a number of respected architects who are knowledgeable and experienced in contextual analysis and use their skills to produce high quality designs. However, sadly many planning applications are submitted that exhibit a poor quality of design. This applies particularly to house extensions.

Dominance

Winchester with its topography is a tree - dominant landscape. The tower of the Police HQ in Romsey Road, until its demolition dominated the landscape and was not regarded as an asset to the skyline of the City. The largest building in the City, the Cathedral, is not an assertive building. In the City centre it is hidden away, some first time visitors have difficulty in finding it. The height and bulk of new buildings needs to respect that of existing development and tested within the street scene, so that it will not be an imposition on the landscape or the street, in close, medium, and long views. Within the landscape of Winchester the widespread use of red brick, red roof tiles and slate creates an attractive harmony of buildings. The use of white and light coloured materials, particularly for roofs, as in the distinctive domes and pyramids used for the Winchester Science Centre at Morn Hill and the tensile white structure covering the tennis courts off Bereweeke road, would be inappropriate for the City, as they would become dominant in the landscape.

Subservience

A trend observed by the Trust is for house extensions to become larger and less subservient to the form and character of the original house. New dormer windows no longer sit within the roof but project aggressively from the roof. Side extensions are no longer set back and below the original house. They just enlarge the house, and often with the offending dormer windows, visually destroy the original rhythm and form of housing within the street or road. The Trust calls for the principle of subservience to be observed when house extensions are being designed.

Vision 23 All new development should respond to the context and character of Winchester, and to ensure that this happens, rigorous testing should be carried out.

Chapter 8 FUTURE GROWTH

This chapter considers where growth is likely to take place and what sort of development might be considered which is advantageous to Winchester's future.

If Winchester has to accommodate further growth, where should this take place?

After the establishment of the Roman walled town, the Saxon street pattern and the institutions of the Cathedral, Hyde Abbey, the College and the Hospital of St Cross, Winchester changed very little until the early nineteenth century. The coming of the railway and the growth of suburbs increased the population to about 20,000 in 1900. Development of public housing in Stanmore in the 1920's, and post second world war suburbs in Harestock, Weeke, Teg Down, Olivers Battery and Badger Farm has doubled the population of Winchester today to over 40,000. With 4000 houses planned over the next decade, the population of Winchester will reach 50,000. This poses the question, that if more growth is required, where should or can it be accommodated ?

Growth commitments

North of the City the building of 2000 homes, a primary school and a district centre of shops and community buildings will proceed on 93 hectares of land at Kings Barton.

In the City centre, employment, retail and residential development will take place in the Central Area, Station Approach, which includes the former Cattle Market site off Andover Road. Additional employment may be provided, subject to strict conditions, on a 20 hectare site at Bushfield on the south side of the City. To the east a leisure centre is planned at Bar End. To the west the University is providing new teaching accommodation and an auditorium in Romsey Road. Plans for additional student accommodation in Greenhill Road and Sparkford Road have been lodged, with the latter gaining permission. New student accommodation is being provided in Andover Road, north of the railway station.

Growth constraints

Expansion of Winchester is constrained to the east by the M3 and the South Downs National Park. To the south the need to retain a local gap between the City and Compton, Shawford and Twyford has long been recognised and supported.

To the west there are no statutory or substantial features that constrain a further westward expansion of the City, other than to maintain local gaps between the City and Hursley, Pitt and Littleton. To expand further westward into the rolling chalk down land of farms and woodland, would mean the loss of some attractive and productive countryside and loss of the compact nature of the City. Hence the Trust as mentioned earlier is seeking an opportunity when the Local Plan is being reviewed to submit a case for a Green Belt designation on the west side of the City.

To the north of the City, the significant constraint north of Wellhouse Lane, that forms the northern boundary of the Kings Barton development, is the A34.

Infrastructure

A possible constraint on growth is the capacity of infrastructure to serve additional development. It is evident from frequent street work that is taking place, that gas, electricity and water supplies in the City require considerable repair and renewal. What spare capacity these services have or whether it can be increased, together with sewage disposal capacity, is information that should be made available by the utility providers.

Planning for growth

There are a number of indicators that further growth and development will be required in Winchester. The government is not going to return the military site at Flowerdown to agricultural land when it is vacated in 2021.

The University is growing and requires more land for student accommodation.

The pressure to build more houses is a national need, and it is unlikely that Winchester will be exempt from making a contribution.

With Winchester City Council currently reviewing its Local Plan, now is the time to identify known and predictable needs for new development.

Land likely to be available for future development

A number of potential areas for growth and development are already known.

The largest is the availability of the 86 hectare site of the Sir John Moore Barracks, at Flowerdown between the City and Littleton, which is to be vacated by the Army in 2021. Development of this site, may call into question the validity of the decision to close the section of Andover Road between Stoney Lane and Wellhouse Lane as an A road for traffic, as part of agreements made for the development of Kings Barton.

The University of Winchester is increasing its stock of teaching accommodation which has to be matched with more student accommodation. The existing student accommodation on the main university campus and at West Downs does not meet all the requirements for student housing in Winchester. Many houses in the private sector in Stanmore are let out as student housing. This removes houses from the general housing stock and causes development of new student housing outside the university campus, by private developers, removing land for other housing needs. In addition to providing student accommodation for the University of Winchester, the city provides accommodation for students at the University of Southampton and the Agricultural College at Sparsholt. It is envisaged that there will be considerable pressure for additional student housing in and around the City and this will need very careful planning consideration. This issue will be aided by the preparation of masterplans proposed in Vision 14.

The County Hospital operates on a tight site in Romsey Road and future needs are under review, as are those of the nearby Prison.

Construction of a new leisure centre at Bar End will release the site in River Park for new development.

Further development opportunities

If the constraints to expanding the city to the east, south and west are to be recognised and maintained, it is to the north that the opportunity for Winchester to extend its urban edge, exists. Land north of Wellhouse Lane up to Three Maids Hill, bounded by the railway to the east and Andover Road to the west, adjoins the Sir John Moore Barracks site on the west side of Andover Road.

Smaller opportunities exist in the city centre to make better use of unused space above shops and redundant car parks if a strategy to reduce car parking in the city centre is introduced and implemented

Pressures

The University of Winchester is increasing its stock of teaching accommodation which has to be matched with more student accommodation. The existing student accommodation on the main university campus and at West Downs does not meet all the requirements for student housing in Winchester. Many houses in the private sector in Stanmore are let out as student housing. This removes houses from the general housing stock and causes development of new student housing outside the university campus by private developers, removing land for other housing needs. In addition to providing student accommodation for the University of Winchester, the City provides accommodation for students at the University of Southampton and the Agricultural College at Sparsholt. It is envisaged that there will be considerable pressure for additional student housing in and around the City and this will need very careful planning consideration. This issue will be aided by the preparation of masterplans proposed in Vision 15.

The County Hospital operates on a tight site in Romsey Road and future needs are under review, as are those of the nearby Prison.

Vision 24 Bushfield Camp is a ‘detached’ site to the south of the City, adjoining the South Downs national Park. Proposed development should sit unobtrusively in the landscape, making use of contours, when viewed from St Catherine's Hill and have no visual impact on the setting of the Hospital of St Cross.

Vision 25 The proposed new Recreation Centre at Bar End should be a well designed building, which provides an attractive entrance to Winchester, and set within an attractive landscape setting with good pedestrian, cycle and public transport links to and from the City.

Vision 26 Redevelopment of Sir John Moore Barracks at Flowerdown should be considered at an early date in a Review of the Local Plan in 2019.

Vision 27 Closure of a section of Andover Road to traffic - this decision should be reviewed in conjunction with plans to redevelop the Army site at Flowerdown.

Vision 28 Student housing - development of policies to accommodate students from the University of Winchester, University of Southampton and the

Agricultural College at Sparsholt are produced which do not require the use of existing housing stock.

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Chapter 9 THE PLANNING PROCESS

To build any development has become an expensive and complicated process. Part of the process is the planning application to allow a development to take place. The Trust suggests this element should be streamlined.

How can the process for making planning decisions be improved?

It is difficult to look into the way a town develops without considering the planning process. Today it appears to be largely a reactive process, with very little proactive input. The word ‘planning’ seems to have lost its real meaning. Planning should be a strategic, imaginative process offering solutions for the future.

It has become too much of an administrative, reactive process, and although the name has changed to Planning Management, it is often operated in a controlling way. This is because most planners are trained to comply with development control, with few specialising in forward visionary planning or design analysis.

For an historic city like Winchester and its many conservation areas around the district, the council is only able to call upon limited resources of skilled internal design advice, to promote and guide development.

The knowledge base on architecture, conservation, and urban design in the council is small and overstretched. Councillors who make final decisions on important and sensitive planning applications are understandably ill-equipped, as are development control officers, to fully appreciate architectural and design issues. This situation makes it all the more important to have adequate in-house advice on these matters, as one would expect in other areas, such as law and finance.

The historic and architectural importance of Winchester, together with its valuable landscape setting, and the pressures and impact of growth and movement that have to be assessed and planned for, have been described in this document. The planning system has the responsibility to identify and cater for a wide range of issues, many controversial and challenging, for which future plans have to be put in place. These plans are largely realised and implemented by development, for which planning applications are required.

To strengthen the planning system, and deliver a service which gives confidence to applicants and serves the needs of maintaining and enhancing the character of Winchester, now and in the future, the council must be properly resourced and advised.

Vision 30 The City Council should employ a team of qualified and experienced staff, sufficient in number and expertise to advise applicants, case officers and Councillors on urban design, architecture, conservation and landscape. While resources continue to be inadequate for the varied roles of planning, the Council should make use of local expertise, whether in a voluntary or commissioned capacity.

Vision 31 Councillors, who are responsible for making decisions on new development, should receive appropriate design training, so that the planning process delivers a high standard of architecture and design for all development, whether carried out as private development or carried out by the Council.

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CONCLUSION

Winchester is likely to grow by at least 20% over the next l0 years or so, much of this expansion to the north of the City. This fact coupled to the development earmarked to be within the City centre will have a major impact on the movement of people and how this affects the way in which the important historic centre is enhanced and celebrated - or possibly destroyed, if the development is ill considered.

It does seem perverse to carry on with development without knowing more accurately how the City is likely to be affected in the short, medium, and long term by any new large development - a master-plan would seem to be an essential ingredient with which to start.

The computer is revolutionary and impacting the way we live and work. It is bringing shops offices, travel etc., into question, so are the buildings which we design today likely to have relevance in 10 – 20 years time. The obvious solution sees to be to make the layouts flexible so that a variety of uses can be accommodated.

Housing should be a concern for all of us. The way in which housing development is being delivered is not working. There is a whole swathe of our society that is unable to afford a house and currently whatever the government approach is, they never seem to resolve this major problem. We are in danger of unbalancing and alienating a good percentage of our population.

So to consider and attempt to resolve these issues needs understanding, inspired leadership and confidence!

Our cultural inheritance is the one precious item that we have which makes Winchester the place it is. It makes Winchester an interesting, attractive place in which to live and work and visit. Any development therefore should make a positive

contribution both in terms of design, and how buildings add to the essential elements that comprise the character of Winchester City.

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