

WINCHESTER STATION APPROACH

16.02.18

MASTERPLAN FRAMEWORK



Nikolai Metherell N.Metherell@lds-uk.com
Lifschutz Davidson Sandilands
Island Studios, 22 St. Peter's Square, London W6 9NW

+44 (0)20 8600 4800 · www.lds-uk.com



WINCHESTER STATION APPROACH

16.02.18

MASTERPLAN FRAMEWORK



CONTENTS

1. MASTERPLAN	8
2. PROJECT AIMS AND OBJECTIVES	13
3. SUMMARY BRIEF	16
4. OPPORTUNITIES & CONSTRAINTS	20
5. MASTERPLAN DEVELOPMENT	24
6. CARFAX SITE	28
7. CATTLE MARKET SITE	32
8. WIDER TOWNSCAPE VIEWS	36
9. LOCAL TOWNSCAPE VIEWS	38



EXECUTIVE SUMMARY

This document has been prepared by a team of consultants led by Lifschutz Davidson Sandilands (LDS) on behalf of Winchester City Council. The document summarises the main objective of RIBA Stage 1 - to define the disposition of land uses across the two development sites within the station approach area - the Carfax and Cattle Market sites.

The relevant documents prepared by the design team are:

- the Winchester Station Approach Masterplan Framework incorporating key public realm and transport proposals (summarised here)
- a separate detailed public realm strategy prepared by Publica and BHSLA

The Stage 1 Report that is summarised here gathers together the preliminary technical considerations relating to the masterplan approach, including our initial site analysis,

investigations and research into strategic opportunities, constraints and project risks. This information has informed the design proposals illustrated here, and will inform further design development at the next stage.

The appendices within the Stage 1 Report include:

- a planning policy statement
- a statement of Community Engagement
- an Historical Background and Characterisation Appraisal
- Townscape assessment
- an areas summary

All quoted areas are measured GEA (Gross External Area) with efficiency ratios applied to derive GIA (Gross Internal Area) and NIA (Net Internal Area). The reported areas are to aid initial cost evaluations and are approximate only.

DESIGN TEAM

CLIENT:	WINCHESTER CITY COUNCIL
ARCHITECT:	LIFSCHUTZ DAVIDSON SANDILANDS
PUBLIC REALM:	PUBLICA
LANDSCAPE ARCHITECT:	BRADLEY-HOLE SCHOENAICH LANDSCAPE
PUBLIC CONSULTATION:	ICENI
CIVIL AND STRUCTURAL ENGINEERING:	AKT II
TRANSPORT & HIGHWAYS:	I-TRANSPORT
MEP SERVICES:	HILSON MORAN
SUSTAINABILITY:	HILSON MORAN
COMMERCIAL CONSULTANT:	VAIL WILLIAMS
COST CONSULTANT:	MACE
PRINCIPAL DESIGNER:	LIFSCHUTZ DAVIDSON SANDILANDS
PLANNING CONSULTANT:	BARTON WILLMORE
HERITAGE CONSULTANT:	HERITAGE ARCHITECTURE LTD.

1. MASTERPLAN



01 Station Road

We propose relocating the main transport interchange including bus stops, taxi drop-off and kiss-and-ride to Station Road. In conjunction with proposals to introduce two-way operations on Sussex Street, a new extended pathway for pedestrians and cyclists runs south up Station Road for better access to the city centre via the Westgate.

02 Station Square

An important part of the masterplan is the improvement of the Station Hill area. Our proposal introduces a shared surface, bus only passage on Station Hill. In extending the public realm to prioritise pedestrians, events and cyclists, a new gateway is created in front of the station building.

03 Carfax desire line

A new pedestrian-only diagonal route through the site creates a level connection between the station and Tower Street.

04 Access to Stockbridge Road

Improvement to the ramp accessing Stockbridge Road to the West of the station and the junction with Cranworth Road, is particularly aimed at improving access for students to the nearby Peter Symonds College.

05 Pedestrian link between the Station and the Cattle Market

A proposed route skirting around the existing Network Rail car park to improve pedestrian access to the new student residential quarter, Andover Road and the Cattle Market site.

06 Gateway to the city from the northern approach

Development on the north tip of the Cattle Market site could provide a landmark and a gateway to the city.

07 Public realm on the Cattle Market

The sloping terrain of the Cattle Market provides an opportunity for a small piazza behind the linear development along Andover Road, above a public car park that exploits the existing level change running East-West across the site.

08 Carfax junction

Improvement to the Carfax junction includes pavement enlargement and the removal of the underpass to provide access to the public car park directly off Sussex Street, running alongside the HCC Archive.

09 Andover Road / Worthy Lane junction

Similar to the Carfax junction, we propose to improve the pedestrian movements at the Worthy Lane / Andover Road junction.

OUR VISION

We have come to the end of RIBA Stage 1 and carried out a great deal of work to gain a better understanding of the context surrounding the Station Approach. This has included an amount of public engagement in order to tap the knowledge and views of local people. Based on this initial phase of work, we have formulated a vision, which we will continue to test and refine throughout the design process.

Accepting this caveat we have developed a masterplan for the area that deals with the surfeit of tarmac and traffic, confused routes and poor public realm, anonymous frontages and vacant sites. This will set the scene for two pivotal schemes for the Carfax and Cattle Market sites, schemes that can deliver efficient workspace and attractive homes in elegant architectural forms that extend the charming character of Winchester right up to the Station.

The key elements of our vision are set out below. The hallmark of our approach is to reinforce the kinetic experience of the city. Winchester provides the pedestrian with unfolding experiences – delightful discoveries rather than formal set piece events. Hence our attention in the first instance is to how one moves around and navigates the city.

The hallmark of a good masterplan is the flexibility in the plan itself, and that within the buildings and environments it promotes, to respond to change. This edge of central Winchester has been to some extent held back since the 1840s and provides a ‘valuable’ resource of neglected brownfield space, a resource that needs to be expended wisely and continue to be flexible in the face of future social, technical and economic transformations of this wonderful city.

Our masterplan is a framework with a menu of opportunities for future change. We have recommended overall strategies for movement and transport, green space and public realm, buildings and uses, massing and textures and, within those, identified a menu of discrete projects on the two allocated sites and others besides - projects that are, as far as possible, independent of each other so that they can be advanced in any sequence as champions and funding come forward.

Our RIBA Stage 1 Report is organised into three parts:

- The LDS report containing the masterplan and summary of the proposals accompanied by more detailed proposals for the two sites.
- Appendices which set out the technical considerations behind the masterplan and capture the initial site context appraisals. These include a detailed Historic and Background Characterisation study.
- A separate ‘Public Realm Strategy’ by Publica and BHSLA covering their research of the wider area and suggested public realm and landscape improvements.

LOGICAL ROUTES AND INTUITIVE WAY FINDING

There are three existing routes to the city centre: up Station Road, down Station Hill and an informal route diagonally across the Carfax car park. Each has significant drawbacks and conflicts particularly between buses/cars and pedestrians/cycles.

01 We propose reconfiguring the main public transport interchange including relocating some bus shelters, the taxi drop and kiss-and-ride along Station Road (with a small turning circle for cars and taxis) adjacent to the new Carfax building.

02 There is space for generous pavements on both sides of the road, a more elegant bus shelter than the scattered stops that proliferate at present and additional kiosks covered by a canopy extending the south side of the station.

Station Hill is cleared of all traffic other than a discrete lane of shared surface providing a dedicated bus only route on Station Hill leaving space for an attractive stepped public realm and an intuitive and pleasant route for pedestrians and cyclists into town.

03 The existing desire line across the Carfax car park is replaced by a new pedestrian-only diagonal route through the site. This will have the intimate character of the informal lanes that abound in Winchester and will provide a near level approach to the new buildings on the site. The diagonal is interrupted by a green oasis at the heart of the site - created by reinforcing the existing sunken gardens adjacent to the city archive building and linked back up to Station Hill by an alley that lies on a historic passage.

04 We have also examined routes going West out of the station where there is a dangerous constriction at the foot of the ramp on the south side of Stockbridge Road particularly for students travelling to or from Peter Symonds College. Two possible improvements are suggested – a steeper ramp that terminates before the Cranworth Road junction and a set of steps from the site of the cycle shed down to the Cranworth Hall. Initial indications are that the train operator has already been progressively thinking about the latter.

05 The route out of the station to the North is equally poor as students accessing the new residential quarters are made to walk through the Network Rail carpark. This is simply not acceptable and we propose a new and better route that skirts the East side of this structure. The route can then descend down to the Andover Road and cross the Cattle Market site to connect with Hyde Church Lane which is a key desire line.

06 Lastly the development of the Cattle Market site provides another opportunity for a landmark at the north tip, a key gateway into town and improvements to the lateral and slightly unwelcoming lane that runs around the north side

PLACES TO DWELL

Many of the urban places in the area, and particularly The Station Approach, are quite unpleasant spaces in which to linger. By moving the buses to Station Road we can create Station Square, lined by the station with its public amenities on the West and restaurants or shops stepping down the slope on the South. With few vehicles traversing it, the new square can be furnished with high quality hard landscape, street furniture and be reinforced with more trees along the north side above Stockbridge Road.

07 We suggest at least one other new place to dwell in the Cattle Market site where the sloping terrain provides the opportunity for a small piazza on the east side of new buildings stepping up Andover Road. The space could be served by a café or restaurant and would have a sunny southerly aspect, with views toward the cathedral.

KEY BUILDINGS AND VERNACULAR

While it is clear that new buildings need to respond to the character of Winchester there are also opportunities for some increases in scale immediately around the station and we have given some thought to whether this should be a new landmark building replacing the existing Old Registry.

Although its internal fabric has been much altered our conclusion is that it is better to retain that building, the railway tavern that had a historic association with the station, as it also provides a foil to any new development on the rest of the site. But in doing so we would want also to reinforce the whole south frontage of the new Station Square with two further buildings stepping down the hill. The higher of the two could be an extension to the retained building and allow it to be converted back into a sizeable hostelry. The lower building could also provide an active frontage to the square and disguise the mouth of the proposed car park entrance off Sussex Street.

Elsewhere the mass of new office and apartment buildings could be disguised by articulating façades and using local materials including brick, flint and stone. Longer frontages can be terraced with slight indents and the roofscape varied to promote a picturesque quality. Generally we would wish to feather the scale of development down to the existing residential terraces particularly on the Cattle Market site where rows of new houses or duplexes of maisonettes step down to the terraced streets of the Hyde area.

Our proposals for the Cattle Market site facilitate development of the Conservative Club, whether the scheme being pursued by developers on behalf of the owners or other opportunities including refurbishing the building (possibly reducing it to its historic core) within a garden square.

ACTIVE FRONTAGES

We have examined opportunities to insert active uses into dead frontages particularly as suggested with three public facing buildings stepping down the south flank of the new Station Square.

The new diagonal route along the Carfax site will be approached from its north side via a pub or restaurant in the refurbished Old Registry and the body of the route lined with office lobbies, the existing entrance to the archives. The existence of this new public realm would encourage people to spill out from the west side of the archive to further animate the diagonal and the route will be terminated by another smaller public building on the south tip on the junction of Sussex Street and Gladstone Road. Also we propose that the car parking bays in the base of the County Council Offices adjacent to the street be converted into an active zone - possibly shops, forward-facing county offices or workspace for start-ups, to enliven Sussex Street.

Smaller offices and shops on the ground floor of the linear development on Andover Road will activate this important route into the city. The possibility of a dedicated bus lane and associated stops will also bring animation and trade. The south tip of the Cattle Market site could provide a small convenience sized supermarket and/or a café that spills out onto a small piazza above it and to the East.

We would also encourage WCC to consider implementing an area wide improvement scheme with matched funding for shop owners to improve their frontages, such as the Waltham Forest Council scheme for Leyton High Road in London, to capitalise on all these new investments in the area.

REINFORCING THE GREEN LANDSCAPE

Our approach is to reinforce and extend existing green assets and where trees are removed, particularly in the body of the Carfax site, provide extensive replacements around the perimeter where they can work with new frontages to soften and to shade them.

On Station Square a new belt of planting along the northern boundary will strengthen the sense of enclosure as will street trees along Station Hill. The new diagonal builds on the existing informal route through the car park will be furnished with a pocket park at the heart of the site extending the existing sunken gardens to the HCC Archive.

The trees within the Carfax car park are mostly in poor condition although they do provide a very green aspect. Our approach is to replace them with street trees around the perimeter of the new development. Trees on the north side of the junction of Gladstone Street and Sussex Street are in similarly poor condition and we propose replacing them with better specimens forming a green group as a termination to the diagonal.

Opportunities to reinforce existing landscape occur at the three corners of the triangular Cattle Market site. The magnificent copper beach on the south tip can be retained and properly set onto a remodelled road junction. The wooded lane that runs along the northern boundary also reinforced with better trees at either end.

New gardens within the Cattle Market site, fronting Worthy Lane, echo the former orchard and gardens of Highfield Lodge. A set of south-facing terraces step down to the lower level and provide a significant green resource and a soft edge to the new development facing existing residents.

DISTRIBUTION OF USES AND OPTIMISING DEVELOPMENT VALUE

We have considered a number of options for distributing office and residential uses (plus ancillary shops and restaurants) across the two sites and concluded that the Carfax site is best dedicated to offices and some supporting restaurant/café uses. In contrast the shape of the Cattle Market site lends it to a finer grain, residential-led, mixed-use development, we propose active frontages running up Andover Road with smaller workspaces and offices at ground level and apartments above.

During the next phase of our work we will tease out the optimum floor plates for the offices but it is likely that those on the Cattle Market site will be smaller units suitable for startups and the Carfax offices appropriate for larger and more established businesses.

MEANWHILE USES AND PUBLIC ART

These more ephemeral elements are helpful in announcing future development, maintaining momentum, creating street activity and enhancing the local economy. In the next stage we will review options for temporary buildings, pop-ups and events on urban spaces, for example relocating the car boot sale currently held on the Cattle Market site.

THE CARFAX AND WORTHY LANE JUNCTIONS

08 The underpass serves little purpose and its removal allows the pavements to be enlarged and a much tighter junction created particularly if left turns from City Road up Sussex Street are permanently restricted. The latter becomes a two way back to the Westgate roundabout removing the need for buses to travel further north along Upper High Street on the way to the station. This provides a wonderful opportunity to enhance the public realm, refocusing pedestrian and cycle prominence along a key route towards the city centre from the station.

Buses can travel along a discrete shared surface on Station Hill, dedicated to bus only traffic, either directly from City Road or by turning left from Sussex Street, or right from Andover Road without the need of independently filtered signals.

09 We propose improvements to the Andover/Worthy Lane junction by removing the need for cars accessing the carpark to use it. We also suggest the opportunity of widening the road along the west side of the Cattle Market site to provide a dedicated bus lane and stops.

CAR PARKING

There is a huge amount of car parking in the area - approximately 1500 spaces or 30% of the city's provision - much of it with a detrimental impact on accessibility and the overall quality of the public realm.

We propose underground car parks under the Carfax and Cattle Market sites to replace existing parking but with the minimum provision for the new residential and office developments. This is consistent with the position of these developments so close to a transport hub. With future change in mind, imminent electric and autonomous vehicles, we will provide opportunities for these new carparks to be adaptable to new uses.

In the next stage we will explore in more detail the optimum size of these car parks and their entrances and exits. In the case of the carpark under the Carfax site we would ideally want the entrance to be from a filter lane on Sussex Street turning left into a very short ramp adjacent to Station Hill and taking advantage of the slope. The exit from the carpark would be situated on the other side of the site a left turn out, going down Gladstone Street. If this advantageous entry could not be negotiated then both entrance and exit would be on Gladstone Street.

Another improvement to the Andover/Worthy Lane junction is achieved if the entrance to the new underground Cattle Market carpark is a left turn off Andover Road close to the Worthy Lane junction rather than, as at present, where cars accessing the car park have to turn into Worthy Lane off Andover Road. By exploiting the natural level change existing between the upper and lower car parks, the other benefit is that cars will access the basement at its lowest point with no need for a ramp.

2. PROJECT AIMS AND OBJECTIVES

The Station Approach Regeneration Scheme is a key action in the Leader's Portfolio Plan 2016/17. The project has a clear purpose which is to ensure that Winchester remains a vibrant centre not just of tourism and heritage but also of employment and service delivery for its residents.

There is substantial evidence that office stock has been lost to residential development under permitted development rights and this poses a risk to the ongoing viability of the town centre.

On completion, this regeneration scheme will provide:

- the creation of a gateway site into Winchester through new build regeneration and extensive public realm improvement;
- town centre homes provided in a highly sustainable location around Winchester Station;
- a significant number of high value private sector jobs brought to Winchester through the provision of Grade-A workplaces.

The project brief for the Station Area Approach Masterplan sets out specific outcomes for the creation of a gateway to the city of Winchester that enhances its pre-eminence as a place of national culture and heritage and to rejuvenate an unloved area of the city, by:

- new Grade-A office space to create and retain high quality private sector jobs in central Winchester;
- repair and enhancement of the public realm and public transport facilities in the station area;
- improvement to pedestrian, cyclist and traffic flows through the site, particularly at the City Road, Andover Road, Sussex Street junction;
- improvement of the quality and location of public parking provision in accordance with the parking strategy;
- new dwellings to meet local need;
- a rental income and/or a capital receipt for the City Council.

An important outcome from a successful project is that both public realm quality and accessibility are improved. The development and implementation of such works will rely upon ongoing and future partnership with Hampshire County Council (HCC), train and bus operating companies and other key stakeholder groups including third party land ownerships and frontage owners who have already been or may need to be involved.

The Council places a strong emphasis on functional, high quality design in appropriate materials which should be distinctive and obviously 'of its time' but which should respect and be complementary to the adjacent townscape and adjoining uses/ buildings including the Railway Station itself.

As a mixed use neighbourhood of commerce, housing, parking and a small amount of retail, the area has sufficient scale for its own 'internal' public realm and design character

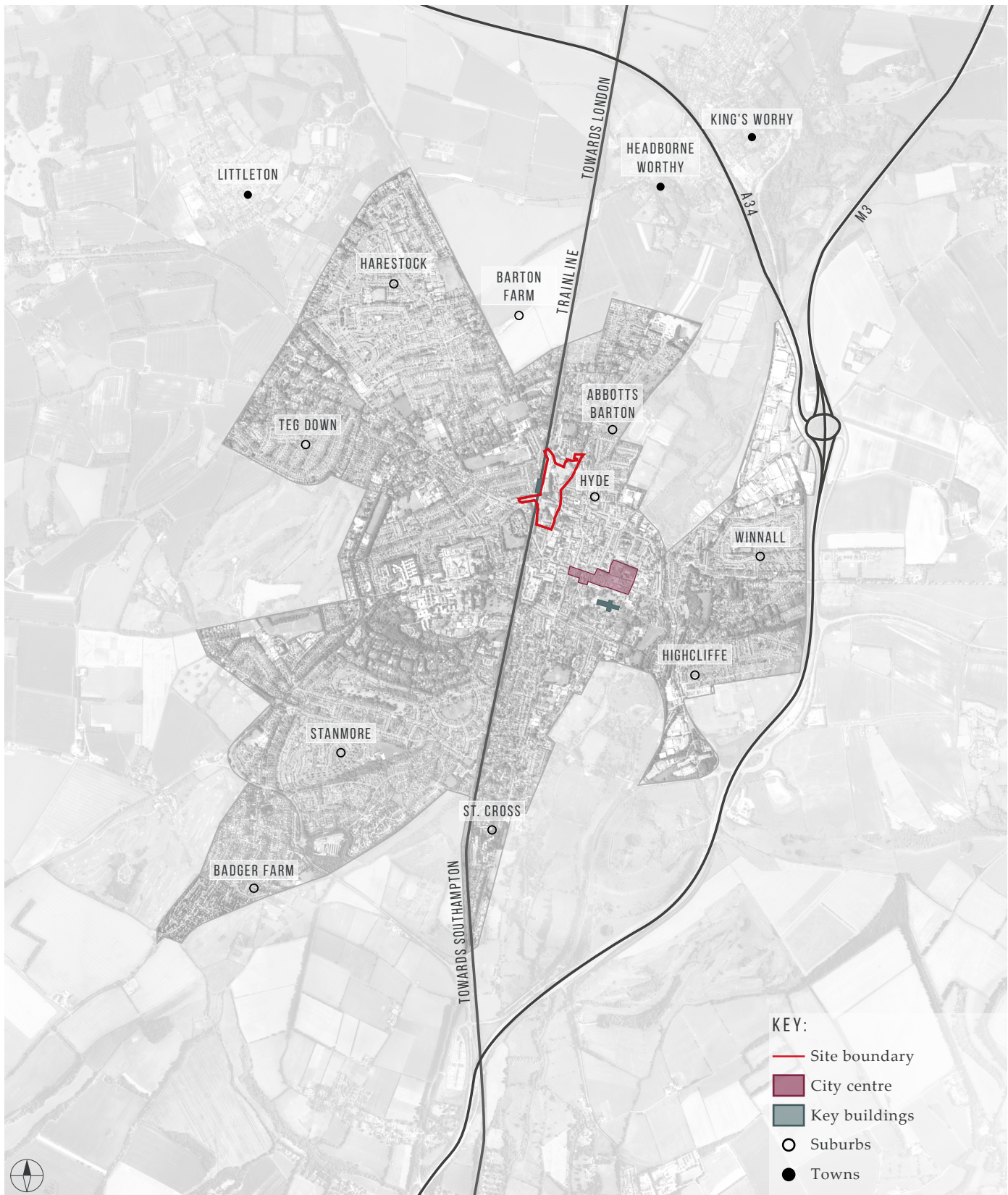
but the transition to and from adjacent areas should be fluid and not abrupt. The masterplan framework, which sits alongside a consolidated public realm strategy for the area, appropriates many of the successful characteristics of the existing Winchester context, which has been carefully studied and analysed, and embeds these as defining principles within the wider station area proposals.

Sustainable building and layouts based on good business principles should be at the heart of the design, construction and future operation. The Council has produced a High Quality Places SPD to which reference has been made.

Initial discussions have taken place with a number of organisations, confirming their support of the objectives and establishing the need for their continued involvement as the scheme progresses. HCC, in their role as highway authority, are a particularly significant stakeholder. WCC is therefore seeking to develop proposals which are 'in principle' realistic and deliverable, but recognising that these may require agreements not yet in place. The design team has had a number of co-design workshops with HCC (Transport and Highways) to ensure a free flow of information transfer for our emerging proposals.

A number of consultation events with these and other key stakeholders, council members, local residents and businesses has informed the masterplan brief during this early development stage. Feedback from these has helped shaped the outline masterplan proposals set out below. A summary of the consultation activities and ongoing strategies is included in appendix "AP02.3. Public Consultation" of the Stage 1 Report.

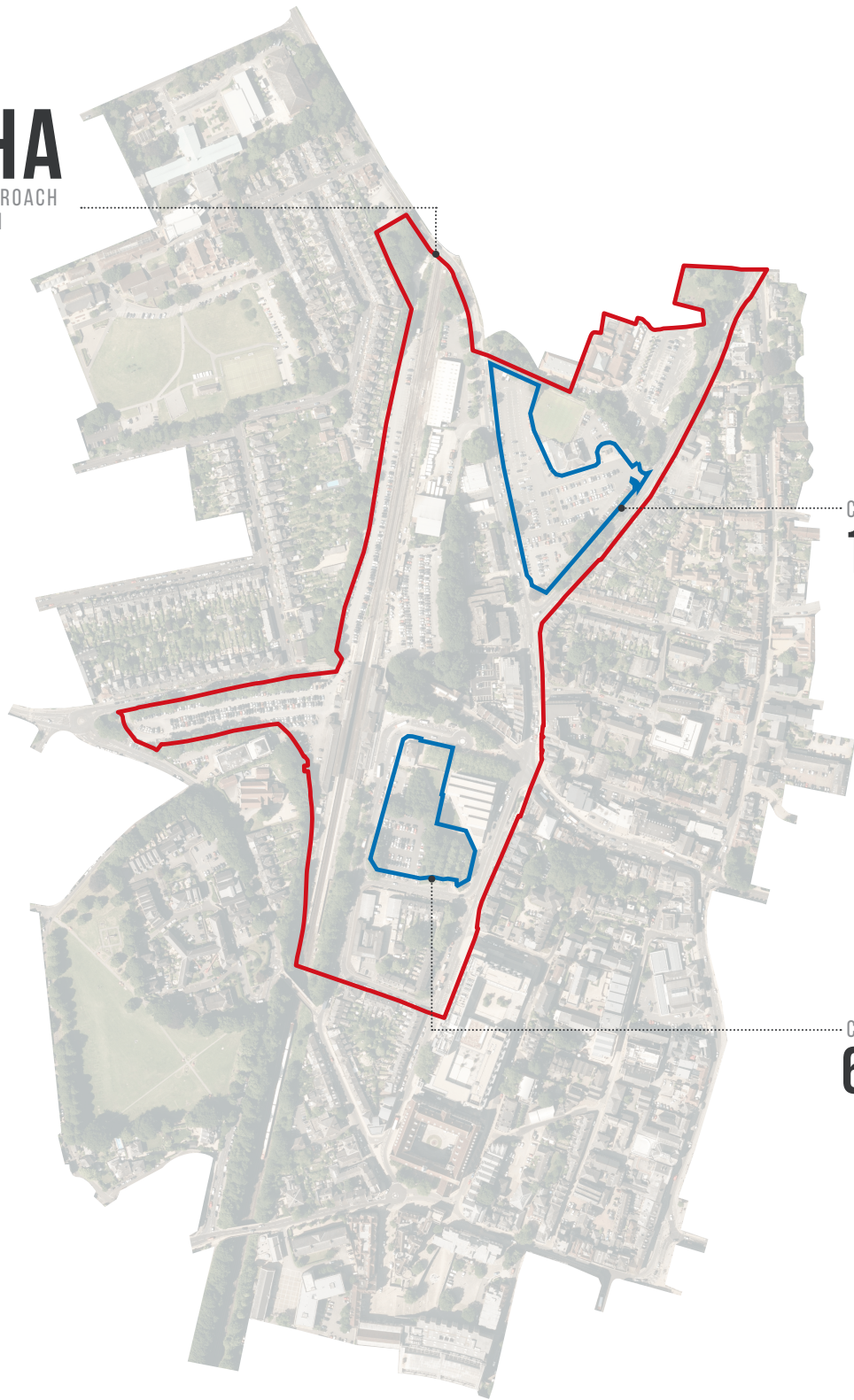
PROJECT AIMS AND OBJECTIVES



01. Site location within the wider Winchester area

12 HA

STATION APPROACH
MASTERPLAN



CATTLE MARKET SITE AREA
10,365 M²

CARFAX SITE AREA
6,790 M²



02. Winchester Station Approach Masterplan area and the immediate surroundings

3. SUMMARY BRIEF

BRIEF AREAS

The areas from the competition brief are summarised in the two scenarios alongside, each representing the minimum and maximum residential areas identified in the brief. These areas have been used as a baseline to determine the compliance position for each.

AREA CALCULATION

The masterplan areas for each of the site options illustrated in this document are measured in GEA with the resultant GIA and NIA areas calculated using the benchmarked efficiency criteria illustrated here.

Using a benchmark ratio of **0.92 GEA:GIA** the GEA areas indicated above are extrapolated from the brief areas.

Using a benchmark ratio of **0.82 GIA:NIA** for office and retail and a ratio of **0.78 GIA:NIA** for residential the net areas indicated alongside are extrapolated from the brief.

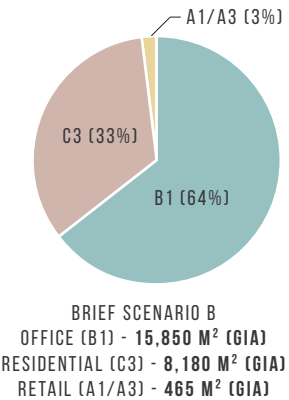
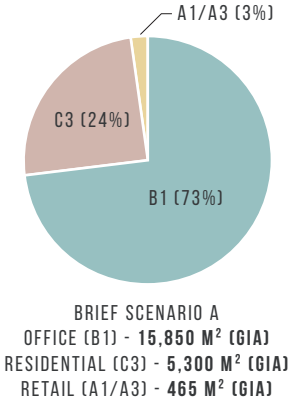
To generate indicative residential dwelling numbers based on a conventional unit mix (**30:40:30**) an average dwelling size of **98m² (GEA)** is used to determine notional dwelling numbers as follows:

Scenario A = 59 dwellings Scenario B = 90 dwellings (the quantum of residential as a proportion of the overall is illustrated in the graphs).

All areas reported here are indicative and will require further testing at the next stage of design development.

Car parking areas are in addition to the brief areas.

ALTERNATIVE RESIDENTIAL BRIEF SCENARIOS



AREA EFFICIENCIES - BENCHMARK

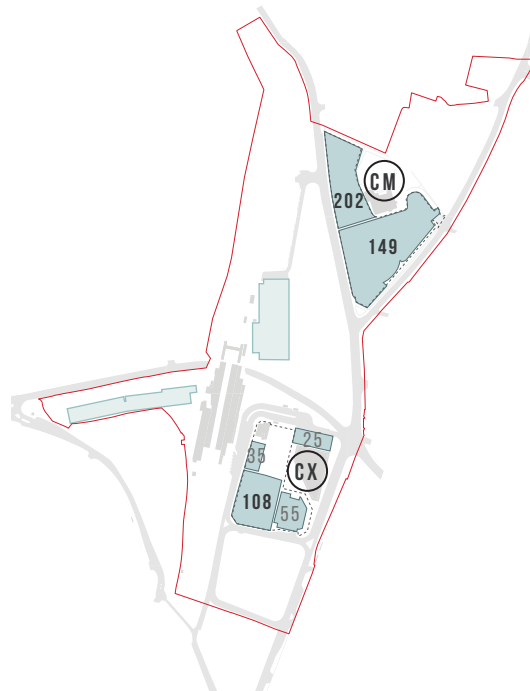


These are benchmark ratios we have used to estimate the masterplan framework

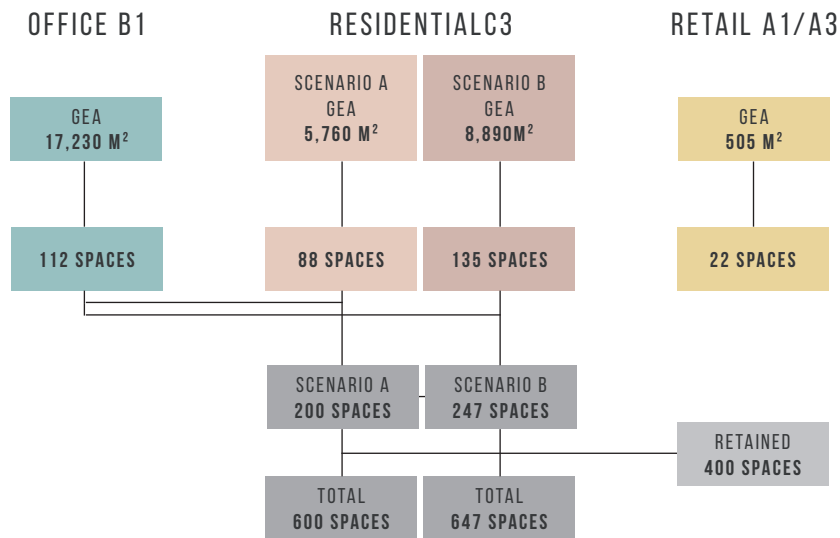
SUMMARY BRIEF

EXISTING CAR PARKING

CX: 223
 CM: 351
 TOTAL: 574



PROPOSED CAR PARKING



The retail parking provision has been discounted from the overall proposals

CAR PARKING CALCULATION

Policy compliant parking (Policy DM18 within Part II of the LDP) for new development assumes that the location of both sites fall into the 'accessible location' category. For B1 offices in accessible locations the requirement is for 1 space per 100m² (GEA).

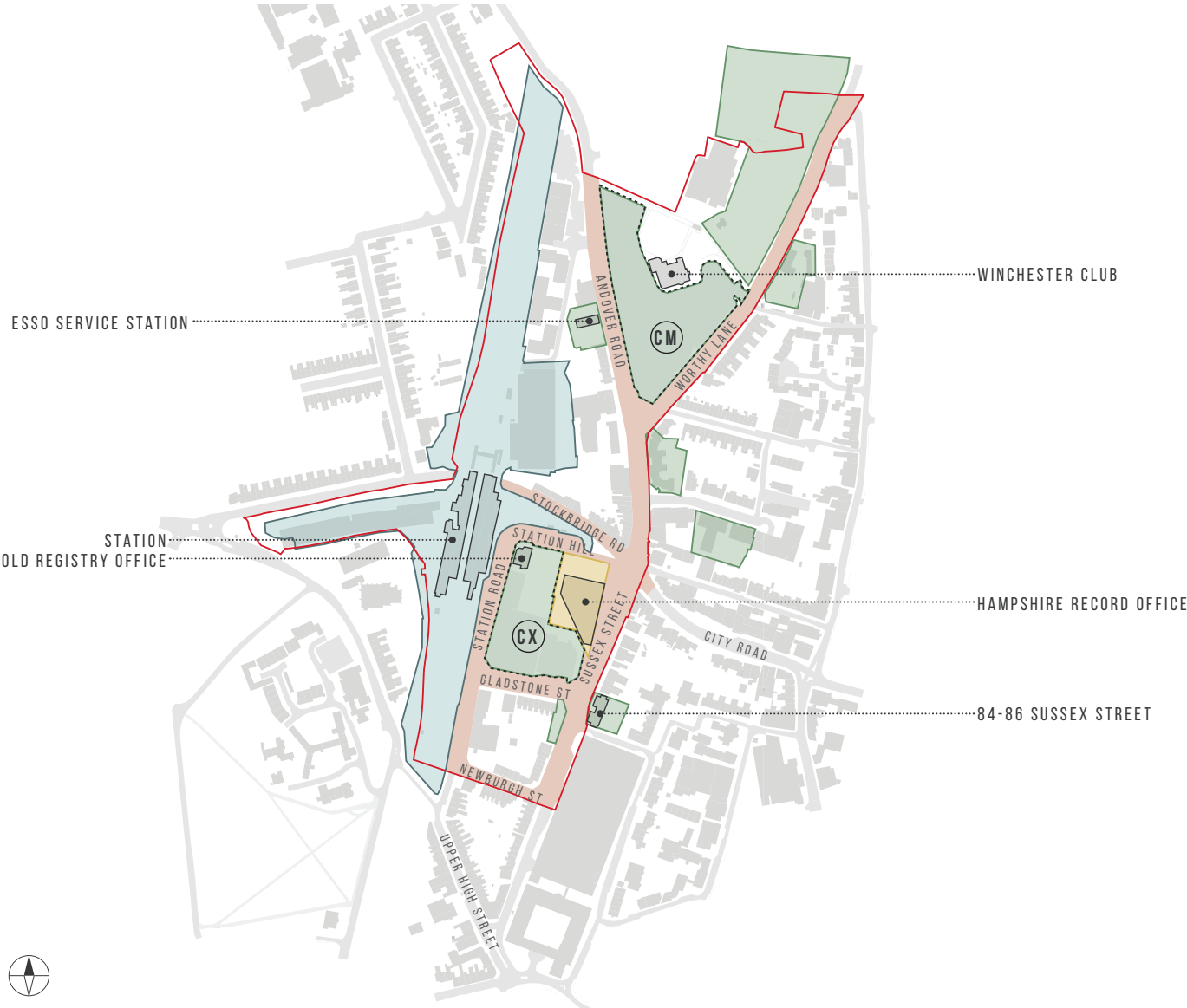
Further to professional advice received during the development of the Stage 1 brief and consultation with HCC Transport and Highways, the B1 car parking ratio is decreased to 1 space per 1,250 m² (NIA), with the re-provision of existing public car parking spaces limited to 400 in line with the Station Approach competition brief.

It is anticipated that these car parking targets, representing the upper level for car parking in the station area, will be reduced further during the next stage of design development.

For unallocated residential spaces, a range of between 1 and 2.5 spaces per dwelling for 1 to 4 bed respectively equates to the numbers illustrated above. These figures represent the maximum and will also be reviewed at the next stage, in the context of the areas accessibility.

Assuming a 50/50 split between food and non food retail, which ranges from 1.5 spaces per 28m² to 1.5 spaces per 40m² respectively, policy compliant retail parking equates to the numbers illustrated above. However, the masterplan brief assumes no additional retail car parking provision is required due to the public car parking on site.

Proposed car parking spaces are calculated using a ratio of one space per 32m² of Plant / Car park GIA.



01. Site wide land ownership

LAND OWNERSHIP

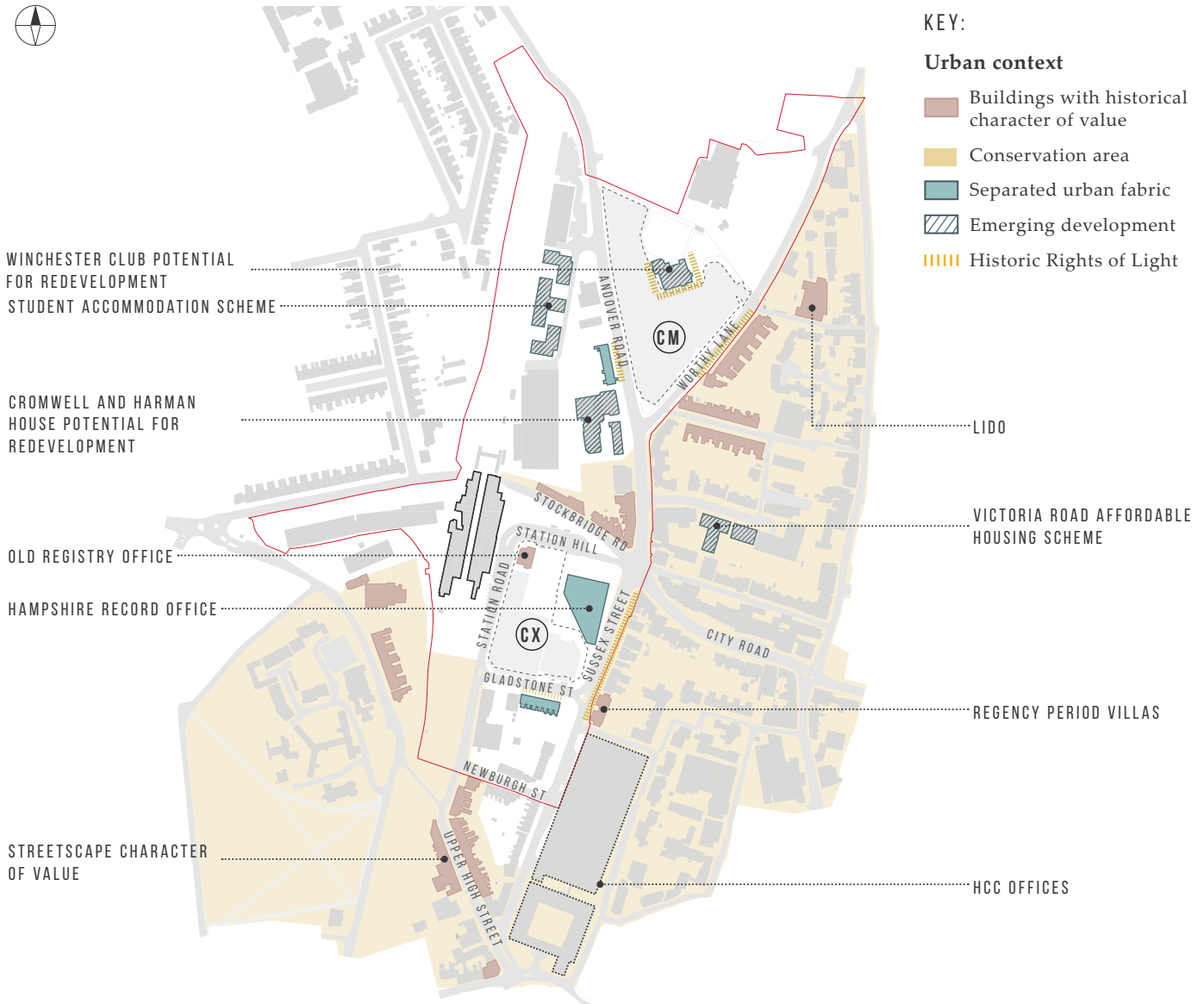
The area covered by the Station Approach Masterplan is divided between a number of land owners. Key land ownership was identified as:

- Winchester City Council (WCC)
- Hampshire County Council (HCC)
- Network Rail

KEY:

- Station Approach Masterplan boundary
- Winchester City Council (WCC) land
- Hampshire County Council (HCC) land
- Network Rail controlled land
- Adopted roads and footpaths (HCC)

4. OPPORTUNITIES & CONSTRAINTS



01. Urban opportunities and constraints

URBAN CONSIDERATIONS

Urban context

The existing urban grain breaks down at the site boundary leaving only isolated plots on the Cattle Market and Carfax sites as well along the west side of Andover Road.

For this reason it is important to highlight the border conditions of the masterplan area, which include the Victorian terraces on Worthy Lane and Gladstone Street and the larger office blocks on Andover Road leading up to the Carfax junctions.

There are one or two remnants of the city's later Victorian expansion, like the row of terraces on Andover Road between Cromwell House and the Service Station, which have become separated from the prevailing fabric of the Station Approach area. These entities may hinder the implementation of a cohesive masterplan given their small scale and limited historic importance but could equally help to integrate future development into the existing urban fabric of the city.



02. Environmental opportunities and constraints

ENVIRONMENTAL CONSIDERATIONS

Topography

The Cattle Market and Carfax sites are characterised by particularly pronounced sloping gradients and man made embankments or retaining walls. This can prove to be an added constraint to potential design proposals but can also be seen as an opportunity to work efficiently within the ground form, rather than against it.

Greenery

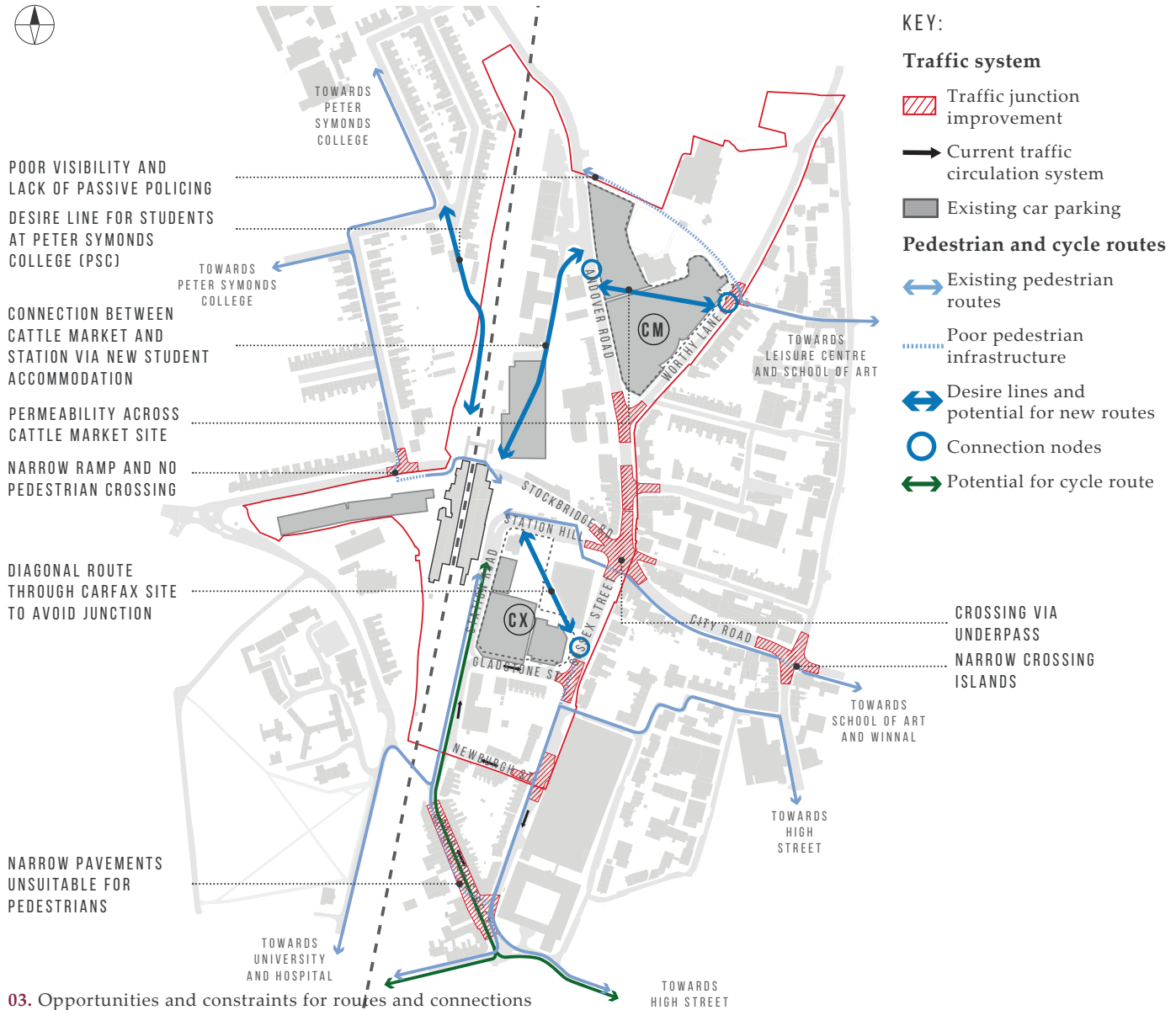
Foliage across the site is dense in places but many of the tree species are of little value. Certain trees will have to be removed on the Carfax site to make way for development but others have the potential to be improved, which could enhance the city's important tree line and green infrastructure.

Climate

The masterplan broadly stretches along a North-South axis meaning there are extensive opportunities for East and west facing design proposals. Furthermore, the low density of existing buildings allows for a significant amount of sunlight throughout the day.

Dominant wind flows are south-south-westerly, although spring and autumn winds can also come from the Northeast. The important tree cover on the Carfax parking protects the site from the wind unlike the Cattle Market, which is exposed to both prevailing and secondary winds.

OPPORTUNITIES & CONSTRAINTS



ROUTES & CONNECTIONS

Traffic system

Currently, most of the traffic junctions in and around the site lack safe and efficient pedestrian crossings or adequate cycling provisions. The Carfax junction is a primary example: the narrow pavements and large expanses of tarmac make it unsuitable for pedestrians. An unpopular underpass is the safest option but has poor passive surveillance and is little used.

Car parks make up one of, if not the largest land uses within the masterplan boundary. The large expanses of tarmac (almost 50% of the total Station Approach area) are damaging to the local character because they prevent any meaningful social interactions from taking place.

Disentangling restrictive one-way operations along Sussex Street would create better pedestrian and cycle provisions towards the city.

Pedestrian and cycle routes

Pedestrian infrastructure around the station is poor due to a lack in visibility and signalisation. This is particularly problematic for tourists and newcomers who are making their way to the city centre. Similarly, cycling is discouraging because there are no dedicated cycle lanes to and from the station, especially at the busy traffic intersections.

Critical intersections such as the Carfax junction do not offer adequate pedestrian crossing, thereby reducing the connection between routes. Improving the connectivity in this area will provide significant benefits to the pedestrian network across Winchester for both locals and tourists.



HARD EDGE ALONG ANDOVER ROAD TO SHELTER THE SITE FROM BUSY TRAFFIC

BUSY CROSSING FOR STUDENTS FROM PSC AND NEARBY ACCOMMODATION

PUBLIC REALM FACING QUIETER WORTHY LANE

PUBLIC SQUARE IN FRONT OF THE STATION

EXTEND RETAIL ACTIVITY ALONG STATION ROAD



KEY:

Public realm

- Potential for active frontage
- Potential for new public realm
- Nodes
- Potential to reinforce hard edge
- Potential to reinforce permeability

KEY TOWNSCAPE VIEW

PRESERVE EXISTING HARD EDGE OF HCC RECORD OFFICE REINFORCE VISIBILITY ALONG DIAGONAL ROUTE

ATTRACTIVE SUNLIT CORNER OF CARFAX SITE

ACTIVE FRONTAGE TO MASK HCC CAR PARK

04. Opportunities and constraints for public realm

PUBLIC REALM

Public realm

Existing public realm is very poor and there is a significant opportunity to create lively new spaces, especially in front of the railway station where pedestrian movement is obstructed by a swathe of tarmac to service taxis, bus lanes and other vehicle movements.

There are a number of important spaces within the masterplan area where active frontage would enliven and enhance the public realm. Particularly frontages that have for years suffered from the inactivity of the existing surface car parks, such as along Andover Road, active uses to create containment for the important gateways into the city, will be vital.

New business premises along this busy commuter arterial could profit from the steady influx of pedestrians and motorists throughout the day.

Equally, small scale retail frontages to replace the dead frontages of the existing Tower Street car park, would activate and enliven the route at the junction with Sussex Street.

5. MASTERPLAN DEVELOPMENT



CARFAX SITE

Illustrated here are three strategic approaches we have explored for the Carfax site:

- Single floorplate office only (with small shops)
- Multiple floorplate office only (with small shops)
- Mixed-use comprising offices and residential development

The Carfax (and the Cattle Market) site requires a significant amount of car parking based on the requirement to re-provide the existing numbers plus policy-compliant parking for the new development (see “3. Summary Brief” on page 16). This creates perhaps the single biggest challenge to achieving the land uses. All options shown are dug into the slope of the site in order to bury the parking and minimise the massing impact on the townscape.

The more promising schemes we examined excluded residential development, due to the complexities this introduced in respect of privacy, overlooking, and outdoor amenity space. Given the need for substantial parking, dwellings would be ‘flying freeholds’ above the basement(s) which creates complications for disposal in respect to sales / service charges.

Our initial studies retained the old Registry Office building, with two new pavilions that form an active perimeter along the new Station Hill approach and on the approach from Sussex Street. In these options the office buildings are set back from the public realm, screened by the smaller satellite buildings.

In Option 4, the floorplate on the long elevation of Station Road is bisected by a secondary pedestrian link (on a historic line) to supplement the principal diagonal route, and this further improves the permeability of the site. By creating two separate buildings, this approach delivers benefits for phasing and marketability at the expense of slightly decreased wall to floor efficiencies.

We did examine options that included residential townhouses placed to mirror the existing Victorian terrace along Gladstone Street. The need for separation between them and the office space significantly diminishes the potential for the office element and introduced the complexities noted above. In order to achieve the same quantum of office space, the mass of the buildings becomes taller, and the possibilities of retaining the former Registry office and added pavilions as screening elements could not be achieved.



Carfax - Option 2

Option 2 consists of a single floorplate building shaped to reinforce the diagonal pedestrian path through the site.

Due to the steep slope of the site the south part is dug into the ground. In order to provide daylight and maximize usable office space a lightwell is introduced along the west side of the building alongside Station Road.

The top floor of the building is cut back on the north and East side in order to adjust itself to the neighbouring context.

The office entrance and main reception is located along the new diagonal cross route between Station Hill and Sussex Street. This is a dedicated, pedestrian only, link along a key desire line from the station through to Tower Street and the city centre beyond.

The Old Registry Office is retained and provides a new active frontage along Station Hill together with two new retail pavilions.

The car park entrance is accessed off Sussex Street to the South of the Carfax junction. The exit is a left only turn onto Gladstone Street.



Carfax - Option 4

Option 4 is the preferred option for the Carfax site.

The single floor plate building from Option 2 is split into two separate rectilinear buildings. This is to break up the massing on the site, optimise efficiency and to improve the frontage along Station Road.

Working with the slope, the split between the buildings gives the opportunity to step the buildings creating a new pedestrian link through the site between Station Road and Sussex Street. This enhances the permeability akin to much of Winchester's historic street pattern. Furthermore, this creates the ability to stage the delivery of office space, with collateral benefits for procurement, buildability and construction sequencing.

The lightwell along Station Road in Option 2 is retained.

The retail pavilions along Station Hill are also kept with another added to the corner of Gladstone and Sussex Street to create a meaningful entrance to the diagonal route and further break up the massing around the perimeter, into a collection of smaller buildings.

Similar to Option 2, the top floors of the buildings are cut back towards the North and East to better adjust the massing to the neighbouring townscape.

Carfax - Option 5b

The office building is set back from the townhouses along Gladstone Street and the frontage to Station Hill is maintained with the retention of the Old Registry Office and the addition of two new pavilions.

The lower pavilion structure at the corner of Sussex Street is removed to go some way to compensate for the loss of office floor space caused by the residential amenity space.

With the 15m setback from the townhouses and the retention of the Old Registry Office and pavilions along Station Hill the option retains many of the attributes of Option 4. However, in order to achieve the requisite B1 office floor area, additional mass will need to be added. Without the benefits of the roof level setbacks as before, the massing profile within the local townscape views is considered extremely challenging.

MASTERPLAN DEVELOPMENT



CATTLE MARKET SITE

The preferred option for the Cattle Market site is arrived at by the physical constrictions of the site. The defining principles are the requirement to reinforce the street edge along Andover Road with active ground floor uses and the need for East-West permeability.

Hence, the Cattle Market site (Option 1) illustrates a residential led mixed-use development, with ground floor active frontages combining residential dwellings, entrance lobbies and conventional office or modern start-up / enterprise space. The ground floor steps up along Andover Road to conceal car parking beneath in the most efficient manner, using the sloping land to optimise the amount of basement dig.

Above the office units are two or three floors of efficient apartment dwellings with one set back upper roof level. These buildings are residential scale with lobbies access off Andover Road, between the offices. Behind are private gardens providing a green buffer to the Winchester Club to the East.

At the bottom of the slope where Andover Road connects to the junction of Worthy Lane, a shop or small scale convenience supermarket helps animate a key corner of the site with activity complementary to the development and the existing community. Its taller ground floor masks the new entry to the public car park directly off Andover Road. This exploits natural change in levels between the existing upper and lower car parks in order to optimise the efficiency of the car park construction. Worthy Lane, shorn of traffic accessing the existing car park entry, reverts back to a tree-lined residential street.

Set back behind a stepped terrace of green landscaped gardens a row of townhouses or stacked duplexes are bookended by a small block of apartments that demarcate the corner of the site at the head of Hyde Church Lane's junction with Worthy Lane.

To the North of these new houses a pedestrian and cycle route connects the Andover Road with the top of Hyde Church Lane. The turning into the Winchester Club and access to a private underground car park is sculpted into the existing topography, beneath this new East-West connection.



Cattle Market - Option 1

The proposed masterplan for Cattle Market consists of both office and residential area.

Smaller business units, either conventional offices or more modern start-up and enterprise space, are interspersed with dwellings and residential entrances which step up Andover Road at ground level, creating vibrant active frontages on the main gateway route in and out of the city. Three levels of apartments are above these providing a modest but strong edge to the main thoroughfare.

A new pedestrian route is introduced through the site between Andover Road and Worthy Lane. The route is placed just south of the existing Winchester Club.

Four storey townhouses or two levels of duplexes are placed south of this new pedestrian route, with south-facing terraced gardens in front. The lower portion of the garden creates a sizeable public amenity space alongside a newly enhanced tree line on the north side of Worthy Lane.

The existing brick building, located on the north side of Worthy Lane, is retained and re-purposed as an independent retail unit as either a café or restaurant or an extension of small scale commercial offer / enterprise workspace.

A new south-facing public courtyard is introduced on its west side tucked in behind the buildings fronting Andover Road, on a raised level above the car park. From here people have views towards the Cathedral while enjoying a drink and bite to eat at a new café/restaurant.



Cattle Market - Option 2

Option 2 looks at the possibility of residential houses, assuming the Winchester Club could be bought into the masterplan area.

A row of four storey townhouses is added along the north side of the site stepping up the hill to link with Andover Road.

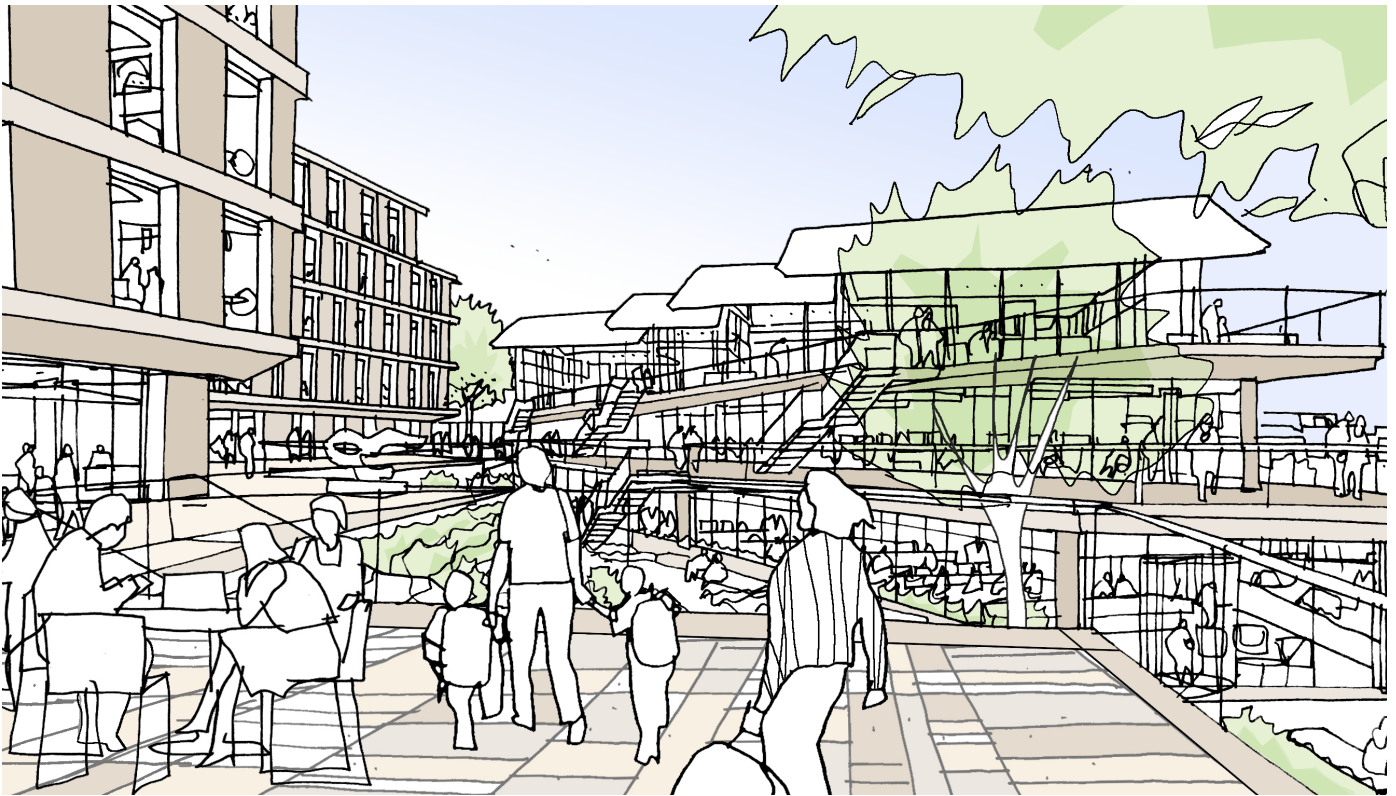
The Winchester Club is stripped back to its original Victorian façades and retains a bowling green to the North with additional amenity space added to the West. It is envisaged that a new community resource could be housed here, drawing on the history of the local area, alongside rentable space for commercial enterprises, conferences and events.

A residential access road with on-street parking and private front gardens provides animation, creating a pleasant pedestrian route between the upper Andover Road and the Hyde Conservation Area.

6. CARFAX SITE



01. Masterplan proposal for the Carfax site



02. Indicative sketch showing the diagonal pedestrian route linking Station Hill with the top of Tower Street

01 Old Registry Office

The Old Registry Office is retained with retail use.

02 New pavilions on Station Hill

Two new pavilions provide a new active frontage along Station Hill. Both are accessed off existing gradients, the one to the East acts to screen the car park entry below.

03 Turning circle for taxis

A new turning circle for taxis is introduced on Station Road in order to limit traffic on Station Hill.

04 New retail kiosks

New retail kiosks are added to extend and enhance the active frontage of the Station building South along Station Road.

05 Bus shelters

Unified, high-quality bus shelters are relocated to the East side of Station Road removing all but bus traffic from in front of the station and on Station Hill; with the new kiosks, creating a vibrant extension to the street scene on Station Road.

06 Connection route

A new pedestrian link is introduced through the site between Station Road and Sussex Street.

07 Taxi stands

New taxi stands are introduced along west side of Station Road.

08 Dedicated 'bus only' lane on Station Hill

A discrete, shared surface bus lane running up Station Hill from the Carfax junction is integrated into a unified surface treatment, creating a new area of active, pedestrian focussed, public realm.

09 Entrance to basement car park

A car park entrance is added on the north side of the HCC Archive off Sussex Street. This takes advantage of the topography to create a discreet aperture directly into the car park, without the need for steep ramps.

10 Exit from basement car park

A car park exit is added to the north side of Gladstone Street.

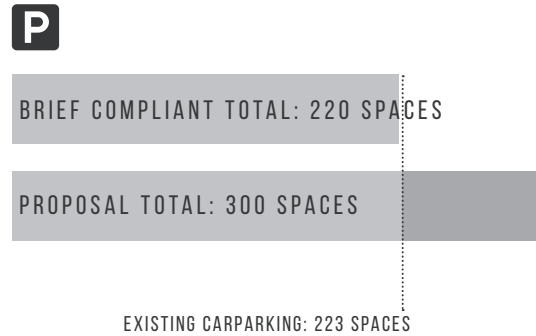
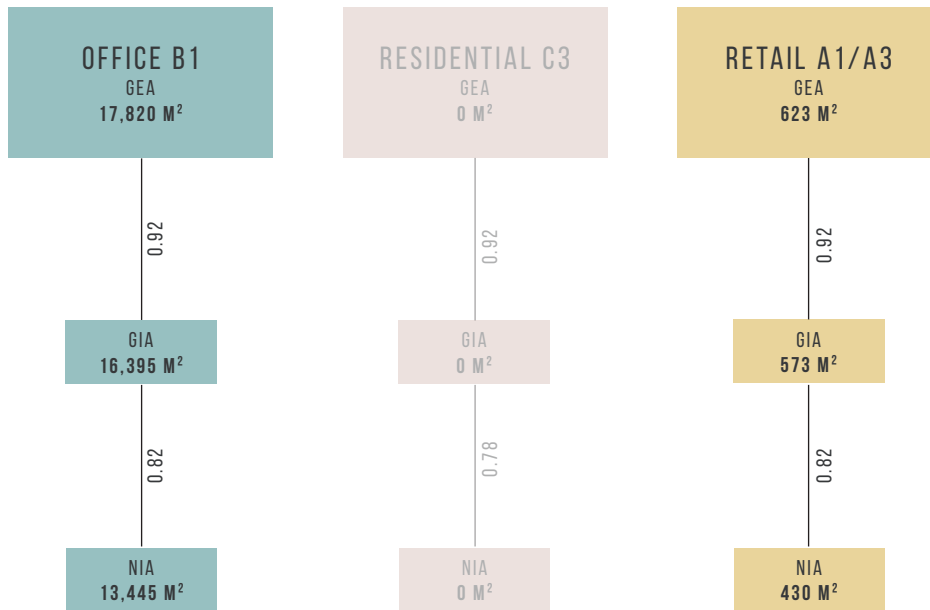
11 New Landscaping

The sunken garden on the East side of the HCC Archive is extended to the South with new landscape.

12 New pavilion on Gladstone Street

A new shop, showroom, pub or restaurant is added on the corner of Gladstone Street and Sussex Street.

CARFAX SITE



CARFAX AREAS SUMMARY

The car park is arranged over 2 floors of basement and delivers circa 300-340 car parking spaces (at 1per 32m²).

GENERAL ASSUMPTIONS

For baseline assumptions see “3. Summary Brief” on page 16.

The car park and plant areas are reported together, with approximately 10% of B1 GIA assumed for servicing and plant provision.

Floor to Floor heights are set at 3.8m to establish the following baseline conditions:

- Structure and services zone: 300mm
- Raised floor zone: 450mm
- Floor to ceiling height: 3.050m

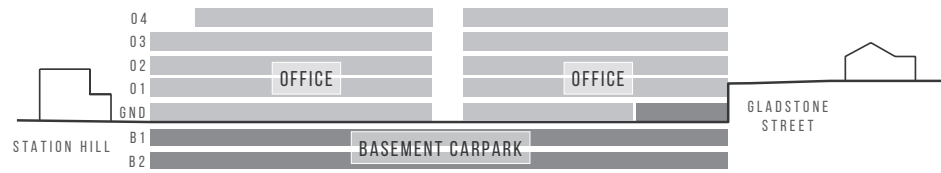
AREA CALCULATION

The Stage 1 brief states total B1 Office space to be 13,000 m² (NIA), equating to 17,230 m² (GEA).

Our masterplan proposals distributes the office area between the Carfax and Cattle Market sites. See following page for details of the Cattle Market area calculation.

The proposed Cattle Market B1 Office space results in a surplus in total B1 office space. This anticipates future requirements to finesse (reduce) the quantum of prescribed office development on the Cattle Market site in order to deliver a viable outcome, given the requirements for replacement car parking spaces north of the Carfax junction. Some cut backs to Carfax massing are anticipated at the next stage.

Car parking has been calculated on the basis that spaces reserved for A1/A3 Retail (c. 22 spaces) will not be provided.



03. Diagrammatic section through Carfax site



04. Davidson Building, Southampton Street: office space with exposed soffits. Lifschutz Davidson Sandilands

OFFICE INTERNAL ENVIRONMENT

Our initial approach in RIBA Stage 2 will be to examine how the fabric of the building can contribute to the sustainable agenda for the development. Displacement ventilation is a likely option for cooling the buildings, particularly given their location away from pollution and traffic. This system can be provided as a mixed-mode, allowing users the choice to open windows, and harnessing the thermal mass of exposed structure to reduce heating and cooling loads at different times of the year.

Targeting BREEAM 'Outstanding,' in accordance with the policy directive contained within the Local Development Plan (LDP), may not be the most effective approach to reducing carbon given that typically only 18% of carbon is regulated by BREEAM. It seems more apposite to look at other aspects of whole life emissions such as embodied carbon and flexibility for future change.

7. CATTLE MARKET SITE



01. Masterplan proposal for the Cattle Market site



02. Indicative sketch of an aerial view showing the Cattle Market site looking North

01 New workspace and apartments along Andover Road

New office and apartment buildings step up the East side of Andover Road. Office space is placed on the ground floor with two to three storeys of apartments above.

02 Andover Road crossing

A new crossing on Andover Road is introduced to provide continuity between Winchester Station, the new student housing and a new East-West link connecting with Worthy Lane across the Cattle Market.

03 Connection Route

A new connection route is added through the site between Andover road and Worthy Lane.

04 Courtyard piazza

A new public piazza between the larger buildings along Andover Road and the smaller townhouses facing Worthy Lane is animated by a café/restaurant with views towards the cathedral.

05 Public car park entrance

A new car park entrance is located on the East side of Andover Road to take advantage of the change in levels.

06 The Winchester Club

Requisite offsets from the club have been allowed and the existing access to the club is retained.

07 Residential parking

Access to the private car park is placed to the East of the connection route off Worthy Lane.

08 Townhouses

New four storey townhouses or stacked duplexes are placed on the north side of Worthy Lane.

09 Terraced garden

A south-facing terraced garden is placed in front of the townhouses or duplexes creating a new green space.

10 Retained Victorian Building

The existing Victorian building located on the north side of Worthy Lane is retained for new retail or commercial use.

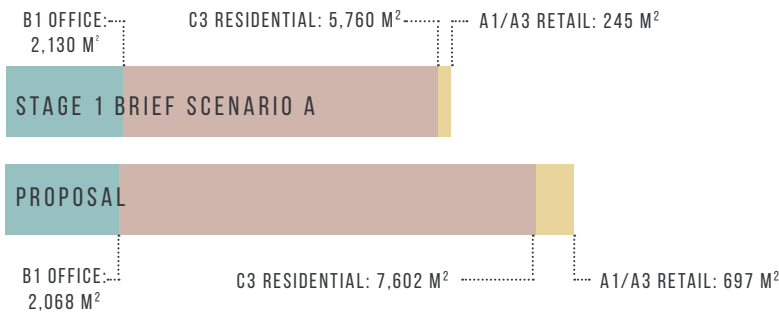
11 Pedestrian access from Worthy Lane

A new pedestrian access to the site and the public square is added on the north side of Worthy Lane.

12 New retail space on Andover Road / Worthy Lane junction

A new shop or small supermarket is introduced on the corner of Andover Road and Worthy Lane.

CATTLE MARKET SITE



BRIEF COMPLIANT TOTAL: 292 SPACES

PROPOSAL TOTAL: 300 SPACES

EXISTING CARPARKING: 351 SPACES

CATTLE MARKET AREAS SUMMARY

The car park is arranged over two and a half floors of basement and delivers approximately 300 car parking spaces.

GENERAL ASSUMPTIONS

For baseline assumptions see "3. Summary Brief" on page 16.

The car park and plant areas are reported together, with approximately 10% of B1 GIA assumed for servicing and plant provision.

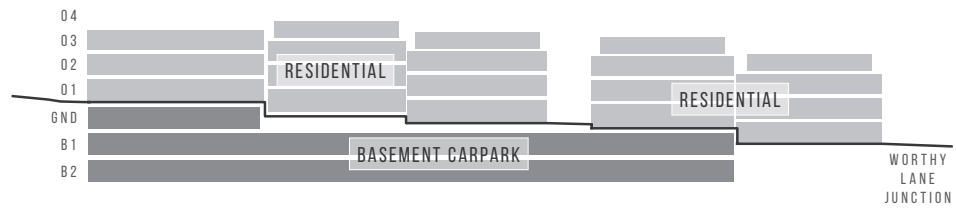
Residential Floor to Floor heights are set at 3.15m to establish the following baseline conditions:

- Structure and services zone: 500 mm
- Floor to ceiling height: 2650 mm

AREA CALCULATION

The Stage 1 brief states the total of B1 Office space to be 17,230 m² (GEA). Our masterplan proposals distribute this area between the Carfax and Cattle Market sites.

Car parking has been calculated on the basis that spaces reserved for A1/A3 Retail (c. 32 spaces) will not be provided.



03. Diagrammatic section through Cattle Market site



04. Paradise Gardens: Architects Journal Housing Project of the Year 2017.
Lifschutz Davidson Sandilands

FAÇADES

We propose robust materials for both the Carfax and Cattle Market sites both for the environmental reasons noted above and to best respond to the local townscape and historic context. We will propose materials that are, as far as possible, locally sourced with the consistency and characteristics associated with Winchester. Materials that will age gracefully, improving with the passing of time - hence brick and stone for elevations; slate, lead and zinc for roofs; concrete and CLT for structures.

8. WIDER TOWNSCAPE VIEWS

WIDER TOWNSCAPE VIEWS

Undoubtedly the most pronounced and significant physical attributes of the area are the hillsides and how these relate to one another and the valley below where, through the heart of the old city of Winchester, passes the River Itchen.

The steeply sloped sides to the valley mean that the visibility of the ridges and the linearity of their tree lines, when looking from one side to the other, are an important feature within the backdrop of the views of the city itself.

Because of the manner in which the local gradients screen the immediate urban context, the impacts from outside of the city itself looking in, are arguably of more importance than local views within the city and particularly the station approach area itself.

We have identified four wider townscape views of significance due to their elevated prospects and views into the historic centre of Winchester.

01. ST. GILES HILL VIEW

St. Giles Hill forms the east side of the valley in which Winchester is situated. The hill gives panoramic views across the whole of Winchester town centre and towards the greenery to the West.

02. ST. JOHNS HILL VIEW

St Johns Hill is located just North of St Giles Hill, on the eastern edge of Winchester.

The impact on the view from St. John's Hill by development at the Carfax and Cattle Market sites is likely to be minimal as the sites are mainly hidden by existing large trees.

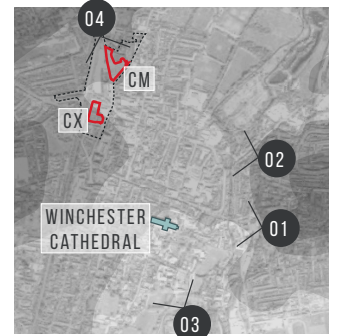


01. View from St. Giles Hill towards West



03. View from St. Johns

Image source
Lifschutz Davidson Sandilands



03. ST CATHERINE'S HILL VIEW

St Catherine's Hill is located on the south edge of Winchester. From the hill one has panoramic views over the city centre with Winchester Cathedral in the foreground.

04. ANDOVER ROAD VIEW

The Andover Road view is taken at the northwest corner of the Cattle Market site. Looking South on this particular section of the road one can catch a view of the top of Winchester Cathedral.



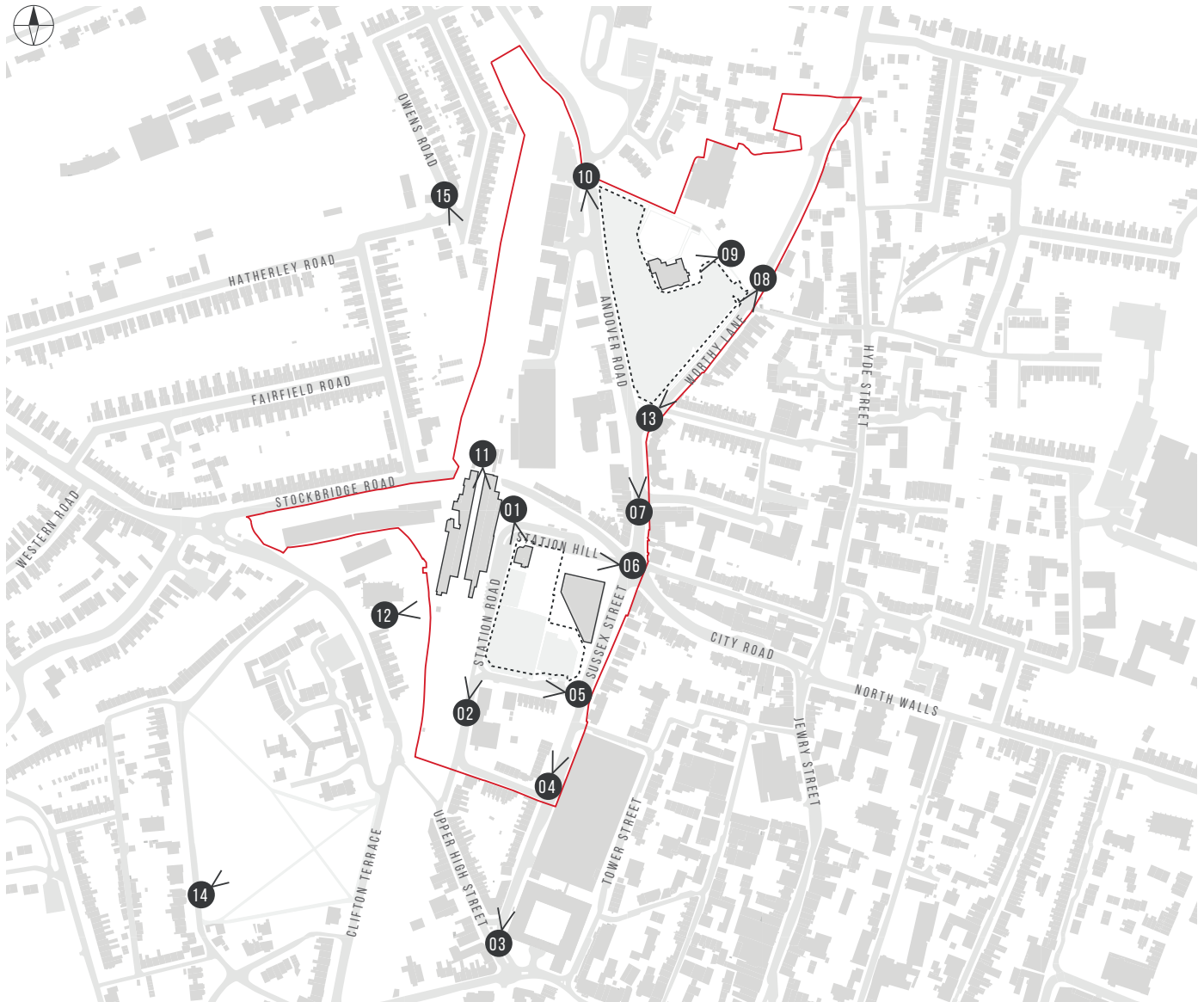
03. View from St. Catherine's Hill towards North



04. View from Andover Road South

Image source
Lifschutz Davidson Sandilands

9. LOCAL TOWNSCAPE VIEWS



LOCAL TOWNSCAPE VIEWS

The local townscape views have been identified in the context of local planning policy.

Of the 15 views included in this strategy, 8 have been explored in further detail to establish the Stage 1 baseline massing:

- 01. Looking South from station entry
- 02. Looking North on Station Road
- 05. Looking West on Gladstone Street
- 06. Looking West to Station from Carfax junction
- 07. Looking North on Andover Road
- 08. Looking South on Worthy Lane
- 10. Looking South on Andover Road
- 13. Looking North on Worthy Lane

KEY:

- Collated key townscape views
- Station Approach boundary
- Masterplan boundary
- - - Site boundary



01. Looking South from station entrance



02. Looking North on Station Road



03. Looking South on Sussex Street



04. Looking North on Sussex Street



05. Looking West on Gladstone Street



06. Looking West to station from Carfax Jct



07. Looking North on Andover Road



08. Looking South on Worthy Lane



09. The Winchester Club



10. Looking South on Andover Road



11. Looking South from station footbridge



12. View from St Paul's Church



13. The Cattle Market from Worthy Lane looking North



14. Oram's Arbour



15. Looking South from Owens Road

Image source
01-15. Lifschutz Davidson Sandilands

Nikolai Metherell N.Metherell@lds-uk.com
Lifschutz Davidson Sandilands
Island Studios, 22 St. Peter's Square, London W6 9NW

+44 (0)20 8600 4800 · www.lds-uk.com