

CENTRAL WINCHESTER **REGENERATION**

SUPPLEMENTARY PLANNING DOCUMENT

Adopted June 2018



CONSULTATION PROCESS

The Central Winchester Regeneration Supplementary Planning Document, produced by Winchester City Council, was subject to public consultation which ran from 11 December 2017 until 5 February 2018.

This included public exhibitions in the larger towns and villages around the district. The document was also available to the public via the following means during the consultation period:

- Online on the City Council's website: www.winchester.gov.uk/cwr
- At Winchester City Council's City Offices, Colebrook Street, Winchester, SO23 9LJ Monday to Thursday 8.30am - 5.00pm and Friday 8.30am - 4.30pm.

Following the public consultation the Council considered in detail the representations made, and made various amendments to the document in response to the comments received.

More specific details regarding the consultation process and how the Council has responded to the issues raised is set out in a separate Consultation Statement, which is available on the Council's website.

Adoption and applicable area

This Supplementary Planning Document has been produced in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

The document was formally adopted by Winchester City Council in June 2018.



SPD

CONTENTS

I. AIMS & OBJECTIVES	
1.1 Role & Aims of the SPD	01
1.2 Planning Policy	03
1.3 Regeneration Area	07
1.4 Vision	09
1.5 Objectives	09
2. CONTEXT	
2.1 Engagement & Consultation Summary	14
2.2 City Quarters	16
2.3 Winchesterness Principles	16
2.4 Views & Skyline Summary	19
3. PLANNING & URBAN DESIGN FRAMEWORK	
3.1 Introduction	24
3.2 Public Realm: Streets, Spaces & Water	26
• The Broadway	30
• Lower High Street	31
• Riverside Walk	32
• Tanner Street	34
• Middle Brook Street	35
• Antiques Market	36
• Friarsgate Passage	37
• Silver Hill	38
• Friarsgate	39
3.3 Movement & Accessibility	40
3.4 Land Uses	47
3.5 Retail & Markets	49
3.6 Bus Hub	53
3.7 Archaeology, Heritage & Culture	55
3.8 Housing & Community	59
3.9 Workspace / Office	62
3.10 Heights, Scale & Massing	63
3.11 Delivery	69
3.12 Meanwhile Uses	71
3.13 Planning Processes – Funding of Infrastructure	71
3.14 Sustainability	76
A. APPENDICES	
A1 Planning Policy Context	84
A2 History & Archaeology	87
A3 Constraints & Opportunities	102
A4 Engagement	110
A5 Winchesterness	123
A6 Views & Skyline	151
A7 Technical Assessments and Reports	158
A8 Glossary of Terms	159



SECTION I

AIMS & OBJECTIVES

I.1 ROLE & AIMS OF THE SPD

- I.1.1 This Supplementary Planning Document (SPD) sets out a Vision, Objectives and Planning and Urban Design Framework for the future development of the Central Winchester Regeneration Area (CWR area).
- I.1.2 The SPD has been informed by an extensive community planning and consultation process, in line with the requirements of the National Planning Policy Framework (March 2012).
- I.1.3 The role of the SPD is to provide planning advice and guidance to prospective developers and Winchester City Council as both Local Planning Authority and potential developer, for regeneration within this part of Winchester's city centre, building on the principles of the parent policies within the Adopted Local Plan (Parts 1 and 2) and other Council led strategies. It is not a blueprint; the SPD does not set out prescriptive design guidance nor a site by site allocation of uses, but rather an illustration of the principles which will inform good design. All plans and diagrams are purely illustrative as to what could be achieved. Each and every set of proposals will be assessed on its own merits. The purpose in giving some indication as to what could be achieved is to assist developers to understand the principles and ideas which have emerged from the Council's extensive stakeholder and public consultation and which WCC wishes to see put forward.
- I.1.4 The SPD aims to ensure that the future development is coordinated, sustainable and achieves the highest standards of architecture and urban design in order to protect and enhance the special qualities of the area.
- I.1.5 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions are made in accordance with the adopted development plan unless material considerations indicate otherwise. The development plan consists of the agglomeration of all those documents regarded in law as "development plan documents". Every other document relevant to planning can take effect only as a "material consideration".
- I.1.6 The adoption of the proposed Supplementary Planning Document results in it becoming a material consideration in the determination of any planning application within the central Winchester area as identified in the SPD. However, it will remain of subsidiary importance when compared to the requirements of the Local Plan which is of primary importance in decision making in planning applications.

SECTION I

AIMS & OBJECTIVES

- I.1.7 The SPD derives from relevant planning policies from the National Planning Policy Framework (NPPF), the Local Plan Part 1 (March 2013) and the Local Plan Part 2 (April 2017), particularly policies within the LPP2 which include WIN2 – Town Centre, WIN3 – Views & Roofscape, WIN4 – Silver Hill Mixed Use Site, DM15 – Local Distinctiveness, DM26 – Archaeology, and DM27 – Development in Conservation Areas.
- I.1.8 As set out within the Winchester District Local Plan Part 2 (paragraph 3.7.12), the SPD should establish the quantities, types and disposition of land uses within the regeneration area.
- I.1.9 The SPD also has a wider role in ensuring that the regeneration of the area promotes sustainable solutions to Winchester's wider physical, social, economic and environmental needs, challenges and aspirations.
- I.1.10 The Central Winchester Regeneration is an opportunity to bring positive changes to the city centre by delivering a dynamic mix of uses which will reinforce the cultural/heritage and retail heart of the city, alongside providing additional residential and other appropriate uses. The SPD supports a fine grained and permeable design approach, as indicated in the Objectives, in order to promote the preservation and enhancement of Winchester's character and the protection and evolution of its heritage.

SECTION I

AIMS & OBJECTIVES

I.2 PLANNING POLICY

I.2.1 National Policy

The NPPF and Planning Practice Guidance prioritise sustainable development and set out core principles for the design of the built environment, requiring local authorities to seek opportunities to meet the development needs of the area through the planning process.

I.2.2 The NPPF promotes competitive town centre environments which provide customer choice and a diverse retail offer whilst reflecting the individuality of the place. A range of other uses are expected to support the viability and vitality of the town centre, including leisure, offices, markets and a wide choice of quality homes.

I.2.3 Local Policy

As set out under the heading Role & Aims of the SPD, the SPD derives from relevant planning policies from the National Planning Policy Framework (NPPF), the Local Plan Part 1 (March 2013) and the Local Plan Part 2 (April 2017).

I.2.4 The development strategy for the Winchester District adopted through LPP1 (Policy DSI) refers to the role of 'Winchester Town' in addition to reflecting its retail role as a sub-regional town centre. This is further emphasised in Policy WTI which sets out key opportunities to be delivered through the local plan including new housing, economic growth and diversification whilst ensuring all new development is of the highest design quality and fully considers and respects the context of its setting and surroundings.

I.2.5 In addition, a number of policies LPP2 are also applicable: WIN2 – Town Centre, WIN3 – Views & Roofscape, WIN4 – Silver Hill Mixed Use Site, DM15 – Local Distinctiveness, DM26 - Archaeology, and DM27 – Development in Conservation Areas. Other policies may also be relevant depending on the nature and location of the proposal.

I.2.6 The SPD seeks to provide detail pursuant to the nine principles set out in WIN4 (below) by providing guidance on Land Uses (3.4), Public Realm: Streets, Spaces & Water (3.2), Character (2.3 Principles of Winchesterness, 2.4 Views and Skyline), Heights, Scale & Massing (3.10), Movement & Accessibility (3.3), Archaeology, Heritage & Culture (3.7), and Sustainability (3.14) within the CWR Area.

SECTION I

AIMS & OBJECTIVES

POLICY WIN4 SILVER HILL MIXED USE SITE

Winchester District Local Plan Part 2 – Development Management and Site Allocations

Adopted April 2017

Development proposals for a comprehensive mixed-use development within the area known as Silver Hill as shown on the Policies Map, will be granted planning permission provided that detailed proposals accord with the Development Plan and demonstrate how proposals for all or parts of the site will accord with the following principles and achieve the form of development intended by this allocation as a whole:

- (i) provide an appropriate mix of uses that reinforce and complement the town centre, including retail, residential, community/civic uses, and other town centre uses
- (ii) proposals should include a high quality design response
- (iii) respect the historic context, and make a positive contribution towards protecting and enhancing the local character and special heritage of the area and important historic views, especially those from St Giles Hill
- (iv) enhance the public realm
- (v) improve pedestrian and cycle access
- (vi) provide a high quality landscape framework
- (vii) include proposals which accommodate buses and coaches, improve conditions in the Broadway, and remove traffic from Silver Hill (except for servicing). Appropriate car parking should be provided and proposals should include any on or off-site mitigation measures identified through the Transport Assessment
- (viii) include an archaeological assessment to define the extent and significance of any archaeological remains and reflect these in the proposals, as appropriate
- (ix) include a Strategic Flood Risk Assessment, with suitable mitigation measures

SECTION I

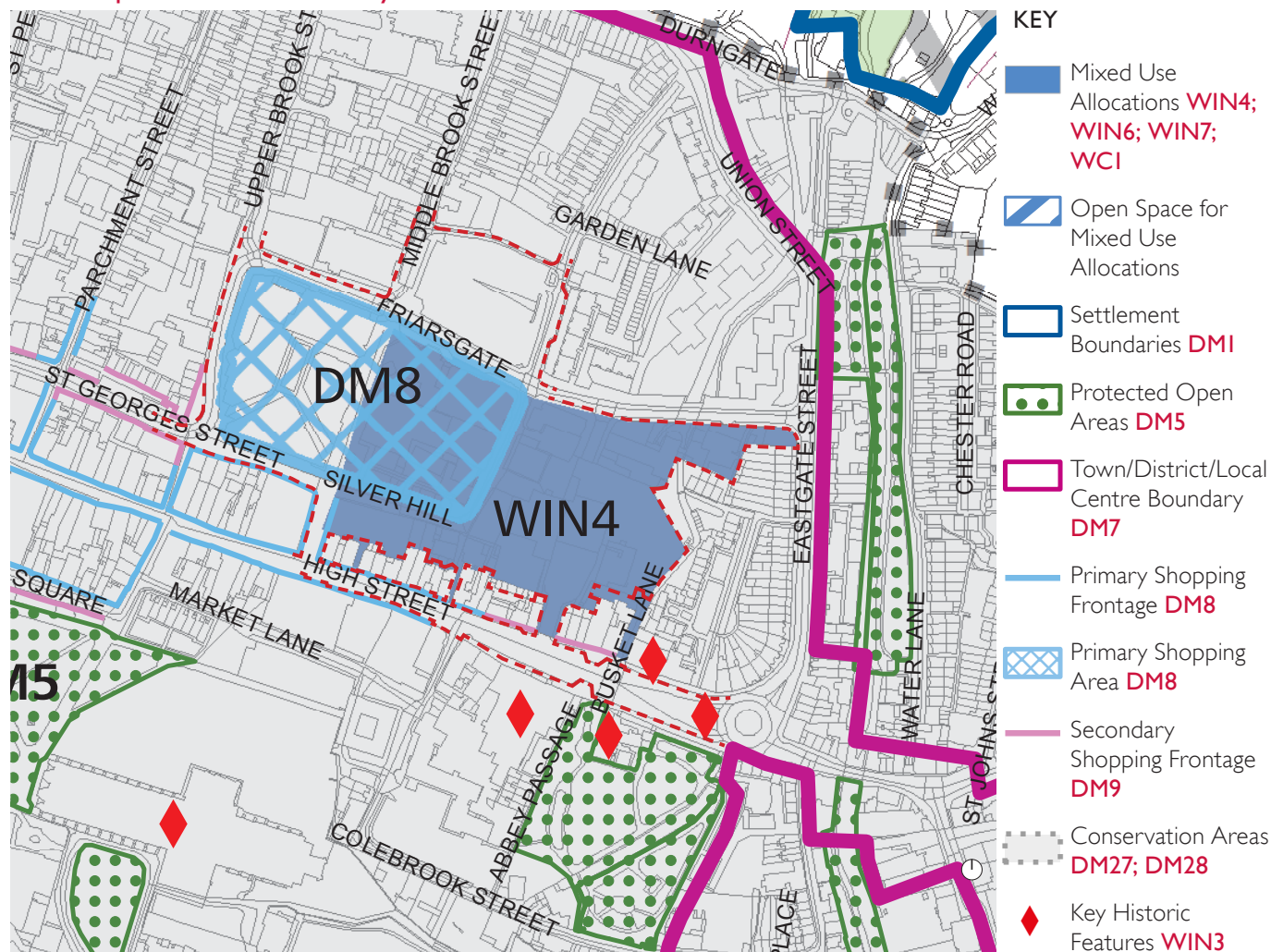
AIMS & OBJECTIVES

- I.2.7 Given the planning history of the site a policy response was formulated through LPP2 and consequently paragraph 3.7.12 states '*an SPD should be prepared in the first instance to establish the quantities, types and disposition of land uses*'. Therefore, this SPD establishes principles to be followed together with an urban design framework which will guide and advise the nature and disposition of proposals. Policy WIN4 was therefore prepared to establish the parameters that would need further detail in the SPD. However, it should be noted that Policy WIN4 applies to the area formerly known as Silver Hill, whereas CWR covers a broader geographical area. As referred to above there are various references in both LPPI and LPP2 that set out planning policy guidance that should be complied with. A full list of relevant planning policies is set out in Appendix I: Planning Policy Context and will be referenced where relevant throughout the document.

SECTION I

AIMS & OBJECTIVES

LPP2 Map 26B Winchester City Centre Inset



I.2.8 Local Plan Part 2 - Policy Map

Local Plan Part 2 Policy Map, particularly Map 26B, identifies a number of specific policies that apply to the CWR area as appropriate for mixed-use development including Policy WIN4, primary shopping area/frontages (Policy DM8), and the extent of the conservation area (Policy DM26 and DM27).

I.2.9

Winchester City Council is the planning authority for the CWR area. It encourages a close working relationship from the outset with developers and their agents to ensure that their proposals meet the expectations of and comply with the Development Plan, this SPD and all relevant consents; and that any subsequent planning applications, for example for planning permission or listed building consent, can be dealt with expeditiously. Further advice on the details required to be submitted in support of a planning application are set out under the Delivery Section at 3.11.

SECTION I

AIMS & OBJECTIVES

I.3 REGENERATION AREA

- I.3.1 The CWR area covers 4.5 hectares of land within the city centre, defined by Upper Brook Street to the west, Friarsgate and Middle Brook Street car park to the north, St John's Almshouses and the Lower Brook stream to the east and the Broadway and lower High Street to the south.
- I.3.2 Located on the eastern edge of the city centre, the regeneration area is at an important interface between the commercial uses and markets of the High Street, the civic buildings and spaces of the Broadway and Guildhall, and residential streets to the east and the north.
- I.3.3 The regeneration area includes the Broadway, bus station, health centre, Kings Walk, Friarsgate retail area, The Brooks shopping centre, plus parking and delivery areas. There are also a number of vacant and under-used buildings.
- I.3.4 The whole area is located within the Walled City character area of the Winchester Conservation Area. There are no listed buildings within the regeneration area, however existing buildings of interest include the Antiques Market and Woolstaplers' Hall.
- I.3.5 The CWR area is located within the floodplain of the River Itchen – see page 79 for a flood constraints map and section 3.14.15 further references and guidance. Other known constraints and opportunities include listed buildings around the site; green and blue infrastructure including trees, waterways and culverts; movement; and land ownership. See Appendix 3 for further detail on these constraints and opportunities.
- I.3.6 Planning Applications submitted will be expected to demonstrate how they have taken account of their site context, through the submission of appropriate supporting statements, assessments and illustrative material addressing physical characteristics of buildings and spaces within their wider and immediate contexts and the public realm. Contextual assessments should address the area within and around the CWR area to include, but not limited to, sunlight/daylight studies, close and distant view studies and the pattern of existing buildings, their skylines, vertical and horizontal rhythms, etc. All assessments should clearly illustrate how they have informed the proposal in terms of massing, heights, proportions, materials, etc.

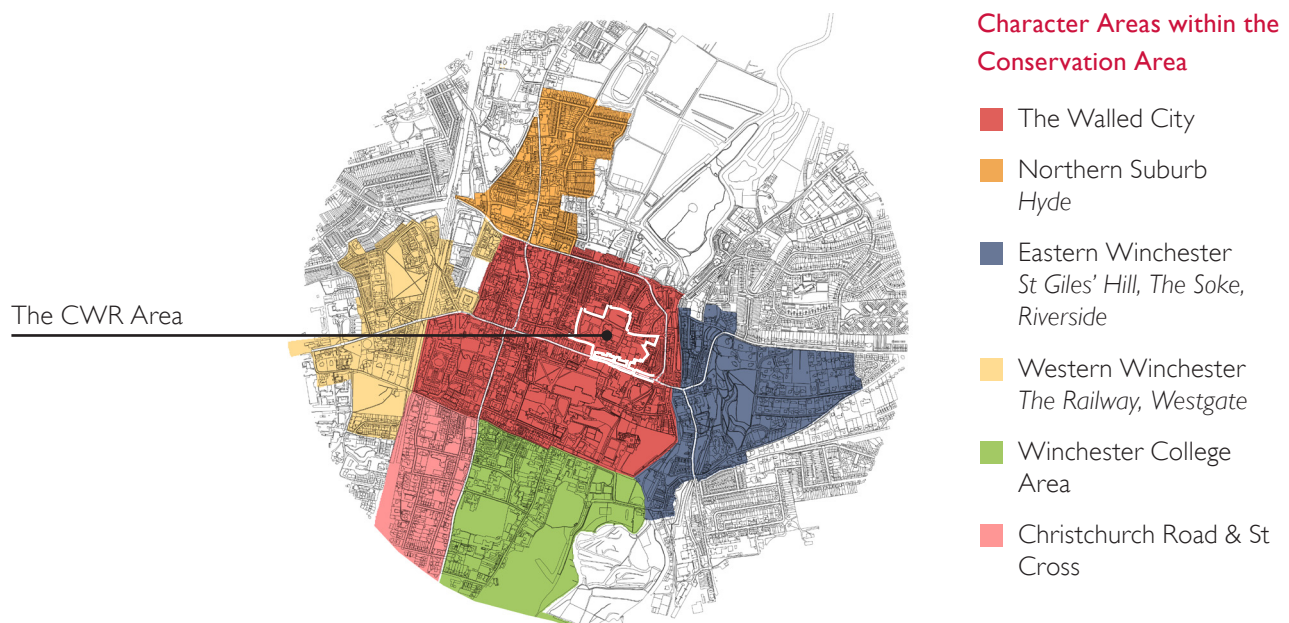
SECTION I

AIMS & OBJECTIVES

Central Winchester Regeneration Area



Winchester Conservation Area



SECTION I

AIMS & OBJECTIVES

I.4 VISION

The vision for the Central Winchester Regeneration Area is for the delivery of a mixed-use, pedestrian friendly quarter that is distinctly Winchester and supports a vibrant retail and cultural / heritage offer which is set within an exceptional public realm and incorporates the imaginative re-use of existing buildings.

I.5 OBJECTIVES

- I.5.1 The objectives for the CWR area were borne out of an extensive community and stakeholder engagement process which enabled a collective vision to be produced.
- I.5.2 Ten key themes were derived from the public engagement process; the first was an overarching theme supporting the positive change which could be brought forward through regeneration of the CWR area in incremental phases. Participants envisaged a mixed-use pedestrian friendly quarter which is distinctly Winchester; this is the vision for the SPD framework and builds upon LPP2 policy WIN4.
- I.5.3 The remaining nine key themes derived from the public engagement process along with the nine principles set out in policy WIN4 have been distilled and honed into nine objectives for the regeneration of the CWR area. These demonstrate the type of development which might come forward in accordance with the local plan policies.

SECTION I

AIMS & OBJECTIVES

I.5.4 Development within the CWR area should meet the following objectives:

OBJECTIVE 1

Vibrant Mixed-Use Quarter

A new city quarter for Winchester offering a wide range of uses that will complement and not compete with the existing city quarters, further enhancing the city's retail and cultural/heritage offer. Consistent with the NPPF, which promotes competitive town centre environments that are locally distinctive; LPP2: WIN2: Town Centre and WIN4: Silver Hill, which requires an appropriate mix of uses that reinforce and complement the city centre.

OBJECTIVE 2

Winchesterness

Local distinctiveness, in keeping with the historic context whilst providing for 21st Century needs of residents, workers and visitors. Drawing upon the rich heritage and culture that makes Winchester unique, and in line with NPPF requirements for local distinctiveness. Reference should be made to policies within the LPP2 including WIN3 – Views & Roofscape, DM15 – Local Distinctiveness, and DM27 – Development within the Conservation Area. The High Quality Places SPD provides detailed analysis and principles for development of the public realm and buildings within Winchester.

OBJECTIVE 3

Exceptional Public Realm

A network of streets and spaces, which may seek to incorporate the reintroduction of water features to capture the spirit of the place and to reinforce the local street pattern, as well as performing their principal function which is to channel water effectively through the area especially in times of flood. The Public Realm Framework of this SPD outlines aspirations for the spatial network which aim to promote local trade through the delivery of spaces with activity and character. A high quality design response is expected, as outlined in LPP2 policy WIN4 and described in the High Quality Places SPD.

OBJECTIVE 4

City Experience

Further enrich the distinctive brand of the city by creating a place of experience - offering retail, cultural/heritage, food, leisure and markets - as supported by national and local planning policies including the NPPF, LPPI: DSI and WTI, LPP2: WIN4.

OBJECTIVE 5

Sustainable Transport

A pedestrian and cycle friendly environment that encourages and promotes

SECTION I

AIMS & OBJECTIVES

active travel, and reduces dependence on other modes of transport. A new bus hub that serves the city and supports more sustainable city-wide movement. Consistent with LPPI: CPI0 which requires new development to be located and designed to reduce the need to travel, and for the local planning authority to seek to reduce demands on the transport network.

OBJECTIVE 6

Incremental Delivery

A flexible framework of streets and spaces that enables and supports phased delivery, reducing risk and capturing variety. Within phased development implementation, there needs to be a consistent and coordinated approach to delivery of the public realm, following the guidance contained in this SPD. The creative use of land and buildings for meanwhile opportunities is promoted. Ensuring viability and deliverability of the development and uses coming forward, in line with NPPF.

OBJECTIVE 7

Housing for All

Increase the city centre's residential capacity by providing a diverse range of housing typologies and affordabilities, including those suitable for the young and the elderly where possible and catering for a full spectrum of the community, consistent with the requirements of the NPPF and LPPI policies CPI, CP2, CP3, and DM2.

OBJECTIVE 8

Community

The development process should build on the community engagement undertaken to date, harnessing the enthusiasm and creativity of the community and ensuring that people of all ages and backgrounds are well represented, as required by NPPF, Local Plan and the Winchester District Statement of Community Involvement (January 2007).

OBJECTIVE 9

Climate Change and Sustainability

New development should be designed to be resilient to the impacts of climate change, particularly flooding in this location, and to minimise its impact on climate change. High standards of sustainability should be achieved in accordance with LPPI policy CPII, incorporating measures to minimise energy and water use, generate and store renewable energy.

- 1.5.5** **Supporting material should be submitted with planning applications bringing proposals forward in line with guidance contained in this SPD to demonstrate how proposals meet the stated objectives and principles of the Local Plan Policy WIN4 as supported by this SPD document.**



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SECTION 2

CONTEXT & DESIGN PRINCIPLES

SECTION 2

CONTEXT & DESIGN PRINCIPLES

2.1 ENGAGEMENT & CONSULTATION SUMMARY

- 2.1.1 The Central Winchester Regeneration SPD has been informed by an extensive programme of stakeholder and community engagement which was a direct response to policy set out in both Winchester City Council's Statement of Community Involvement (SCI, 2007) and the Government's Localism Act and the National Planning Policy Framework (NPPF, 2012). Reference should be made to section 155 in the NPPF and section 5.20 in the SCI and further information is documented in Appendix 1.
- 2.1.2 The engagement with stakeholder organisations and the community has been vital in guiding the evolving SPD. Our approach has been to work collaboratively to develop an illustrative design framework to incorporate their aims and objectives for the regeneration area.
- 2.1.3 The engagement process was launched in February 2017 and focused on a Community Planning Weekend (CPW) held in March 2017 attended by over 700 people. Other activities involved individual meetings, community roadshows, focus group workshops and surveys including users of the bus station and car park.
- 2.1.4 The team then summarised and analysed the feedback from before, during and after the CPW and identified several key themes which have directly informed the emerging design framework. These key themes are presented below and further information is documented in Appendix 4.
1. **Support for Central Winchester Regeneration**
 2. **Winchesterness**
 3. **Streets, spaces and water**
 4. **"City experience" economy**
 5. **Getting about**
 6. **Buses**
 7. **Heritage and culture**
 8. **Housing and community**
 9. **Delivery and meanwhile uses**
 10. **Community participation – keep the process going**
- 2.1.5 In all, over 1,500 people were engaged through the process.

SECTION 2

CONTEXT & DESIGN PRINCIPLES

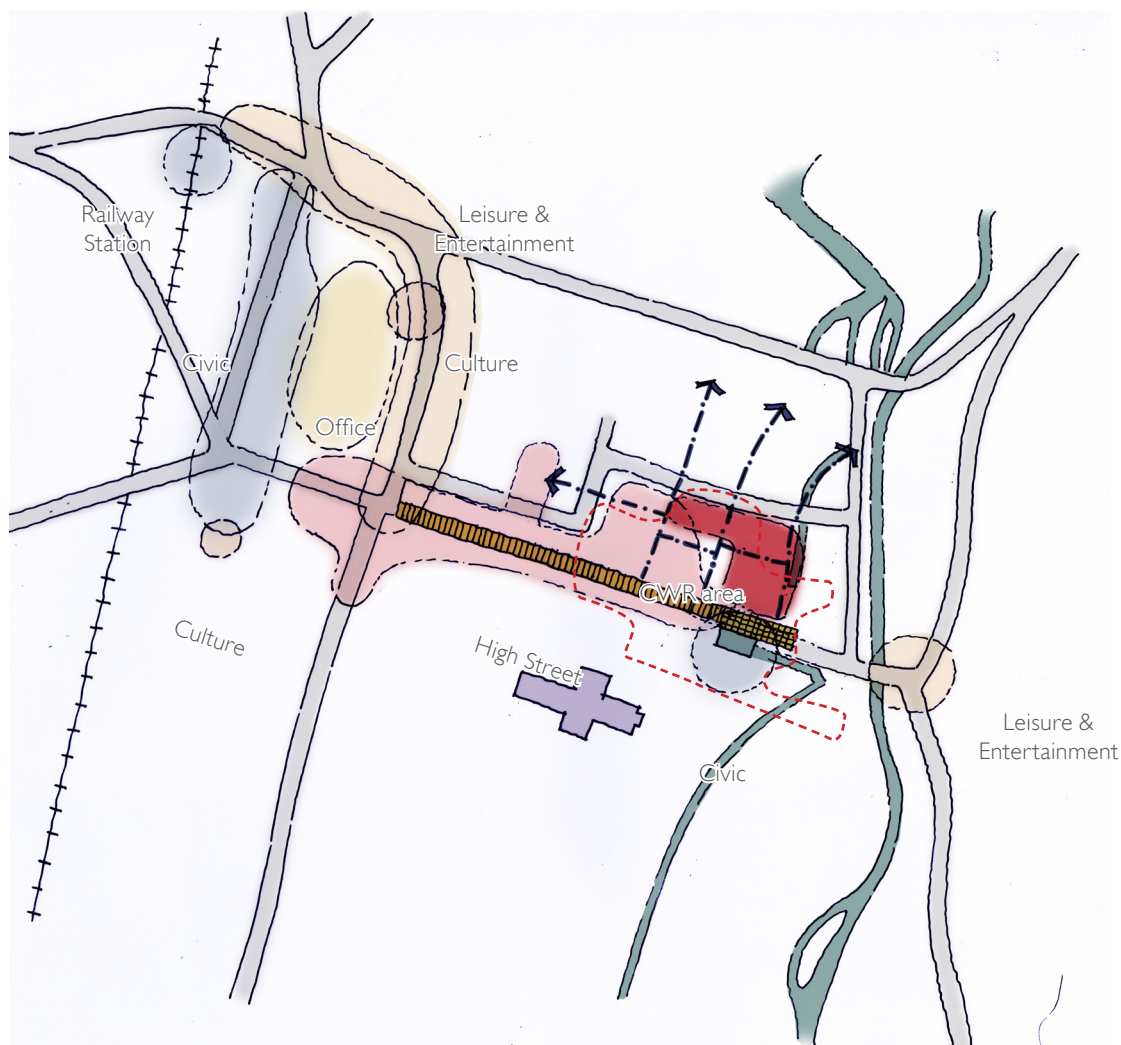
- 2.1.6 Building on the key themes, the draft SPD was subsequently made available to the public following a meeting of the Council's Informal Policy Group (IPG) on 30 October and the Cabinet gave its approval for the SPD to go to formal consultation on 6 December 2017.
- 2.1.7 The formal consultation was launched with an exhibition at Guildhall Winchester on 11 December and ran until 5 February 2018. During this period, JTP and Council officers had over 1,000 interactions with visitors to exhibition events held throughout the district and 210 written responses were received – 32 from representatives of organisations and the rest from individuals.
- 2.1.8 A summary of the key feedback themes from the consultation was shared at a public meeting of the IPG in March 2018. A summary of the key themes, points made and the Council's response was presented at the IPG's meeting in May 2018.
- 2.1.9 A list of all the responses received and a document showing the Council's response to the comments, including how they affected the final SPD, was made available on the Council's website.
- 2.1.10 The revised SPD, highlighting all the changes that were proposed, was recommended by the IPG and adopted by Cabinet on 20 June 2018.

SECTION 2

CONTEXT & DESIGN PRINCIPLES

2.2 CITY QUARTERS

- 2.2.1 Winchester town centre contains a range of uses and functions which are often grouped into distinct 'quarters', as shown on the map below. The CWR area is in a key location which links several 'city quarters'.



Winchester City Quarters

①

2.3 WINCHESTERNESS PRINCIPLES

- 2.3.1 Development proposals should seek to reflect and enhance the local distinctiveness of Winchester, in line with Objective 2 'Winchesterness'.
- 2.3.2 The appendices of the SPD include a detailed Winchesterness study which was carried out following public consensus from the Community Planning Weekend to examine the unique and special qualities inherent to Winchester's character and public realm.

SECTION 2

CONTEXT & DESIGN PRINCIPLES

- 2.3.3 Key features which create the distinctive character of Winchester are the frequent stepped/sloping topography affording long views; the intimate spaces, well-used routes and archways often enclosed with masonry walls which frame views; the canalised waterways crossed by narrow bridges; and the landmark trees characterising spaces and creating a backdrop for long views help form the distinctiveness of Winchester (Publica 2018 Public Realm Strategy).



2.3.4 The Winchesterness study has been used to inform the Planning and Urban Design Framework for the CWR area, ensuring it is distinctly Winchester in both form and character. **In summary, the principles of Winchesterness which could be integrated into proposals for the CWR area are:**

1. Central Winchester can be experienced as an evolving sequence of streets and spaces and the CWR area needs to further enrich this experience, building in opportunities for discovery and surprise.
2. There are a number of key streets and spaces in Winchester that form part of these sequences. New streets and spaces in the CWR area should draw on the characteristics of existing ones to ensure they 'belong' and are of an appropriate scale and character.
3. Streets vary in width, function and character along their length and their two sides are rarely parallel. New streets in the CWR area should exhibit the same qualities.
4. Public spaces are typically small and incidental with uses clustered tightly around them. New public spaces in the CWR area should adopt similar characteristics, creating intimate environments that can accommodate a wide variety of outdoor uses.
5. Contrasts and irregularities in forms and heights of buildings along existing frontages make them visually interesting. Frontages in the CWR area should have similar variety and interest along their length, responding to the variation in plot widths seen along the High Street and across the city.
6. The topography of the city means that the place is experienced on multiple levels, with views over buildings as well as between them. Proposals for the CWR area need to consider their visual impact from the street level and the roofscape from above, in compliance with WIN3 of the LPP2.
7. The city has a sensitive relationship with its water and surrounding landscape; proposals for the CWR area should consider the integration of water and improve the landscape quality.
8. Proposals within the CWR area may respond to the intricacy and layering of materials and features that create Winchester's unique character; making use of high quality materials (locally sourced where possible) and architectural detail, all set within a high quality public realm. Further detail on this can be found in Appendix 4 and the High Quality Places SPD.

SECTION 2

CONTEXT & DESIGN PRINCIPLES

2.4 VIEWS & SKYLINE SUMMARY

- 2.4.1 In line with LPP2 policy WIN3 – Views and Roofscape, development within the CWR area will be required to ensure that:
- Views integral to local character and distinctiveness are maintained
 - Important views and vistas to and from key historic features are protected
 - Roof designs are sympathetic to the character of the city's historic roofscape
- 2.4.2 Winchester's key historic features are listed in para 3.7.10 of policy WIN3 in the LPP2. The Council expects applicants to demonstrate and ensure that views to and from these key historic features will not be harmed and that the general character of the Winchester roofscape will be preserved. Key historic features located within or adjacent to the CWR area to consider when undertaking visual analysis include:
- Winchester Cathedral
 - Winchester Guildhall
 - St John's House & Chapel
 - Abbey House
 - King Alfred's Statue
 - St Giles Hill
 - Top of the High Street (Westgate)
- 2.4.3 The appendices of the SPD include a detailed analysis of Views and Skyline which have informed the Planning and Urban Design Framework. The following documents should also be taken into account:
- Winchester City and its Setting, December 1998
 - The Academy of Urbanism: Place Partnering visit to Winchester, 22-23 September 2011
 - Winchester Conservation Area Project 2003
- 2.4.4 Significant views of the CWR area and its context can be observed from Joyce Gardens on Blue Ball Hill and St Giles Viewpoint. These views have been used to:
- Identify datum heights lines to determine suitable heights within the CWR area
 - Identify the forms and characteristics of the Winchester roofscape to inform the approach to roofscape design within the CWR area

SECTION 2

CONTEXT & DESIGN PRINCIPLES

Viewpoints



Datum Heights Lines: Joyce Gardens, Blue Ball Hill



- Datum heights within the CWR area
- Datum heights within Winchester
- Trees

Roof Form: St Giles Viewpoint



- Terraced housing
- Gables
- Flat roofs

SECTION 2

CONTEXT & DESIGN PRINCIPLES

2.4.5 Datum Heights Lines: Joyce Gardens, Blue Ball Hill

From Joyce Gardens, the tiers of Winchester's terraced townscape can be observed. The skyline is composed of a series of datum heights formed of the ridgelines of building groupings, occasionally separated by clusters of trees which create visual breaks in the skyline. These define space between city quarters and provide the eye with a sense of depth and distance.

2.4.6 These datum heights lines are used to inform proposed building heights within the CWR area. In the diagram, the red datum heights lines indicate existing building heights within the CWR area, which include: the Woolstaplers' Hall; Coitbury House; and the former Friarsgate car park. The yellow lines show datum heights of key building groupings within the Winchester roofscape, which include: the Cathedral; buildings along Southgate Street; and Winchester Crown Court.

2.4.7 Form: St Giles Viewpoint

In addition to the tiers of roofscape created by the topography, the layering and interplay of different roof typologies adds to the visual interest and legibility of the city. From St Giles Viewpoint, there is a clear view of how long terraces of housing fronting north-south streets create strong horizontal lines in the roofscape. Gables interject the street scene in places, and are used more frequently towards the city centre and High Street which has extremely varied roof typologies. There are a few flat roofs within view, particularly within the CWR area, however these are not typical of the rest of the skyline. Key buildings push above the datum heights lines with devices such as spires, clock towers and belfry, creating an additional layer of visual interest and identifying local landmarks.

2.4.8 Views & Skyline Principles

Proposals within the CWR area should:

- Protect important view corridors to key historic features, as identified in WIN3 of the LPP2
- Celebrate and improve the view of the Cathedral along Middle Brook Street
- Be sympathetic in scale and height to neighbouring development
- Reflect the intricate roofscape of the city centre, with careful articulation of the upper floors and roofs
- Feature a varied skyline and avoid the use of long, uncompromising roof lines
- Reference the High Quality Places SPD for guidance on roof form, materials and details - <http://www.winchester.gov.uk/planning-policy/supplementary-planning-documents-spds/high-quality-places-spd-adopted>



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SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

3.1 INTRODUCTION

3.1.1 The Planning and Urban Design Framework supports the creation of a mixed-use pedestrian-friendly quarter in the CWR area, in line with the objectives set out in this document; this is not the only design which could be viewed as in accordance with the development plan. It is one option which has found support consequent to the public consultation which has been carried out. The regeneration of the CWR area should be distinctively 'of Winchester' in terms of public realm, urban grain, built form, materials and roofscape. The SPD promotes reinstating the Winchester street pattern across the site and stitching the area into the High Street, a key part of local distinctiveness as set out in LPP2 policy DMI5.

3.1.2 Public Realm

The framework supports the improvement and extension of the public realm within the CWR area, increasing pedestrian permeability and accessibility across the site and ensuring the development is locally distinctive as required in policies WIN4 and DMI5 of the LPP2. Culverted waterways could be revealed where practicable. The inclusion of Sustainable Urban Drainage Systems (SUDS) and permeable surfaces to manage flooding is to be supported. The introduction of landscape and trees is expected along waterways and as part of the street scene in appropriate areas. Potential impact on archaeology from tree planting and SUDS will need to be considered and tested. For further guidance on public realm refer to section 3.2.

3.1.3 Movement & Accessibility

The framework supports the adoption of a safe and permeable network which prioritises pedestrians and cyclists, and reduces accessibility by other vehicular modes. Suggested strategic improvements to the streets include reducing traffic flows across the area, rationalising bus and car movements, and rationalising and consolidating car parking in the city centre. Physical improvements within the CWR area include improved accessibility, catering for people who are less mobile and taking advantage of the relatively flat ground levels across the site. For further guidance on movement & accessibility refer to section 3.3.

3.1.4 Land Uses

The framework envisages a vibrant quarter which is mixed use and provides space for shopping, working, living, leisure, cultural/heritage and community. The quarter could have a range of environments, from quiet riverside walks to busy, active shopping streets. Flexible and adaptable spaces are suggested to ensure the CWR area complements the existing High Street retail offer (LPP2: WIN2 and WIN4), supports the growing creative economy, provides homes in the city centre (LPP1: CPI,2,3 and LPP2: DM2), and serves the needs of the whole cross-section of Winchester's population. Guidance on aspirational land use distribution is provided in section 3.4 of the SPD. For further guidance on uses refer to sections 3.4 to 3.9.

3.1.5 Heights, Scale & Massing

The framework provides guidance on heights within the CWR area, which should be contextual and informed by key datum heights across the site and wider Winchester context. Reference should be made to LPP2 policy WIN3 and the High Quality Places SPD for guidance on roof form and materials. For further guidance on heights refer to section 3.10.

3.1.6 Delivery

The physical framework of streets and spaces has been suggested in the SPD framework to allow for the incremental delivery of development parcels. The framework also suggests an approach to phasing and meanwhile uses whilst not being prescriptive, allowing for flexibility. Expectations in relation to infrastructure contributions are outlined in section 3.14. For further guidance on approaches to delivery refer to sections 3.11 to 3.14.

3.1.7 Sustainability

The framework supports a sustainable and responsive development approach which is socially, economically and environmentally conscious. Sustainability measures and suggestions go beyond the physical fabric of development and include strategies for improving air quality, energy, waste, landscape & ecology, and water, including flood mitigation and sustainable urban drainage. For further guidance on sustainability suggestions refer to sections 3.14.

3.2 PUBLIC REALM: STREETS, SPACES & WATER

- 3.2.1 Objective 2 of the SPD is to provide a legible network of streets and spaces which are vibrant, enjoyable and distinctly Winchester. The public realm has a significant role in providing the setting for the quarter and in unifying it with the High Street network.
- 3.2.2 The scale and enclosure of the potential streets and spaces are based on the findings from the Winchesterness study, reinforcing local distinctiveness through the formation of a contextual environment that responds to the historic street pattern and existing constraints.
- 3.2.3 The illustrative street network strengthens north-south connections to the High Street and the Broadway. Potential new east-west connections across the site improve permeability, reveal the existing heritage assets of the Antiques Market and the Woolstaplers' Hall, and create circular routes for shopping and leisure. The illustrative layout of the network takes account of land ownership boundaries across the site, ensuring that the routes and spaces are deliverable alongside development parcels.
- 3.2.4 The character of the streets and spaces varies - oriented to different levels of activity, uses and offers. The ambiance of the streets shifts from busy and retail focused along Middle Brook Street to quiet and amenity / residential focused along the Riverside Walk – offering different environments and experiences within the quarter. Reference should be made to the Walking Strategy for Winchester (October 2014).
- 3.2.5 Pedestrian and shared surface zones reduce vehicular priority through the area, reducing the impact of vehicular traffic and releasing space for landscape features such as tree planting, water channels, and seating.

Guidance Summary PUBLIC REALM

The Public Realm Framework Plan and sections 3.2.9 – 3.2.21 set out illustrative guidance based on the Council's public consultation for each of the following streets and spaces:

- The Broadway
- Lower High Street
- Riverside Walk
- Tanner Street & Cross Keys
- Middle Brook Street
- Antiques Market
- Friarsgate Passage
- Silver Hill
- Friarsgate

Supplements Local Plan Policies:

LPP1 – WT1, CP2, CP3, CP6, CP7, CP8, CP9, CPI0, CPI1, CPI3, CPI5, CPI6, CPI7, CP20, CP21

LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DM8, DMI5, DMI6, DMI7, DMI8, DM21, DM26, DM27, DM28, DM29, DM33, DM34

3.2.6 The following sections 3.2.6 through 3.2.21 provide guidance on the streets and spaces. Each street and space is categorised by the following:

- Enclosure ratio (proposed development height in relation to the space it encloses)
- Character (within the Winchester city quarters)
- Type (the street or spaces wider role within Winchester)
- Use (use classes which can front the space)
- Movement (i.e. pedestrians, cyclists, buses, service and motor vehicles)

3.2.7 The layout and principles are set out within The Public Realm Framework Plan. Development proposals which accord with them will have the benefit of knowing that the design has derived from the consultation and work which has gone into preparation of this SPD. The Framework Plan provides guidance on the enclosure ratios and type of movement associated with each street and space. A broad range of use classes are allowed to provide flexibility in what could be delivered within each development parcel. It should be noted that the artist's impressions and precedent images on the following pages are provided to illustrate what could be achieved; they are aspirational images which do not aim to be prescriptive, nor define architectural style.

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Public Realm Framework Plan





3.2.8 Public Realm Framework Plan

This plan and the following sections 3.2.9 to 3.2.21 set out the illustrative spatial framework and public realm principles for the CWR area. Refer to the following sections for further guidance on:

- Movement (3.3)
- Land Uses (3.4)
- Heights (3.10)
- Delivery (3.11)
- Infrastructure contributions (3.13)
- Sustainability (3.14)

*The plan focuses on public realm and does not show development blocks in detail, instead development parcels are indicated in white and key existing buildings are shown in grey.

- 1 Improved setting to King Alfred Statue
 - 2 Bus movement restricted to turning at Busket Lane
 - 3 Broadway transformed to a key public space
 - 4 Woolstaplers' Hall
 - 5 Shared surface and opened waterway along Riverside Walk
 - 6 New and improved crossings
 - 7 Bus Hub located at Middle Brook Street car park and/or Friarsgate
 - 8 The Brooks Shopping Centre
 - 9 Improved public realm and view of Cathedral along Middle Brook Street including removal of 4 trees
 - 10 Retained and refurbished Antiques Market
 - 11 Tanner Street - shared surface
 - 12 Service zone along Silver Hill
 - 13 Public space with view to Guildhall
- Improved public realm
 - Improved bus, coach and service vehicle areas
 - Existing buildings to be retained
 - Appropriate location for market stalls
 - Green open space
 - Proposed residential / public open space
 - Waterways and water features including channels and grills

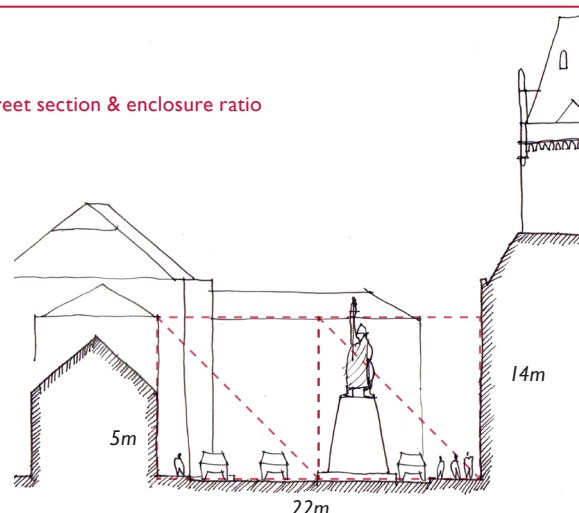
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

The Broadway

Enclosure	1:2 as existing
Character	Civic Quarter
Type	Public space and arrival point for Winchester
Uses	Civic, entertainment, retail, market
Movement	Pedestrian, cycle, bus, service and motor vehicle
Key Local Plan Policies	LPP1 – WT1, CP10, CP13, CP21 LPP2 – WIN1, WIN2, WIN4, DM18

Street section & enclosure ratio



Public Realm Framework Plan



Artist's impression



3.2.9

1. The Broadway

The Broadway is a hugely important public place and a key arrival point for the city. As such, public realm improvements to improve its usability for markets, events and increased pedestrian priority are considered highly desirable by stakeholders and the community. This could be achieved by:

- Restricting bus and coach movement to the turning point at Busket Lane at the eastern end of the Broadway; with possible review as part of the Movement Strategy
- Limiting other vehicular movement to Colebrook Street car park access, service vehicles and taxis only; with possible review as part of the Movement Strategy
- Maintaining adequate disabled parking and dropping off provision
- Creating areas for outdoor seating, open air markets and events
- Including planting and high quality street furniture
- Improving the quality of the space and setting to the landmark arrival point into Winchester around King Alfred's statue by:
 - Removing car parking adjacent to the statue
 - The removal of tarmac street surface and replacement with high quality paving and surfacing
 - Allowing space for the introduction of planting
- Accommodating a range of uses and activities, including street markets and events, within the newly paved and pedestrianised public area west of Busket Lane; with possible review as part of the Movement Strategy

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Lower High Street

Enclosure	I:I as existing
Character	High Street Quarter
Type	Primary shopping street
Uses	Retail, mixed uses, outdoor market
Movement	Pedestrian, cycle
Key Local Plan Policies	LPP1 – WT1, CPI0, CPI3, CP21 LPP2 – WIN1, WIN2, WIN4, DM7, DM8, DM16, DM18

Lower High Street



Public Realm Framework Plan



Lower High Street



3.2.10

2. Lower High Street

This area of the High Street could be retained as a pedestrianised zone, with further improvements to the public realm to be made to enhance the street's role as a primary shopping area. This could be achieved by:

- The removal of tarmac street surface and replacement with high quality paving and surfacing linking to the Broadway
- Limiting service vehicle access to out-of-hours only, to serve shop frontages along the High Street
- Increasing the street area for uses including street market stalls and cycle parking

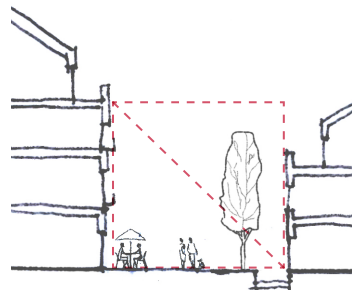
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

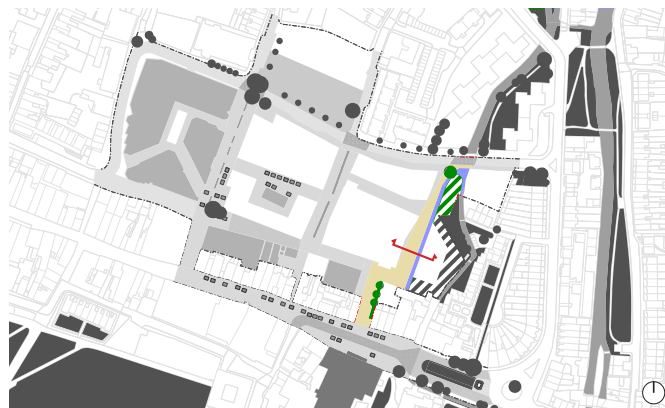
Riverside Walk

Enclosure	1:1 to 1:2
Character	Mixed Use Quarter
Type	Public amenity space, Landscape corridor
Uses	Mixed uses, residential
Movement	Pedestrian, cycle, service and motor vehicles (access only)
Key Local Plan Policies	LPP1 – WT1, CP2, CP3, CP6, CP7, CP8, CPI0, CPI1, CPI3, CPI5, CPI6, CPI7, CP20, CP21 LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DMI5, DMI6, DMI7, DMI8, DM21, DM26, DM27, DM28, DM29

Street section & enclosure ratio



Public Realm Framework Plan



The Weirs



3.2.11 3. Riverside Walk

The Riverside Walk could be a new public shared surface street running north-south through the CWR area. Envisaged as an amenity and landscape corridor, it could increase visual and physical permeability between the Broadway and Friarsgate. This could be achieved by:

- Opening up the existing culvert - which runs underneath the current bus station site - as a priority (subject to technical work)
- Lining the opened waterway with planting, trees and river walls to enhance the setting to the revealed waterway
- Retaining and enhancing the existing gap between the buildings fronting the Broadway (current bus station entrance), to provide visual and physical permeability into the new quarter and views to the Guildhall
- Activating the western edge of the Riverside Walk with mixed uses at ground floor level, while hosting residential in the eastern edge and associated open space (which could include playable qualities) uses to respond to St John's Almshouses to the east

3.2.12 Cultural/heritage uses could be focused along this route, see section 3.4 for proposed locations. The pedestrian priority route could adopt characteristics similar to the Weirs and Bridge Street, see Appendix 5: Winchesterness.



Artist's impression of the entrance to Riverside Walk from the Broadway



Artist's impression of Riverside Walk from Friarsgate

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

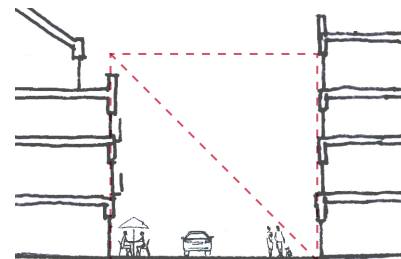
Tanner Street

Enclosure	1:0.65 - 1:1
Character	Mixed Use Quarter
Type	Shared surface street
Uses	Mixed uses, retail, residential
Movement	Pedestrian, cycle, service and motor vehicles (access only).
Key Local Plan Policies	LPP1 – WT1, CP2, CP3, CP6, CP7, CP8, CP9, CPI0, CPI1, CPI3, CPI7, CP20, CP21 LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DM8, DMI5, DMI6, DMI7, DMI8, DM21, DM26, DM27, DM28, DM29

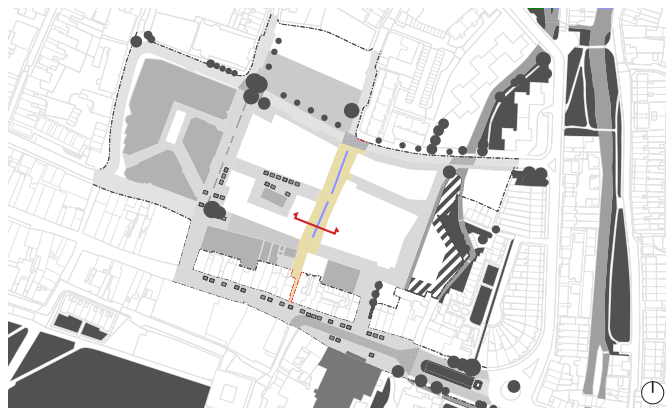
Channels precedent



Street section & enclosure ratio



Public Realm Framework Plan



Photographs of Parchment Street, similar enclosure ratio



3.2.13

4. Tanner Street

Tanner Street could be redeveloped as a shared surface street, transforming it from its current environment as a service road into an actively fronted and busy street with pedestrian and cyclist priority. This could be achieved by:

- Restricting motor vehicle movement to out-of-hours access for service vehicles only
- Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner Street. There is however a need to provide good quality bus stop/interchange infrastructure in a nearby on-road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process
- The street could be actively fronted with a mix of uses at street level including retail, mixed uses and residential
- Improvements to the public realm, including the introduction of high quality paving and surfacing and features such as open water channels on the street surface to reflect the culverted brook below street level
- Tanner Street may be redeveloped with varying enclosure ratios from 1:0.65 to 1:1, comparable to Parchment Street
- The street may narrow and connect to Cross Keys at the south, and widen towards Friarsgate to the north; and no two sides of the street should be parallel

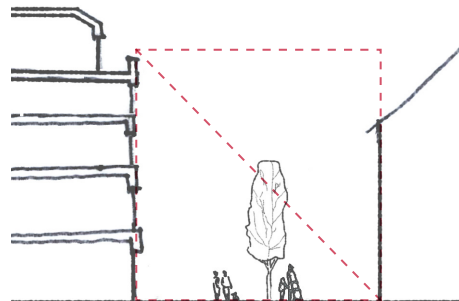
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

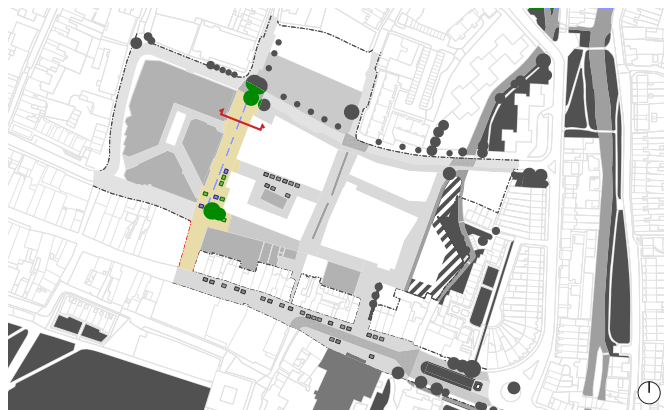
Middle Brook Street

Enclosure	1:1
Character	High Street Quarter
Type	Primary shopping street and public space
Uses	Retail, mixed uses, outdoor market
Movement	Pedestrian
Key Local Plan Policies	LPP1 – WT1, CP2, CP3, CP7, CP8, CP9, CPI0, CPI1, CPI3, CPI7, CP20, CP21 LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DM8, DM15, DM16, DM17, DM18, DM21, DM26, DM27, DM28, DM29, DM33

Street section & enclosure ratio



Public Realm Framework Plan



Artist's impression



3.2.14 5. Middle Brook Street

Middle Brook Street could be reinvigorated as an actively fronted and vibrant shopping street linking to the High Street Quarter. This could be achieved by:

- Active ground floor retail uses to front onto the pedestrianised street, strengthening the street's existing role as an extension to the High Street
- Mixed uses, which could include residential, on the upper floors with good levels of overlooking onto the street
- Removal of the line of Crab Apple trees down the centre of the street, improving the vista down the street and creating an arrival point for Winchester (linking to the new bus hub located on Friarsgate)
- Retention of the two existing London Plane trees at the crossing with Silver Hill; built frontage here may be set back to form an incidental gathering space and improved setting around the trees
- Improvements to the pedestrian and cycle crossing across Friarsgate; enhancing connections to neighbourhoods to the north and the new bus hub
- The width to be increased to provide an enclosure ratio of 1:1, comparable to the High Street (wide) and Jewry Street

3.2.15 The street could be enhanced with interactive landscape features such as art installations, lighting, grilles to provide connection to the brook beneath and water fountains to promote leisure and play. The improvement and potential refurbishment or redevelopment of The Brooks shopping centre is an aspiration which could be realised in the future.

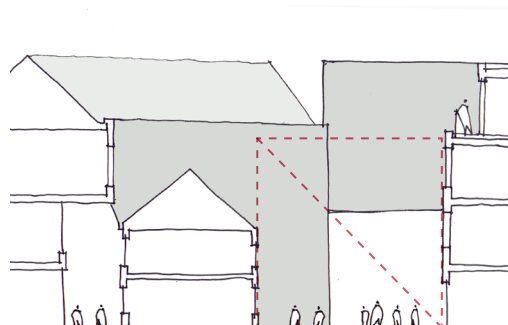
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

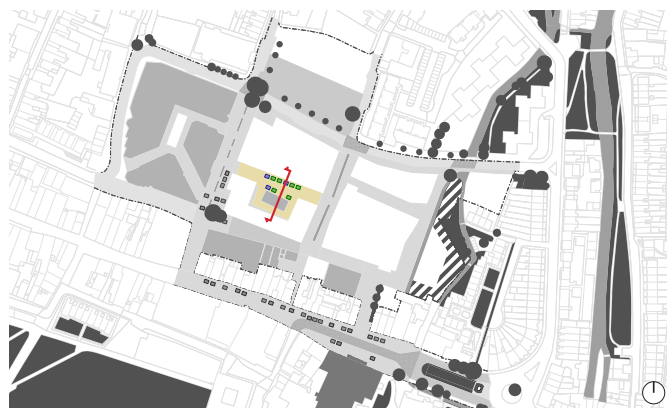
Antiques Market

Enclosure	1:1
Character	High Street Quarter
Type	Flexible public space
Uses	Retail, mixed uses, cultural / heritage
Movement	Pedestrian
Key Local Plan Policies	LPP1 – WT1, CP6, CP8, CPI3, CPI7, CP20, CP21 LPP2 – WIN1, WIN2, WIN3, WIN4, DM6, DM7, DM8, DM15, DM16, DM17, DM18, DM21, DM26, DM27, DM28, DM29, DM33, DM34

Street section & enclosure ratio



Public Realm Framework Plan



Artist's impression



3.2.16 6. Antiques Market

The retained and refurbished Antiques Market building could have a new public space around it, with improved access and pedestrian permeability between Middle Brook Street and Tanner Street through the integration of a new east-west link running along the northern side of the building. This could be achieved by:

- The new space to be creative and adaptable, similar to places such as Meeting House Square in Temple Bar, Dublin
- A range of uses to be accommodated within the public space, enabling it to function as a shopping street, market, gathering place, venue, stage, and cultural focus for the city
- A high quality approach to the public realm, including the integration of high quality surface treatments, lighting, power outlets, and other technologies to make the space as adaptable and flexible as possible
- Building uses around the space to be primarily retail, with mixed use and cultural / heritage uses integrated where appropriate
- New built form to the south to be set back around the existing Antiques Market building to enable sunlight to spill into the multi-use space, creating a vibrant and attractive environment

3.2.17 Sections of the space around the Antiques Market to the south, east and west could be covered to create an all-weather space that could accommodate a range of uses such as a performance space or extended market area.

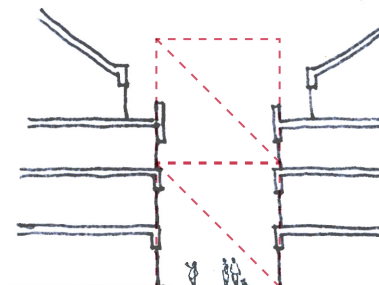
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

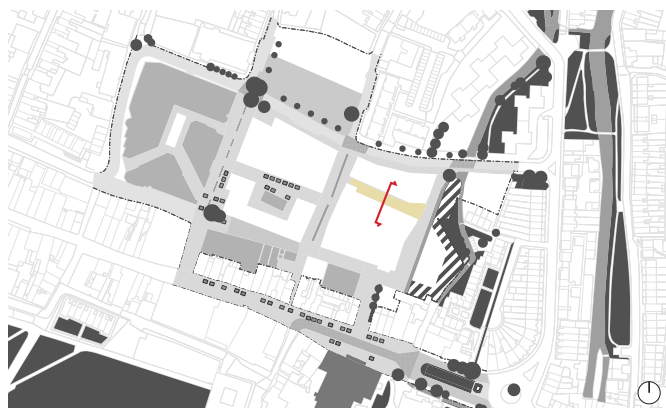
Friarsgate Passage

Enclosure	1:0.5 to 1:0.7
Character	Mixed Use Quarter
Type	Pedestrian lane
Uses	Mixed use, residential
Movement	Pedestrian
Key Local Plan Policies	LPP1 – WT1, CP2, CP3, CP6, CP7, CP8, CP9, CP10, CP11, CPI3, CPI7, CP20, CP21 LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DM15, DM16, DM17, DM18, DM21, DM26, DM27, DM28, DM29

Street section & enclosure ratio



Public Realm Framework Plan



Artist's impression



3.2.18 7. Friarsgate Passage

Friarsgate Passage is a potential new east-west connection between Tanner Street and the Riverside Walk, envisaged as a pedestrianised lane. This could be achieved by:

- Ground floor mixed uses to provide active frontage at street level, including commercial and leisure
- Residential and commercial uses on the upper floors
- The street frontages should not be parallel, narrowing to a pinch point in the middle and subtly widening to the east and west, framing perspective views to St John's Almshouses and buildings fronting Tanner Street
- Surface treatments to include high quality paving and surfacing and shallow channels for rainwater run-off
- New buildings to enclose the lane with a tight enclosure ratio of 1:0.5 to 1:0.7, comparable to that of the High Street (narrow).

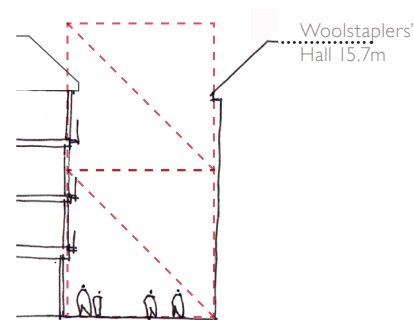
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

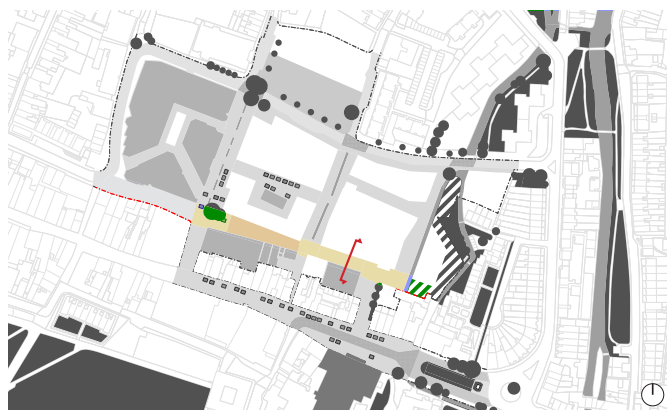
Silver Hill

Enclosure	1:0.5 to 1:1
Character	High Street / Mixed Use Quarter
Type	Shared surface street
Uses	Retail, mixed uses, cultural / heritage, residential
Movement	Pedestrian, cycle, service vehicle
Key Local Plan Policies	LPP1 – WT1, CP2, CP3, CP6, CP7, CP8, CP9, CP10, CP11, CPI3, CPI7, CP20, CP21 LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DM8, DM15, DM16, DM17, DM18, DM21, DM26, DM27, DM28, DM29, DM33, DM34

Street section & enclosure ratio



Public Realm Framework Plan



Photograph of Woolstaplers' Hall



3.2.19

8. Silver Hill

Silver Hill could be extended to the east and connect to the Riverside Walk. The new connection would, if made, enhance permeability across the CWR area and provide access to the north side of the Woolstaplers' Hall. The activity and uses change from retail focused at the western end towards St George's Street, to service focused in the centre, to mixed use and residential along the eastern end connecting to Riverside Walk. This could be achieved by:

- The street to be a shared surface for pedestrians, cyclists and service vehicles
- The section between Middle Brook Street and Tanner Street to be restricted to service vehicles only and designated as a service street
- Public opinion favoured an end state where buses are removed from the pedestrian zones in Silver Hill. There is however a need to provide good quality bus stop/interchange infrastructure in a nearby on-road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process
- The retention and conversion of the Woolstaplers' Hall for alternative uses
- The focus of the eastern section of Silver Hill to be cultural/heritage, commercial or residential uses
- The enclosure of Silver Hill varies from 1:0.5 to 1:1 along its length, dependent on proposed uses and existing buildings

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Friarsgate

Enclosure	Varies
Character	Mixed Use Quarter
Type	Arrival point and main road
Uses	Bus hub, mixed uses, residential
Movement	Pedestrian, cycle, bus, service and motor vehicle
Key Local Plan Policies	<p>LPPI – WT1, CP2, CP3, CP7, CP10, CP11, CP13, CP17, CP20, CP21</p> <p>LPP2 – WIN1, WIN2, WIN3, WIN4, DM2, DM6, DM7, DM8, DM15, DM16, DM17, DM18, DM21, DM26, DM27, DM28, DM29, DM33, DM34</p>

Precedent image of bus shelter



Public Realm Framework Plan



Artist's impression



3.2.20

9. Friarsgate

Friarsgate could be redeveloped with a bus hub located on the existing Middle Brook Street car park site. Whilst the street will remain a primary vehicular corridor, improvements will be sought to enhance the pedestrian and cyclist experience, discourage cars, and enhance the street scene. The number of car parking spaces to be provided on Middle Brook Street car park will flow from appropriate transport assessment. This could be achieved by:

- Active frontages at ground floor level to activate the street scene
- New building uses which include residential, mixed uses and retail
- A new bus hub could be located on the current Middle Brook Street car park and/or Friarsgate
- Safe crossings supporting north-south pedestrian and cycle movement
- Varying enclosure ratios along Friarsgate, with new buildings positively addressing the street
- Introducing tree planting to enclose the street and improve the quality of the street scene, providing an avenue-like character
- Improving the view of the waterway from the bridge
- Public opinion favoured an end state where buses are removed from the pedestrian zones in Friarsgate. There is however a need to provide good quality bus stop/interchange infrastructure in a nearby on-road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process

- 3.2.21 Options are being investigated with Hampshire County Council to address the one-way road network and traffic flow in Winchester through a wider movement study; future proposals should therefore be flexible enough to allow for changes to vehicular movement along Friarsgate.

3.3 MOVEMENT & ACCESSIBILITY

- 3.3.1 The SPD seeks to inform city-wide movement and provide guidance on improvements to site-wide movement, with the aim of creating a legible network which will ease movement for all modes of sustainable transport and reduce dependence on other vehicular modes.

- 3.3.2 There is a need to improve air quality within Winchester, and the SPD suggests steps to achieve this by reducing vehicular movements in the city centre. The SPD builds on the core actions from the Air Quality Action Plan 2017, and sets out strategies to improve air quality in para 3.14.5 of this SPD.

3.3.3 City-wide Vehicular Movement

The SPD supports the restriction and reduction of vehicle movement through the Central Winchester Regeneration area, and wider objectives to reduce reliance on motor vehicles. Whilst recognising there are essential journeys that need to be made, the Hampshire County Council (HCC) Movement Strategy will aim to examine how unnecessary movements through the centre can be avoided and discouraged.

- 3.3.4 The SPD supports provision of better, more accessible bus services and facilities for users.

- 3.3.5 The SPD supports the restriction of HGV access to the city centre during peak hours and this will be looked at in more detail once the outcome of the Movement Strategy is known.

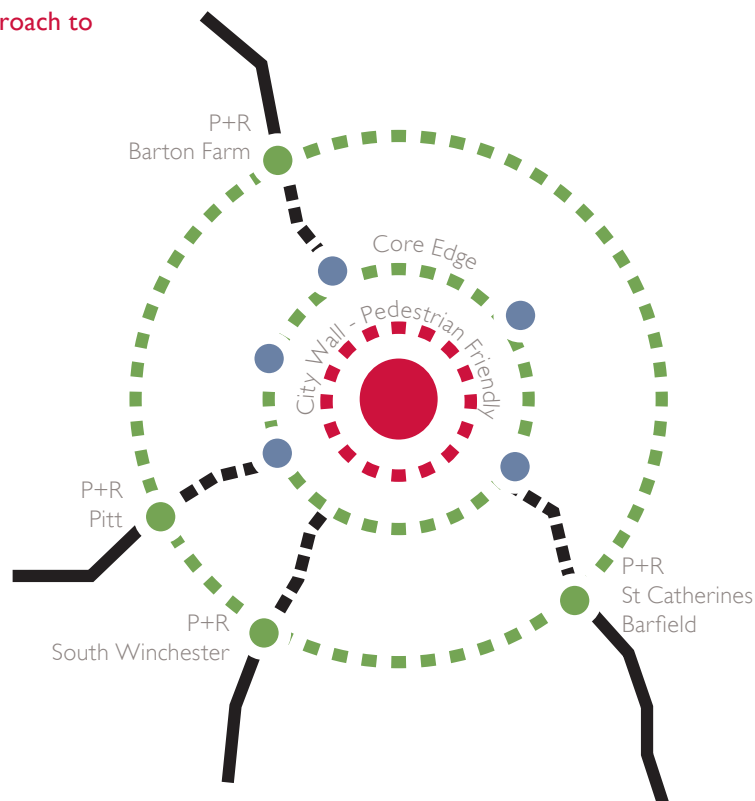
3.3.6 CWR Area Vehicular Movement

The SPD supports the reduction of vehicular traffic within the city centre and aims to reduce vehicular priority across the CWR area. Private motor vehicle access could be restricted to Friarsgate and some shared surface areas. Service vehicles could be restricted to Tanner Street and Silver Hill with out of peak hours access only. Public opinion favoured an end state where buses are removed from the pedestrian zones in Tanner Street and Silver Hill. There is however a need to provide good quality bus stop/ interchange infrastructure in a nearby on-road location or other suitable alternative. This will require the developers of certain areas within the CWR site, including but not exclusively Tanner Street and Silver Hill, to develop an appropriate high quality alternative in consultation with bus operators and the Highway Authority as part of the transport assessment and development control process.

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

'3-ring' approach to car parking



3.3.7 Car Parking

The Council's adopted strategy identifies a 'three-ring' approach to pricing and allocating Winchester city car parks:

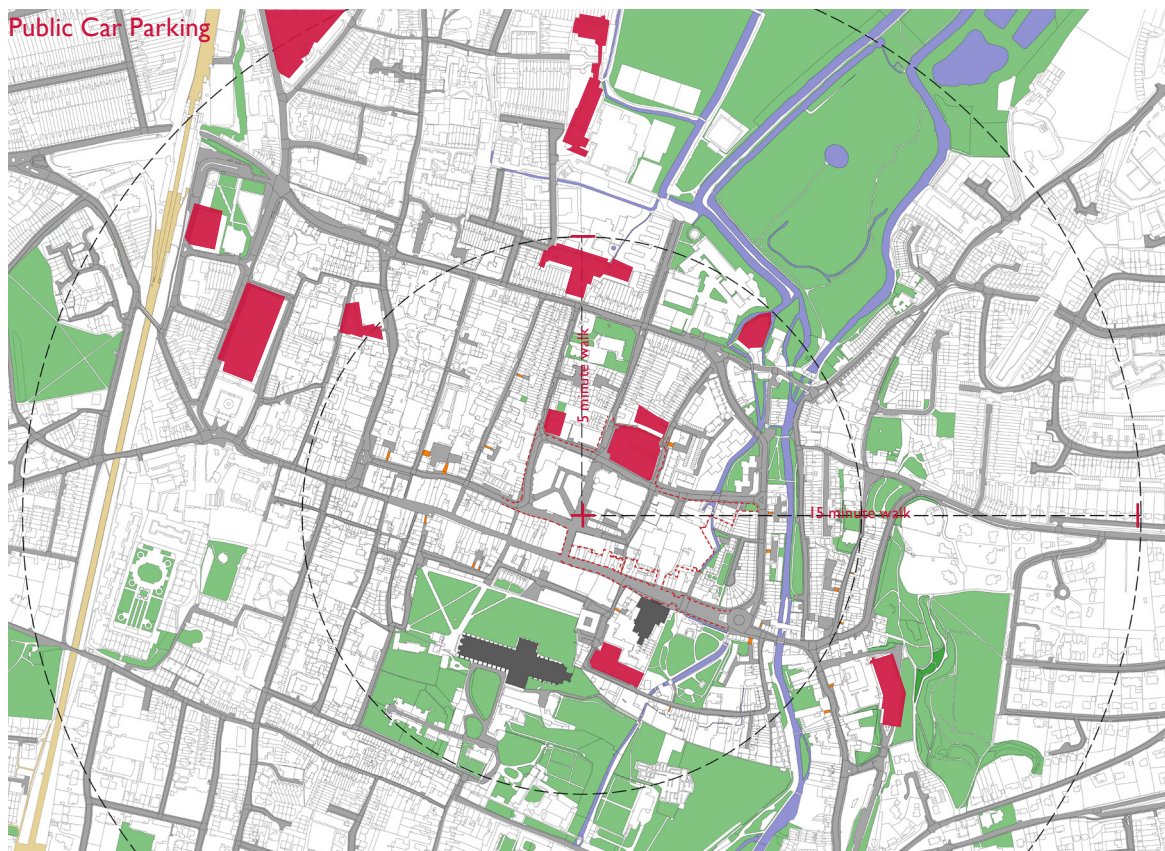
- 'Centre' Ring Car Parks - The Brooks, Middle Brook Street, Colebrook Street, Cossack Lane, Upper Brook Street, Friarsgate, St Peter's, Tower Street & Gladstone Street.
- 'Inner' Ring Car Parks - Chesil Multi Storey, Durngate, Worthy Lane, Coach Park, Cattle Market & River Park
- 'Outer' Ring Car Parks - Park & Ride: Barfield, St Catherine's, Pitt & South

3.3.8 The strategy and associated parking charges seek to encourage parking in the most appropriate place related to activity and to reduce city centre traffic movements, i.e. encouraging parking on the periphery and walking or catching a park-and-ride (P&R) bus into the centre.

3.3.9 CWR area sits within the centre ring, where the principle is to have enough car parking spaces in appropriate locations to ensure the success of the city and improve the quality of the environment. There is also a principle of seeking to consolidate parking where opportunities arise.

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK



3.3.10 Other nearby car parks including the Chesil multi-storey have spare capacity, save for festive periods. Improvements to these, and other car parks, and accessibility into the CWR area will be reviewed.

- 3.3.11 In order to continue to implement the Council's parking strategy objectives, the following principles for parking in CWR area have emerged from consultation:
- Parking for future uses including residential could be minimised and appropriate for the type and size of properties, with appropriate priority given to disabled spaces, spaces for pool cars and electric vehicles
 - The number of car parking spaces to be provided on Middle Brook Street car park will flow from appropriate transport assessments

3.3.12 **Pedestrian**

Pedestrian movement across the CWR area may be a priority and new streets should be active and attractive, with active frontages positively addressing streets at ground floor level. Access to and within the CWR area for those with disabilities may be enhanced. The creation of circular walking routes is supported to aid and encourage shopping and leisure. Links to existing and future pedestrian connections beyond the site boundary are aspirational and should be considered where possible, and reference should be made to the Walking Strategy for Winchester (October 2014).

3.3.13 **Cycling**

Cycling will be encouraged through improvements to cycle infrastructure along Friarsgate and safe crossings providing north-south connections. Reference should be made to the Winchester District Cycling Strategy (July 2012) when considering wider cycle connections through the CWR area. Cycle stands and cycle hire should be available at the new bus hub. Cycle stands should be provided throughout the CWR area with some provision for covered cycle parking where possible.

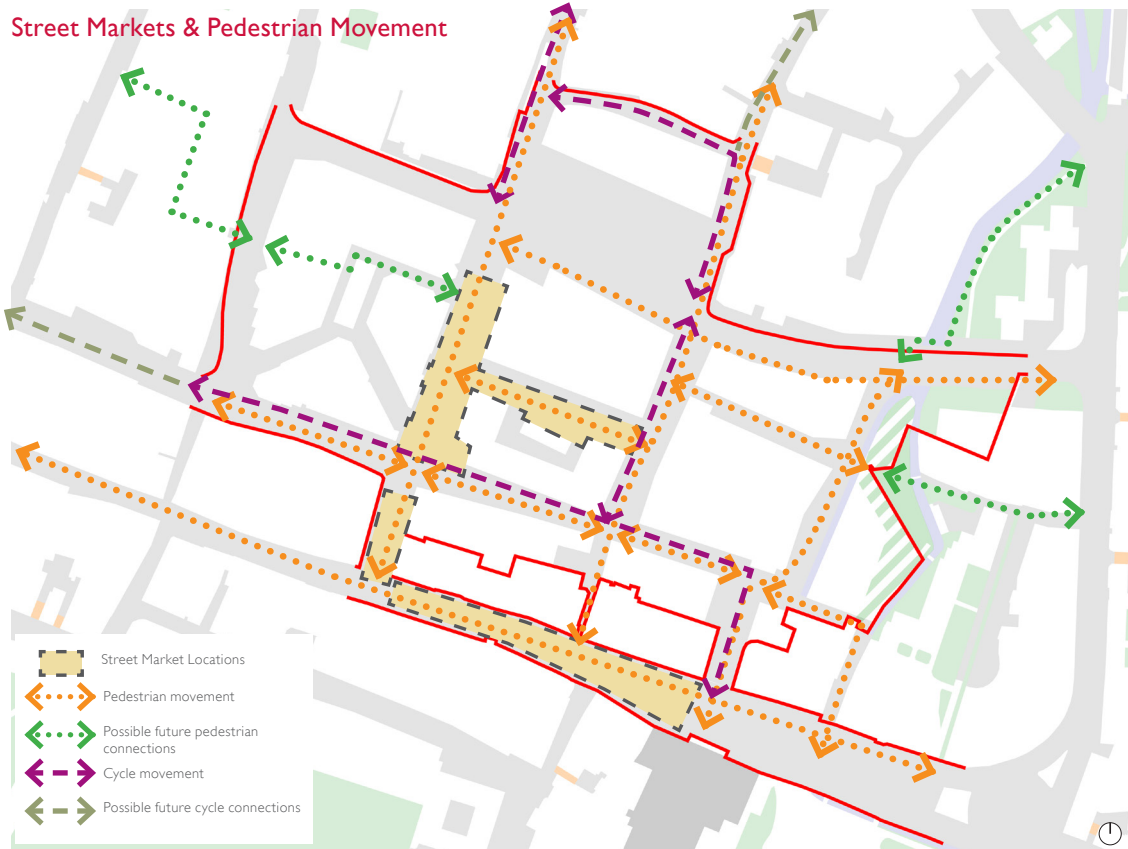
3.3.14 **Bus**

The SPD supports the relocation of the bus hub to the Middle Brook Street car park, to simplify bus movement across the CWR area and create a new arrival point into Winchester, with a view to the Cathedral along Middle Brook Street. The SPD aspires to a revised bus and coach circulation that retains the provision around the King Alfred statue and the Broadway east of Busket Lane; with possible review as part of the Movement Strategy. Refer to section 3.6 for further aspirations and recommendations for the bus hub. For existing bus movement and stops, refer to section A3.1.9 in the appendices.

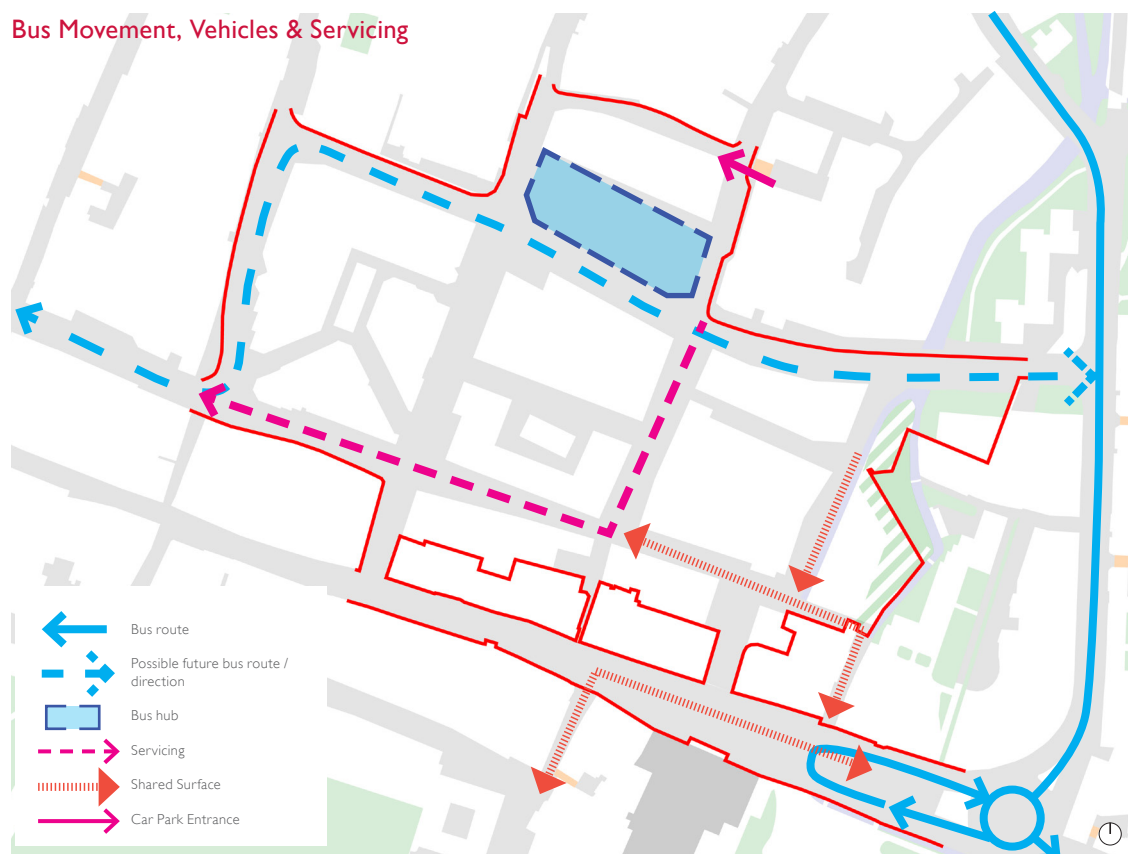
SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Street Markets & Pedestrian Movement



Bus Movement, Vehicles & Servicing



Guidance Summary

MOVEMENT & ACCESSIBILITY

Development proposals and transport changes should:

- Increase permeability and prioritise access for pedestrians and cyclists across the site (see plan Street Markets & Pedestrian Movement)
- Improve access for those with disabilities through inclusive design for the public realm and parking
- Reduce motor vehicle traffic within the area
- Rationalise bus movement and consider relocating the bus hub
- Limit car parking provided in conjunction with development, with priority given to disabled spaces, spaces for pool cars and electric vehicles (see also the Car Parking Standards SPD 2009)
- Reconfigure Middle Brook Street car park in line with appropriate transport assessments

Supplements Local Plan Policies:

LPPI – WTI, CPI0, CP2I

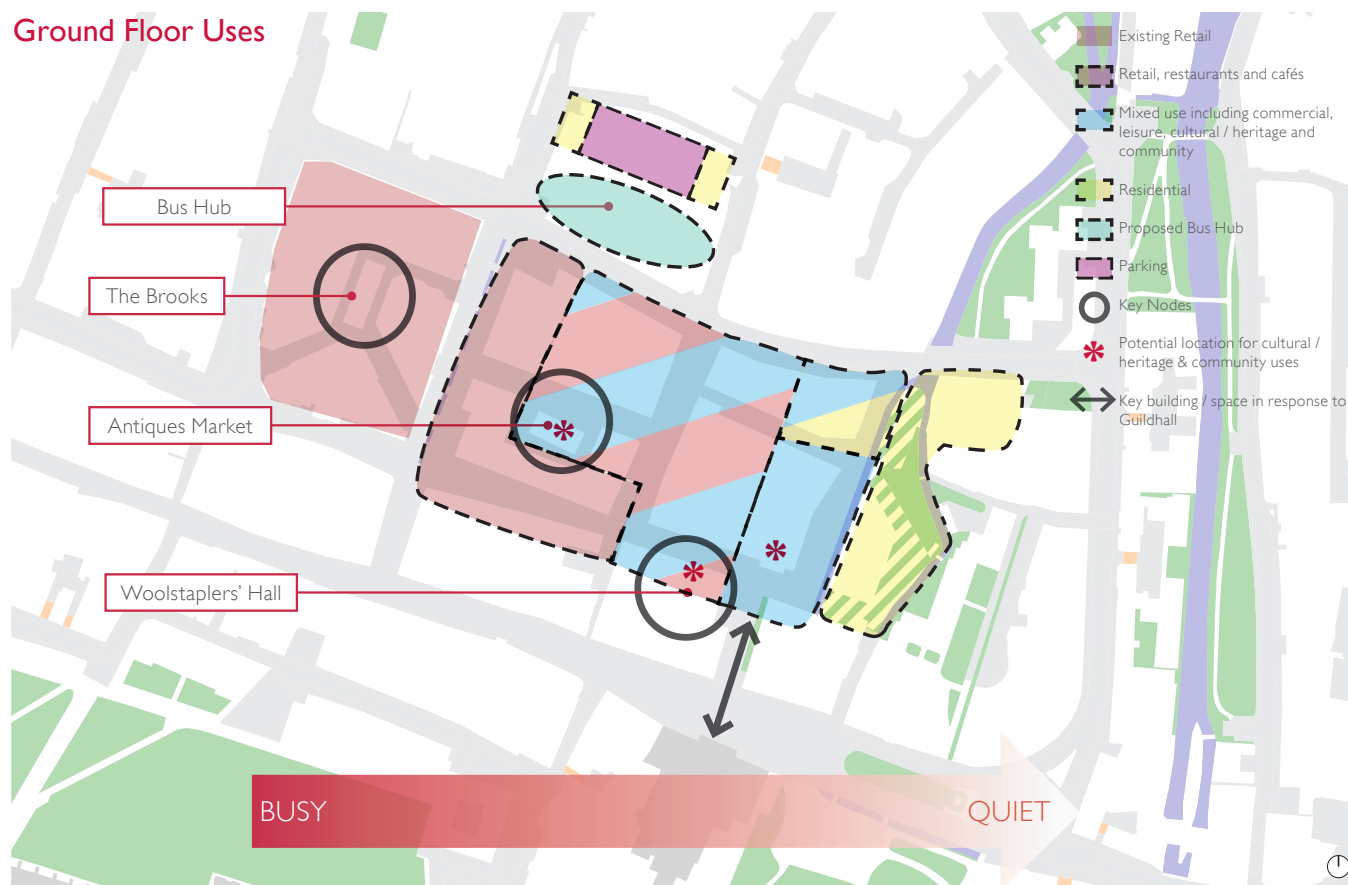
LPP2 – WIN1, WIN2, WIN4, DM18

Suggested quantities and types of land uses

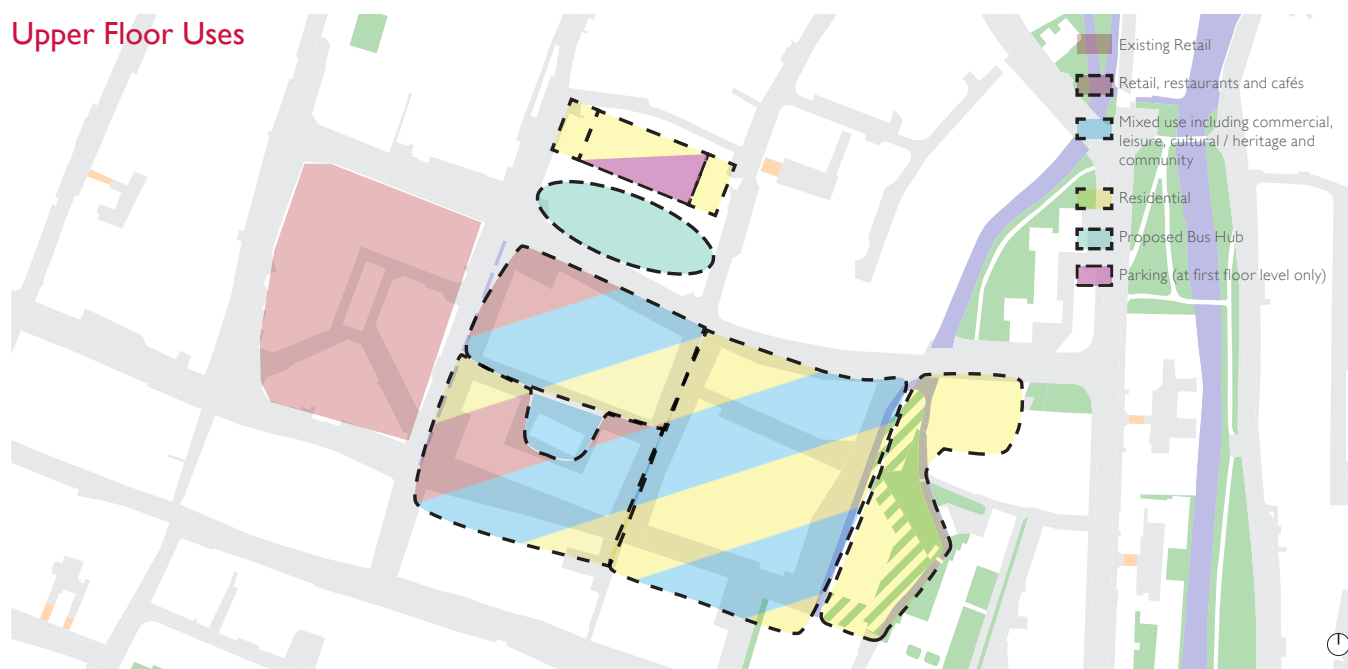
Type	Range (GEA)
Retail	3,000 - 8,700 sqm
Residential	12,900 - 29,000 sqm*
Mixed uses (including leisure, commercial, cultural/ heritage and community)	2,700 - 13,000 sqm

* Based on an average dwelling size of 65sqm this could deliver up to 300 dwellings (assuming 75% net to gross)

Ground Floor Uses



Upper Floor Uses



3.4 LAND USES

- 3.4.1 A principal aim of the Central Winchester Regeneration is to foster city centre development which will bring long term economic and social sustainability – creating a new mixed use quarter which is complementary to the High Street, has built in flexibility to adapt over time, and the agility to remain a successfully integrated part of the city centre.
- 3.4.2 The framework supports a mix of uses which relate to the context of the public realm, planning policy and the wider city centre uses. Land uses appropriate to the location include retail, residential, commercial, leisure, cultural/heritage, and community uses. These uses are indicated on the two framework plans for the Ground Floor and Upper Floors. These plans show areas where land uses overlap, to allow for flexibility in the types of uses that could be delivered.
- 3.4.3 The land use framework identifies that:
- Retail and commercial uses could be weighted towards the High Street Quarter, which include Middle Brook Street and the Antiques Market
 - The Mixed Use Quarter, located between Tanner Street and Riverside Walk, could accommodate a mix of retail, commercial, leisure, cultural/heritage, community and residential uses
 - Residential uses may be appropriate to the eastern edge of the CWR area, relating to St John's Almshouses, and on the northern edge of Middle Brook Street car park, relating to the residential streets to the north
 - The potential relocated bus hub is positioned on the Middle Brook Street car park and accessed from Friarsgate. Parking may be reprovided north of the bus hub
 - Cultural/heritage uses are provided within the CWR area; appropriate locations are shown in red stars on the framework plan
- 3.4.4 A range of anticipated areas are provided in the suggested quantities and types of land uses table, outlining the mix of uses which could be accommodated on site within the known site constraints and parameters. These Gross External Area (GEA) figures do not allocate separate areas for ancillary spaces such as parking, and service areas, which are included in the gross area for each use class.

- 3.4.5 Part of achieving success in the CWR area implementation will be determined by obtaining an optimum mix of uses in the development. As proposals come forward the Local Planning Authority (LPA) will have regard to seeking to obtain an appropriate balance of uses within the ranges identified rather than over domination of one use and within the parameters of the scheme viability. Consideration of mixed land use proposals and the viability of any development scheme received by the LPA will be crucial factors as will be the requirements of this SPD and the Development Plan in the review of any planning application and decision that is made.

Guidance Summary

LAND USES

Suggested land uses should:

- Achieve a balance of uses and quantum of floorspace consistent with the land use quantities table and land use plans in section 3.4
- Consider reflecting the approximate distribution across the site illustrated in the Land Uses Plans, i.e. retail focused to the west of the site, residential development and open space to the east, bus hub to the north of Friarsgate and cultural/heritage uses within the historic buildings and opposite the Guildhall
- Achieve a mix of uses which reflects relevant Local Plan policies and viability considerations

Supplements Local Plan Policies:

LPPI – WTI, CP2I

LPP2 – WIN2, WIN4, DM7, DM8, DM26

3.5 RETAIL & MARKETS

3.5.1 Objective 4 “City Experience” of the SPD aims to achieve further enrichment of the city’s distinctive brand by creating a place of ‘experience’ which offers cultural / heritage, food, leisure, retail and markets.

3.5.2 The SPD envisages a variety of retail space from larger units to smaller ones to incorporate a mix of retail types, with the opportunity for a potential department store with some ground and first floor retail accommodation. A Retail Market Report for the CWR area was prepared by Propertonomics and provides detailed analysis and recommendations for the development of the site. Recommendations from the report focused on retail’s role within the city experience, quality of retail, creating a sense of place, providing retail choice, and strengthening the existing shopping experience.

3.5.3 City Experience

The future offer should focus on the quality and character of the shopping experience in Winchester. In addition to the Council’s evidence base which supports delivery of retail, it is clear from retail trends and public feedback that qualitative factors such as the “feel” and “experience” of shopping in Winchester are increasingly important in the face of competition. The SPD vision is orientated to “quality” if seeking to expand the “quantity” of retail floorspace in Winchester.

3.5.4 Markets

Improvements to the public realm, including the pedestrianisation of streets, could allow for increased flexible outdoor space across the CWR area. This would allow for the integration of street markets and expansion of the High Street market area. There is also potential for the inclusion of a covered market area, or small market hall, around the Antiques Market building.

3.5.5 Sense of Place

Winchester has a unique sense of place. Improving the public realm to make the most of the city’s assets and heritage will drive increased footfall and help to encourage visitors into the city on a regular basis.

3.5.6 Choice

The public is keen that Winchester should deliver more choice, including provision for the shopping requirements of young and old consumers, across a range of products and price points. Feedback from retailers, like consumers, has endorsed the idea of more choice because of the potential clustering effect that generates footfall for retailers. Retail units of varying sizes will be supported within the regeneration area.

3.5.7 Strengthen the Existing Offer

In terms of the disposition of land uses, retail provision could be prioritised within the western part of the CWR area to reinforce Middle Brook Street's role as a retail street which complements the High Street and would support future improvements to The Brooks. New east-west streets to connect existing streets and create shopping circuits linking new and existing shops found support from the public. Pedestrian flow studies are expected to be submitted, in order to identify potential locations for a larger anchor store and smaller shops.

**Guidance Summary
RETAIL & MARKETS****Retail should:**

- Achieve a quantum of floorspace within the range set out in the suggested quantities and types of land uses table and the use plans in section 3.4
- Strengthen the existing retail offer and integrate with the High Street, Middle Brook Street and The Brooks
- Incorporate a mix of retail types and sizes
- Consider the Winchester shopping experience and focus on quality and character

Markets may be able to:

- Expand into the Broadway, Lower High Street, Middle Brook Street and around the Antiques Market building

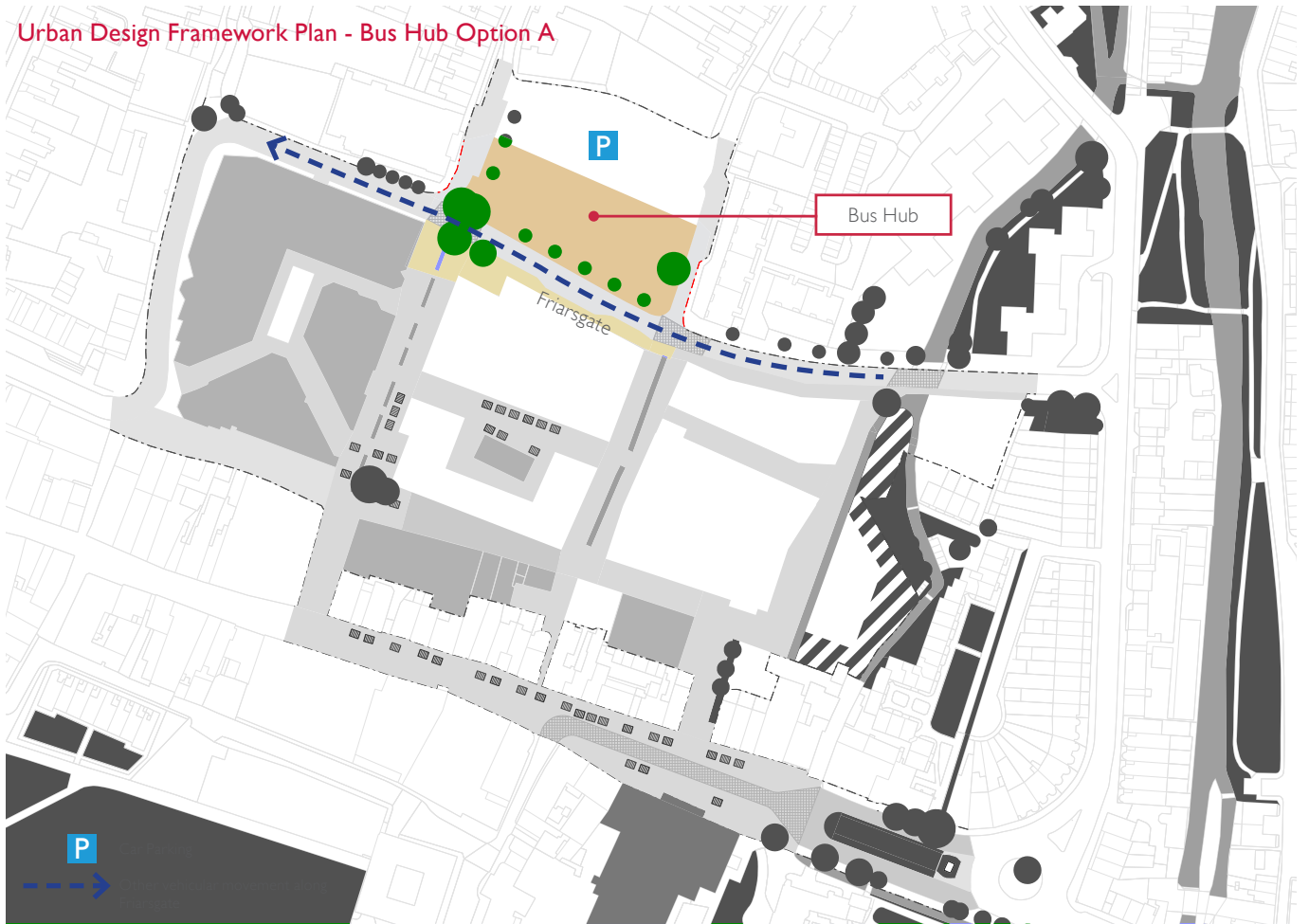
Supplements Local Plan Policies:

LPPI – WT1, CP8, CP9, CP21

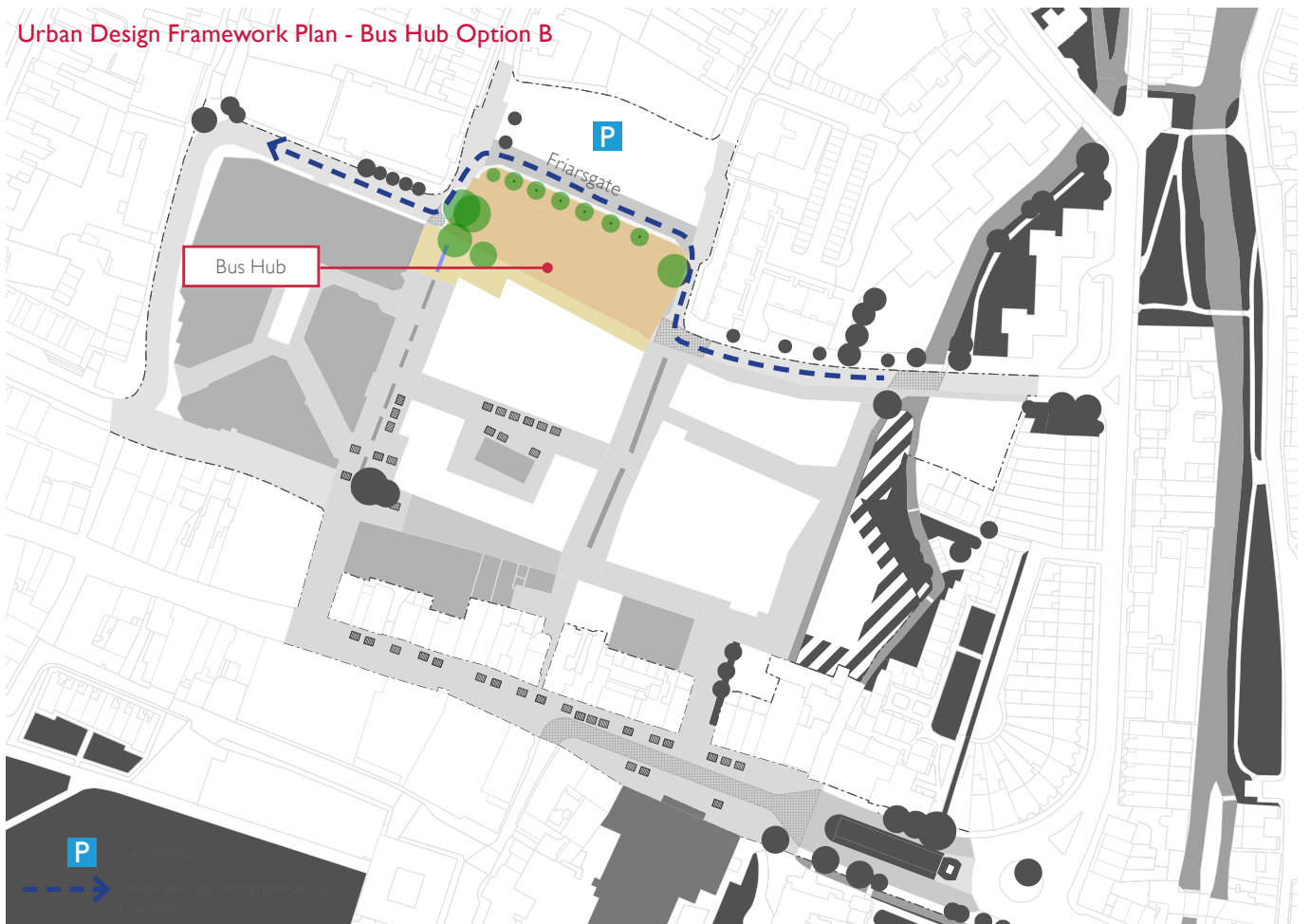
LPP2 – WIN2, WIN4, DM6, DM7, DM8, DM33



Urban Design Framework Plan - Bus Hub Option A



Urban Design Framework Plan - Bus Hub Option B



3.6 BUS HUB

- 3.6.1 A key part of the framework vision is to remove bus movement from the centre of the CWR area to prioritise pedestrian and cyclist movement within the quarter. Buses could be redistributed to part of the Middle Brook Street car park site, using Friarsgate as the movement corridor, with some coach services and bus stops retained at the lower end of the Broadway. The number of car parking spaces to be provided on Middle Brook Street car park will flow from appropriate transport assessments.
- 3.6.2 The potential relocation of the bus hub will release land between Tanner Street and St John's Almshouses and allow for:
- Improvements to the public realm and landscape
 - Residential, leisure and cultural/heritage redevelopment
 - Access to the Woolstaplers' Hall
 - Increased permeability and pedestrian connections across the quarter
 - Potential opening up of the culverted waterway
 - Views to the Guildhall and connections to the Broadway
- 3.6.3 The vision for the new bus hub is for an efficient and contemporary bus hub with modern stands and other facilities. Parked and stationary buses could be relocated outside of the city centre, removing them from the hub area and allowing the land take of the bus hub to be reduced. The efficient footprint will allow for the development area to be given to mixed uses and facilities for the bus users.
- 3.6.4 Suggested facilities to be included in the bus hub:
- Real-time travel information boards
 - Sheltered waiting areas
 - Good quality toilets
 - Café
 - Cycle parking and cycle hire
- 3.6.5 The potential bus hub will create a new arrival point into Winchester at the intersection between Friarsgate and Middle Brook Street – with a clear view to Winchester Cathedral along Middle Brook Street. Improvements to the pedestrian crossings and public realm are suggested, aiming to encourage and improve footfall down Middle Brook Street. In order to provide further enhanced access for bus users to the city centre, additional bus stops will be considered in suitable locations in conjunction with the bus hub relocation.

- 3.6.6 The movement of the bus hub to Middle Brook Street car park depends on safe and easy access across Friarsgate. As part of the Movement Strategy, there is an option being considered to re-route Friarsgate through the current car park and position the bus hub on the alignment of Friarsgate. This would avoid the need to cross Friarsgate to access the hub. This option is allowed for within the design framework.

Guidance Summary BUS HUB

The bus hub could:

- Be provided to the north of the CWR area, which will allow for the phased re-routing of bus movement, from the centre of the CWR area
- Reflect the conclusions of the Winchester Movement Strategy
- Be an attractive new arrival point into Winchester
- Provide high quality modern facilities for bus users
- Have cycle hire and cycle parking facilities

Other improvements include:

- The retention of bus stops for routes serving the east and for coach services in the Broadway
- Improved and new crossings over Friarsgate and integration with Middle Brook Street

Supplements Local Plan Policies:

LPPI – WTI, CP6, CPI0, CP2I

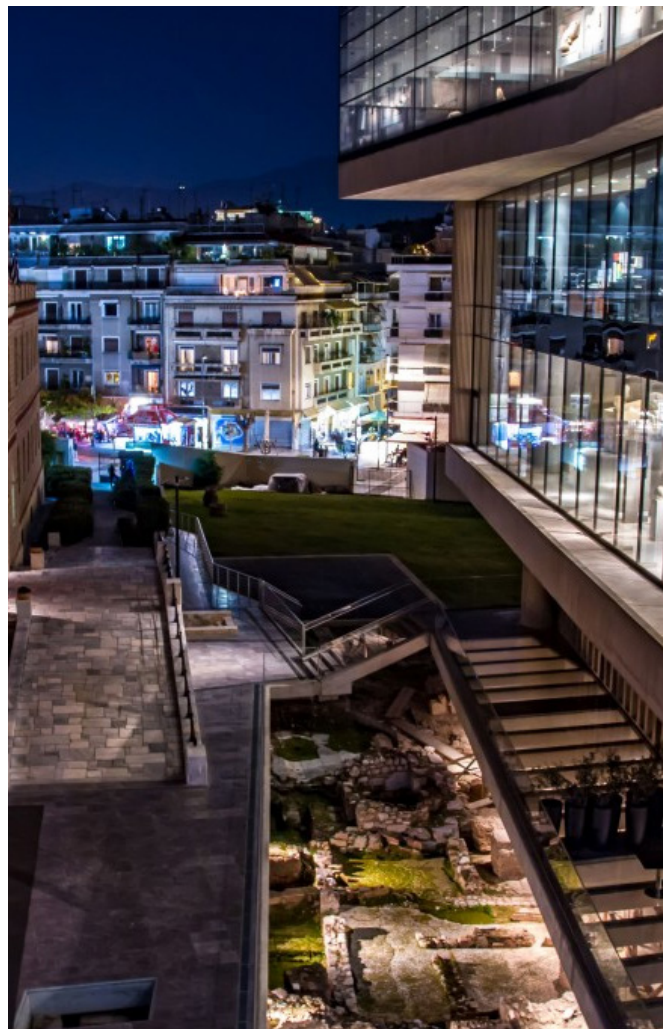
LPP2 – WIN1, WIN2, WIN4, DMI8



Kunstmuseum (Art Museum) Stuttgart, Germany. HDR image, produced with WebHDR.
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The entrance to the Jorvik Viking Centre, York
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3.7 ARCHAEOLOGY, HERITAGE & CULTURE

3.7.1 One of the key themes identified in the Community Planning Weekend was for the CWR area to respect Winchester's culture and heritage and support uses which would enhance the city's unique historical assets and cultural offer, including a strategy for archaeology.

3.7.2 Archaeology

A detailed archaeological background to the redevelopment site is provided in the Archaeological Desk-Based Assessment (April 2017, PJO Archaeology) and The Central Winchester Regeneration Site and Archaeology (March 2018, CWR Advisory Panel) reports commissioned by the Council.

- 3.7.3 The CWR Archaeology Advisory Panel was instituted by the Council to provide advice and draft a strategy for archaeology. The strategy will inform future development proposals within the site and the Council's expectations for the treatment of the city's nationally and internationally significant archaeology. This includes detailed building, below ground engineering and public realm design, in addition to engagement with wider audiences. It also advises on the design of basements and construction within the CWR area.
- 3.7.4 The approach to archaeology, and any finds uncovered during site works and subsequent construction, should be given prominence in interpretative and display presentation on-site, or in the city.
- 3.7.5 It is acknowledged that there is huge public interest in the approach to archaeology within the CWR area and therefore there will be further discussions which may result in additional advice on this approach in due course.
- 3.7.6 Approaches to the development of archaeological mitigation strategies should be flexible but it is anticipated that preservation in situ will form a key mitigation approach. This is related to the need to preserve important archaeological remains for future generations and also to the high financial costs associated with large scale excavation(s). Winchester City Council has a duty to satisfy itself that any archaeological excavation undertaken within the CWR site, attendant post-excavation analysis and the public dissemination of the results is adequately funded; otherwise a preservation strategy should be adopted.
- 3.7.7 Where preservation in situ is proposed, developers should incorporate innovative design of below ground structures, foundations, drainage and services in development proposals, to minimise impacts (whether direct or indirect) to important archaeological remains.
- 3.7.8 Certain aspects of further archaeological assessment and site investigations required within the CWR site and in the design of below ground impacts (for example in the provision of services to individual parts of the CWR site), may require a degree of overall, site-wide planning.
- 3.7.9 Developers will be expected to engage appropriately qualified and experienced archaeological consultants and specialists, with previous expertise in dealing with deeply stratified urban sites. Such consultants and specialists will be expected to work closely with appropriately qualified and experienced specialists in other areas, such as hydrology and ground engineering, the local planning authority's archaeological advisor and Historic England specialists (such as the Regional Science Advisor).

3.7.10 The redevelopment of the CWR site provides key opportunities for the enhancement of the historic environment of this part of Winchester as part of a public realm strategy; which will include archaeological interpretation and the involvement of the local community and the wider public. Key partners are likely to include the Hampshire Cultural Trust and the University of Winchester. Developers will be expected to include proposals for community engagement as part of archaeological mitigation strategies.

3.7.11 Heritage & Culture

Providing a cultural/heritage offer is a key aspiration for the CWR area and strongly promoted by this SPD, including the retention and adaptation of existing buildings of interest. Cultural uses can play a pivotal role in regeneration, and the land use framework is deliberately flexible to allow for the delivery of these uses. The inclusion of a cultural or heritage venue is a key aspiration for the redevelopment of the CWR area, subject to viability and a landowner's agreement. Buildings of interest should be retained and integrated into the framework including the Antiques Market and the Woolstaplers' Hall.

3.7.12 Possible locations for cultural/heritage and community uses or clusters of uses have been indicated in the framework plan, including:

- The Antiques Market, envisaged as a flexible space which could support a multi-use venue, or market hall
- The Woolstaplers' Hall could support a cluster of cultural/heritage uses, or a larger cultural or heritage venue
- Any new building and space at the entrance to the Riverside Walk, directly opposite the Guildhall and linking to the 'civic quarter' of Winchester

3.7.13 The planning and urban design framework is not dependent on the delivery of specific cultural or heritage uses. The viability of specific cultural/heritage or community uses will need to be tested at later stages of the planning process.

Guidance Summary

ARCHAEOLOGY, HERITAGE & CULTURE

Archaeology:

- Ongoing dialogue around the approach to archaeology may result in further advice
- While approaches to the development of archaeological mitigation strategies should be flexible, preservation in situ is expected to form a key mitigation approach, in accordance with national and local planning policies
- Developers should incorporate innovative design of below ground structures and services where preservation is in situ
- The planning and provision of underground services may need a site-wide approach to take account of archaeological strategies
- Developers will be expected to engage with:
 - qualified and experienced archaeological consultants and specialists
 - experienced specialists in other areas such as hydrology and engineering
 - the local planning authority's archaeological advisor and Historic England specialists
 - key stakeholders and the community, including providing proposals for a community engagement strategy

Heritage Assets:

- The key heritage assets identified are the Antiques Market and Woolstaplers' Hall
- These assets should be retained and adapted where possible and are a potential location for cultural, heritage and community uses

Cultural / heritage uses:

- Potential locations for cultural and heritage uses are identified in the land use diagrams in section 3.4
- These uses could include a larger venue and/or a range of offers
- The provision of cultural and heritage uses is a key aspiration, strongly encouraged and supported by this SPD, subject to viability considerations

Supplements Local Plan Policies:

LPPI – WTI, CP20, CP21

LPP2 – WIN1, WIN4, DM26, DM27, DM28, DM29

3.8 HOUSING & COMMUNITY

- 3.8.1 Objective 7 “Housing for All” aims to increase the city centre’s residential capacity. Subject to development viability, it aims to do so by providing a diverse range of city centre housing typologies including those suitable for the young and the elderly, catering for a full spectrum of the community.
- 3.8.2 Residential development proposals for the CWR area should support this objective and the vision of the Winchester Housing Strategy 2013/14 – 2018/19 to create cohesive communities and provide housing choice. It is envisaged that the CWR area will deliver up to 300 dwellings, and provide high quality housing in line with WIN4 of LPP2. However, the overall quantum of residential development will be dependent on unit mix and typologies.
- 3.8.3 Proposals should take account of the requirements of the Council’s Affordable Housing SPD (February 2008) and Policy CP3 of the LPPI, which set out a requirement for the gross number of dwellings to be 40% affordable, unless this would render the proposal economically unviable, and Policy DM2 of LPP2 which sets out space and accessibility standards.
- 3.8.4 Proposals will be required to adopt a tenure blind approach to development. This approach requires a consistent architectural treatment of different tenure types and the avoidance of large mono tenure/type/size groupings, providing opportunity for households to interact. The delivery of a blend of homes including affordable housing which provide for a mix of incomes, tenures, sizes and ages is promoted.
- 3.8.5 The Council supports a creative and innovative approach to housing types and tenures which provide for the needs of all sectors of the community, including older people, younger people and those on lower incomes. Newer models of housing, for instance Co-living and Extra Care Housing, should consider how shared spaces or ancillary facilities may be available to residents and to the wider community. Consideration should also be given to changing work patterns and how low-cost or free workspaces, community and social spaces may complement residential uses and support the local economy and the creation of cohesive communities, e.g. café / touch down workspaces / community uses / pop-up event spaces.
- 3.8.6 Homes should normally meet Local Plan Part 2 space requirements, however due to the unique location within the town centre boundary (as defined by LPP2 policy DM7) exceptionally more compact homes may be permitted if proposals are of a very high quality and utilise innovative, creative design solutions and demonstrate both an understanding of what makes these developments successful and a reflection of local housing markets and the locally distinctive Winchester character.

- 3.8.7 Local Plan policies require new development to provide adequate open space, especially in the case of residential development (policies CP7 and DM6). One potentially suitable location for public open space provision is to the east of the site, where it could be provided by residential development in accordance with Local Plan standards and could contribute to the enhancement of Riverside Walk and the setting of St John's Almshouses. Public open space in this part of the site may include a pocket park (which could include playable qualities). Ancillary spaces to residential development should meet space requirements for refuse, recycling and cycle storage.
- 3.8.8 The sustainable city centre location is suitable for car-free residential development and this should be a priority, in accordance with the Council's Car Parking Standards SPD (2009).
- 3.8.9 Proposals should create strong relationships between housing and the public realm to encourage use of public spaces outside core business hours. High levels of permeability are encouraged, and proposals should provide the opportunity for informal interaction between residents and visitors in spaces and streets that feel safe and useable at all times of the day and night. They should take account of factors relating to the home as a "place of retreat", including creating more intimate and private spaces to serve residents' needs. Active street frontages should be optimised and entrances should open onto a high quality public realm. In mixed use blocks, upper floor residential accommodation should sit above complementary uses, e.g. cafés, to support the daytime and evening economy and create social spaces for residents and the wider community.
- 3.8.10 Mixed use development will be supported to avoid the creation of mono-use areas that would give rise to sterile and uncomfortable environments at particular times of the day. This will assist with routes and spaces feeling safe and accessible to residents, and others, throughout the 24-hour period.

Guidance Summary

HOUSING & COMMUNITY

New housing within the CWR area should:

- Be delivered in accordance with the residential floorspace range set out in the land use quantities table in section 3.4
- Provide choice and cater for a wide spectrum of the community
- Meet the affordable housing requirements set out in relevant planning policy, listed below, unless it is demonstrated to be unviable
- Have affordable housing on each residential development parcel unless a site-wide strategy has been adopted or suitable off-site provision has been agreed
- Meet Local Plan dwelling size requirements unless compact homes are proposed in order to meet identified local needs and incorporate exceptional and innovative design, in which case the requirements may be relaxed
- Accommodate sufficient open space and be designed with adequate space for refuse, recycling and cycle storage
- Be car-free or provide limited car parking, in accordance with the Council's Car Parking Standards SPD (2009)

Supplements Local Plan Policies:

LPPI – WTI, CP2, CP3, CP7, CPI0, CPI1, CP2I

LPP2 – WIN1, WIN4, DM2, DM6, DMI7, DMI8

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

3.9 WORKSPACE / OFFICE

- 3.9.1 A series of workshops were held in addition to the Community Planning Weekend in order to ensure engagement with local businesses, entrepreneurs, and the enterprising and creative business community in Winchester.
- 3.9.2 The engagement process identified a strong desire in Winchester to support the creative economy and a demand for low-cost alternatives to what is currently available in the commercial market.
- 3.9.3 Flexible workspaces to help meet such demand could be provided on this site, noting that such accommodation would also be expected to come forward on other sites in the city. These types of space could include:
- Shared offices and meeting room space
 - Co-working spaces
 - Creative hubs or studios
 - Serviced workspace
 - Flexible, shell and core units
- 3.9.4 Other Council-owned or other development sites are also expected to come forward for employment uses (such as Station Approach). However, an element of commercial space within the CWR site is important to achieve diversity within the mix of uses.

Guidance Summary WORKSPACE / OFFICE

Commercial uses should:

- Be included within the targeted floorspace range for mixed uses set out in the land use quantities table in section 3.4
- Support the creative economy where possible
- Meet identified demand for innovative or flexible workspace

Supplements Local Plan Policies:

LPPI – WTI, CP8, CP9, CPI0, CP2I
LPP2 – WIN2, WIN4, DM6, DM7, DMI7, DMI8

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

3.10 HEIGHTS, SCALE & MASSING

3.10.1 Requirements for development height, scale, massing and variation in building height and roof form within the CWR area have four primary objectives:

- To ensure appropriate scale and roofscape
- To ensure the proposals pay regard to strategic views of the skyline from key locations
- To relate to datum heights rather than storey heights
- To ensure an appropriate sense of enclosure to key streets and spaces

3.10.2 Scale & Roofscape

The proposed roofscape should be in keeping with the character of the city centre, in line with WIN3 of the LPP2 and as identified in the Principles of the Winchesterness and the Views & Skyline studies within this SPD. Heights in the city centre are variable along street fronts and applicants should inform their design with a careful analysis of the context taking into account how the proposal relates to its surroundings. In key locations such as gateways, entrances and corners, an increase in height may be appropriate where features of interest are created and do not cause detriment to views, overshadowing and other such visual or amenity objectives and are in general accordance with the objectives of this SPD.

3.10.3 For example, buildings along a particular street could increase in height to emphasise particular spaces or gateways and south-facing buildings along east-west streets could take advantage of their exposure to sun. Building heights should drop down to minimise overshadowing on buildings and significant and usable spaces to improve sunlight penetration. Building heights must be sympathetic to neighbouring and existing buildings being retained within the site.

3.10.4 Important view corridors across the site could be retained and enhanced, including the view down Middle Brook Street towards the Cathedral and the view towards the Guildhall from the existing bus station. Building heights should not impose upon the view of key buildings along these vistas.

3.10.5 It is important that the overall height and massing of proposed buildings do not compete with views of existing key buildings identified, including:

- the Cathedral
- the Guildhall
- St John's Hall
- Woolstaplers' Hall

3.10.6 Datum Heights

The majority of new development within the site may be limited to a maximum datum height of 52.4m Above Ordnance Datum (AOD), which is the height of the ridgeline of the Woolstaplers' Hall (approximately 15.7m above ground level in its location on the site).

3.10.7 Building heights along Friarsgate should be varied. At the corner of Friarsgate and Middle Brook Street, heights of up to 55.7m may be allowed, as identified on the Datum Height Requirements plan.

3.10.8 Building heights adjacent to sensitive areas such as St John's Almshouses, along the eastern site boundary and to the north of Middle Brook Street car park, may respond to the neighbouring scale, which would be substantially lower than the ridgeline of Woolstaplers' Hall.

3.10.9 Other key datum heights which should be taken into account include the:

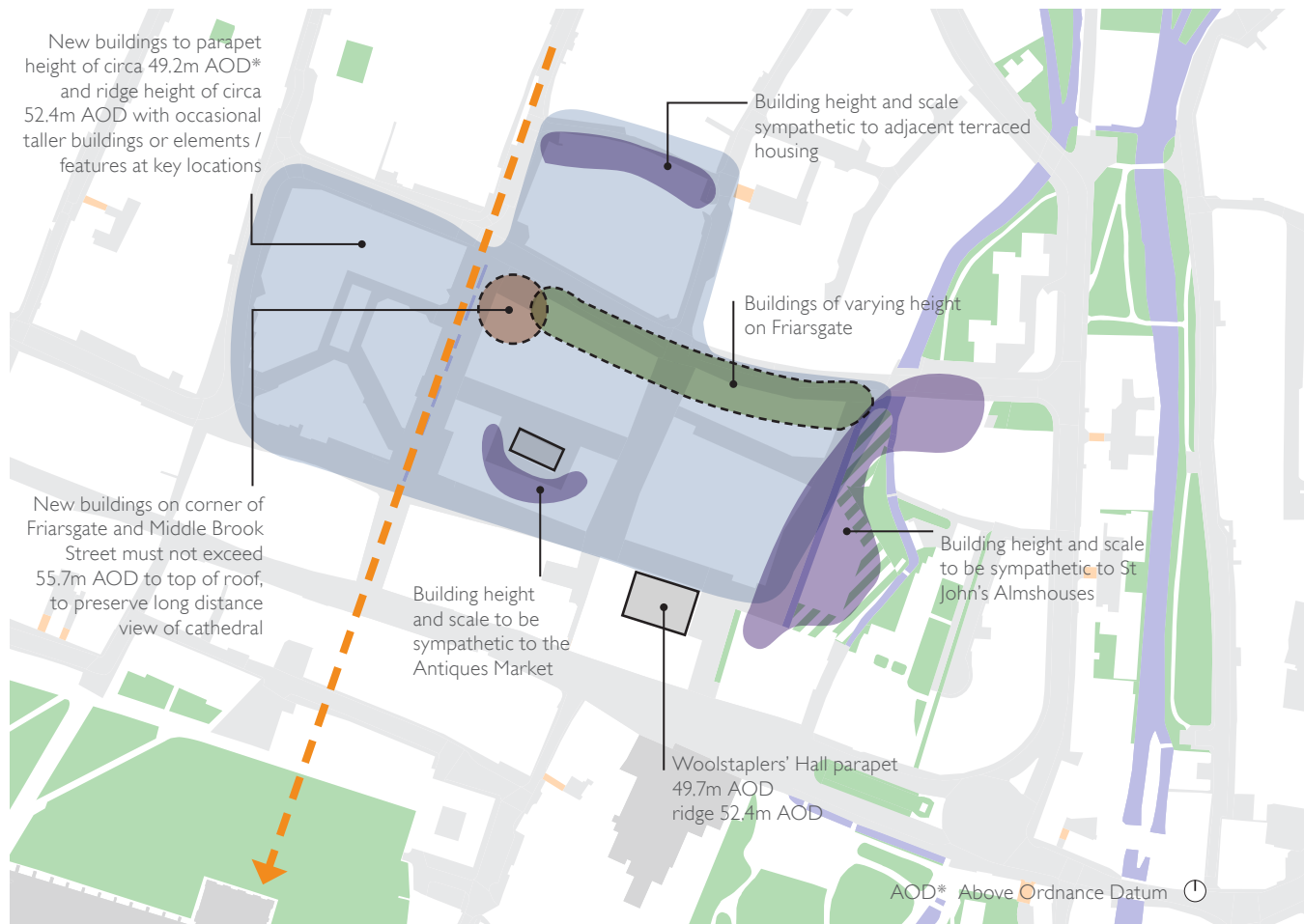
- Cathedral parapets & Tower
- Existing building height on the corner of Friarsgate and Middle Brook Street – limiting height in this location to the existing height to ensure the view of the cathedral along Middle Brook Street is maintained

3.10.10 Following datum heights instead of storey height limitations will ensure more flexibility is provided within the framework to deliver a range of building uses. Different building uses require different floor-to-floor heights; therefore, storey heights are not always representative of the overall heights of the built form and could unnecessarily limit the number of floors allowed in any one building.

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Datum Height Requirements



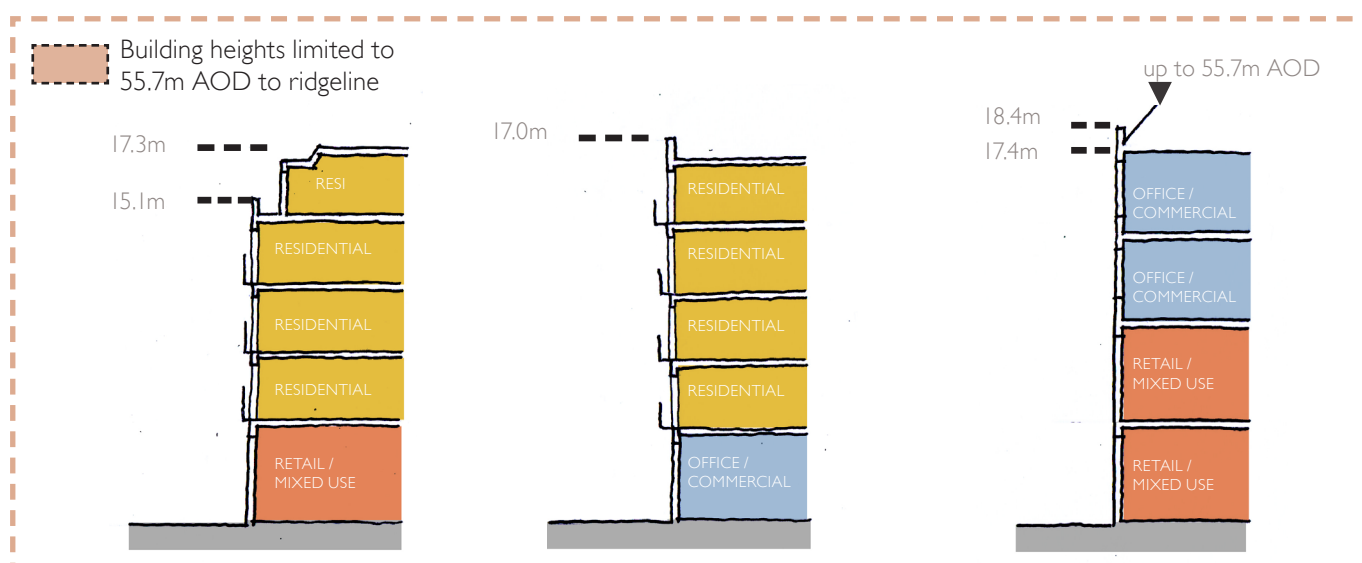
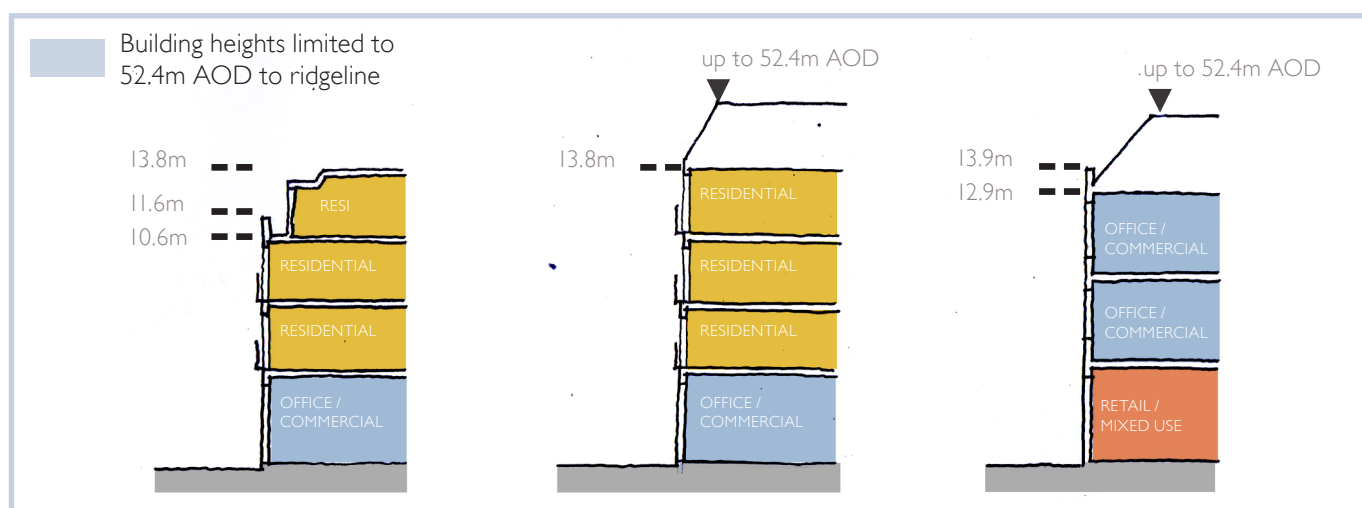
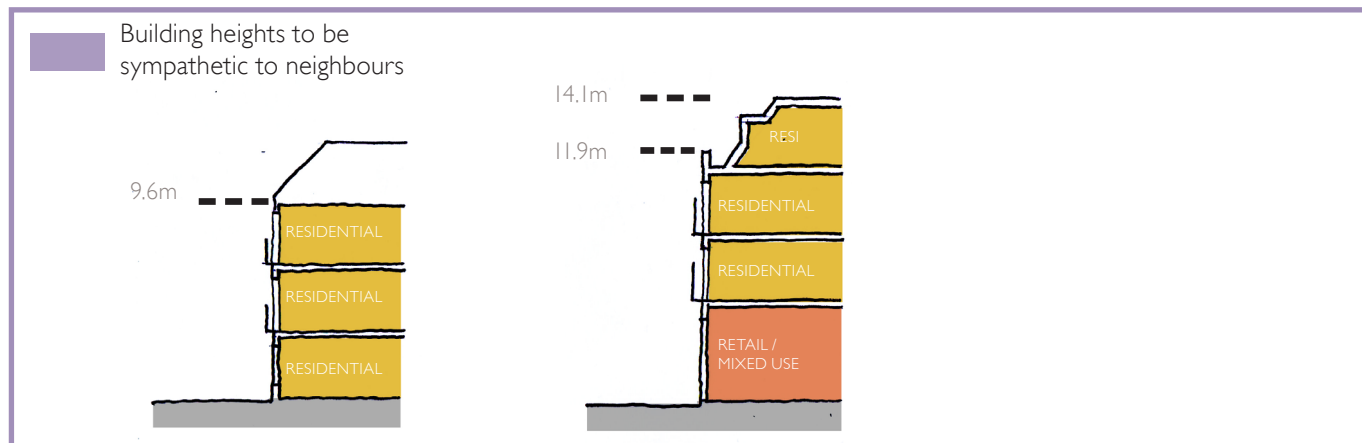
Key

- Building heights limited to 52.4m AOD to ridgeline
- Building heights to be sympathetic to neighbours
- Building heights vary
- Building heights limited to 55.7m AOD to ridgeline
- View to Cathedral

SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Illustrative Building Sections



3.10.11 Sunlight / Amenity Space

Development proposals and planning applications should seek to minimise overshadowing on buildings and usable external spaces. They should optimise south-facing areas in creating attractive public realm, activity/seating areas etc. Consideration should be given to how buildings can be oriented to harness solar gain to reduce energy requirements. Proposals could be accompanied by robust sunlight/daylight studies and analyses where appropriate.

3.10.12 Visually Verified Montages (VVMs)

Any proposals may be supported by VVMs or verified CGIs to demonstrate compliance in proposed heights and the roofscape principles set out in this SPD. Viewpoints include the view of the CWR area from St Giles Hill and Joyce Gardens, Blue Ball Hill.

3.10.13 Illustrative Storey Heights

The illustrative building sections show a range of different uses across floors and the associated likely building heights. These are based on the following assumptions:

- Residential: 3.2m floor to floor
- Commercial / Office: 4.2m floor to floor
- Retail / Mixed Use (exc. commercial): 4.5m floor to floor
- Parapet: 1m

Guidance Summary

BUILDING HEIGHTS, SCALE & MASSING

Buildings heights should:

- Follow the principles set out in the Datum Height Requirements plan
- Not exceed the height of the Woolstaplers' Hall ridgeline (52.4m AOD) in the areas identified on the Datum Height Requirements plan
- At the corner of Friarsgate and Middle Brook Street, heights of up to 55.7m may be allowed, as identified on the Datum Height Requirements plan

Development proposals should:

- Retain key views across the site to and from identified landmarks
- Reflect the Winchesterness Principles and the Views & Skyline Principles set out in sections 2.3 and 2.4.8 of this SPD, including variation in roof heights and typology and a sensitive design response to surroundings
- Minimise overshadowing of buildings and spaces, optimise attractive south-facing public areas, and include robust sunlight/daylight analysis
- Be supported by Visually Verified Montages to demonstrate their compliance with the points above and relevant Local Plan policies (below)

Supplements Local Plan Policies:

LPPI – WTI, CPI3, CP20, CP21

LPP2 – WIN1, WIN3, WIN4, DMI5, DMI6, DMI7, DM27

3.11 DELIVERY

- 3.11.1 Section 2 of the SPD sets out the detailed aims and objectives for the regeneration of central Winchester, envisioning a phased and incremental approach to the delivery of the quarter.
- 3.11.2 The previous proposal for the area was subject to a Development Agreement that has now been terminated. This agreement was:
- For a single project
 - Requiring a Compulsory Purchase Order (CPO)
 - For one developer
 - Designed by one architectural practice
- 3.11.3 In contrast the Central Winchester Regeneration SPD envisages:
- Multiple smaller projects on individual sites
 - No requirement for a CPO
 - Multiple developers
 - Multiple architectural practices
- 3.11.4 The above approach to delivery is reflected in the design framework which respects different land ownerships and enables sites to be developed independently, within a long-term plan. Delivery of the CWR area should be incremental or undertaken in a phased manner; an approach which ensures that individual sites do not fetter wider regeneration ambitions.
- 3.11.5 To facilitate the incremental approach, financial mechanisms will need to be designed or formulated for sharing costs as well as enhancement value across the CWR area that addresses the following:
- The provision of affordable housing in the CWR area rather than individual site basis
 - The delivery of public realm, potentially including water courses
 - The provision of utilities
 - The bus hub
- 3.11.6 Reference should be made to the recommendations and requirements on the approach to archaeology in the Central Winchester Regeneration Site and Archaeology report produced by the CWR Archaeology Advisory Panel in March 2018.

3.11.7 Implementation of Public Realm

The CWR area SPD envisages:

- An incremental delivery of development parcels and associated public realm
- The early potential relocation of the bus hub to Middle Brook Street car park, which would facilitate the regeneration of Middle Brook Street

3.11.8 The Implementation of Public Realm plan shows areas of public realm and development parcels which are within Winchester City Council's ownership. These parcels are available to come forward for regeneration without the parcels which are outside of WCC's ownership. It would be beneficial for the CWR area as a whole if these parcels outside of WCC's ownership were to come forward for development but as this cannot be guaranteed it remains an aspiration for the city, and therefore areas of public realm and connections are indicatively shown in dotted lines.

3.12 MEANWHILE USES

3.12.1 Proposals for how existing buildings and land within the CWR area could be used until they become available for redevelopment are beyond the scope of the SPD. However, it is recognised that it is important to build on the success and enthusiasm of the community engagement process and ensure the momentum for the regeneration process is maintained through visible changes which signal the beginnings of the mixed use quarter.

3.12.2 In the short-term, meanwhile uses and interim public realm improvements are to be encouraged and supported within the CWR area. Opportunities for the provision of meanwhile uses include the Lower High Street, where a new pedestrian priority space has been created for Winchester. There are other opportunities for meanwhile uses in places such as the Antiques Market, vacant areas of the former bus station, and communal areas in The Brooks.

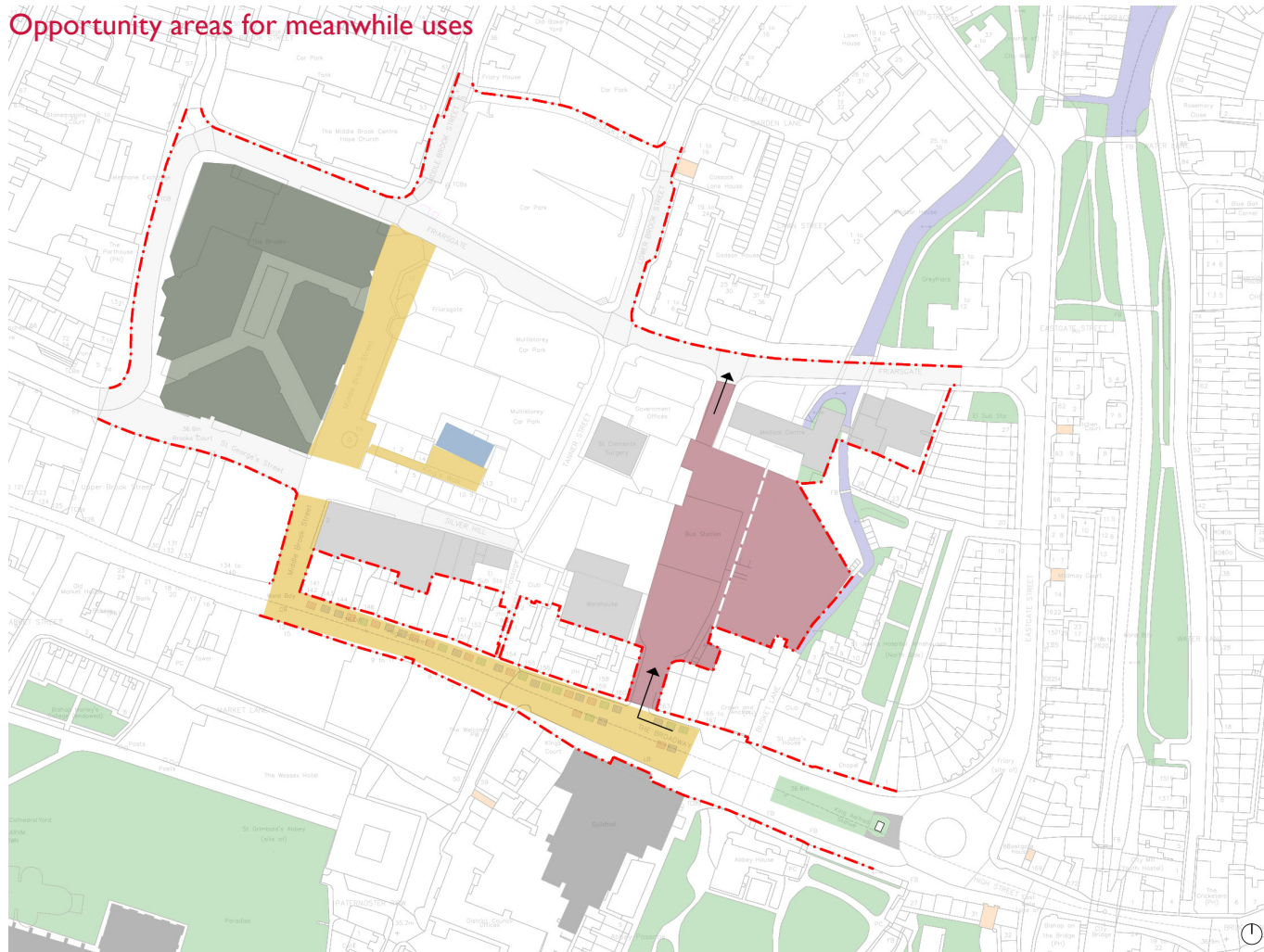
3.13 PLANNING PROCESSES – FUNDING OF INFRASTRUCTURE

3.13.1 Winchester City Council, as local planning authority, recognises that a positive and proactive approach will be required when working with developers and their agents to ensure that proposals and subsequent planning applications are able to meet the requirements of this SPD and the Local Plan Policy WIN4 for the CWR area as well as other relevant Local Plan policies; including the provision of infrastructure and wider public realm enhancements.





SECTION 3

PLANNING & URBAN DESIGN FRAMEWORK

Opportunity areas for meanwhile uses



Key

-  Bus station
-  Antiques Market
-  Lower High Street /
The Broadway / Middle
Brook Street
-  The Brooks

3.13.2 Local Plan Policy WIN4 is specific about the principles which any planning applications will have to meet (WIN4 policy and subset requirements (i) to (ix)). This SPD amplifies the requirements of the policy and sets out what may be needed in relation to public realm improvements, movement and access, urban design (building heights/scale/massing/public and private spaces etc), archaeology, means of delivery and sustainability. These will be a material consideration in assessing applications which come forward, including securing planning obligations relating to financial contributions towards wider public realm enhancements and other matters covered by the document and policies in the Local Plan.

3.13.3 The Council will therefore seek planning obligations under S106 of The Town and Country Planning Act 1990 to assist in funding infrastructure and other improvements and to ensure developments can meet other policy requirements. Planning obligations are likely to include the items set out below but this is not an exhaustive list and other matters may also need to be covered on consideration of each planning application:

- Equalisation strategy for off-site works
- Public realm
- In any S106 we will want to agree developer contributions and a time frame for delivery and this may have to tie into the phasing programme.
- Phasing programme
- Any submission should set out the proposed timing for commencement and completion of the proposed development. We may seek to agree a phasing programme across more than one site if they all come forward at the same time.
- Archaeology and Heritage
- Education contributions (for any residential development)
- Highways matters:
 - S278 for offsite works / contributions
 - Bus hub
 - Construction traffic / TRO
 - Travel plan (and monitoring fees)
- Safeguard public rights of way
- Car parking
- 40% affordable housing provision:
 - On-site provision / management
 - Tenure split (rent and shared ownership)
 - Include details of nominations etc.
 - Our expectation will be that all will be delivered on site and accord with the Affordable Housing SPD.
- Proposed Refuse Strategy
- Employment and Skills Plan
- Other site-specific requirements

- 3.13.4 Planning obligation contributions will be considered on a case by case basis in relation to every planning application received relating to the CWR area defined in this SPD and will be applicable to all development proposed. Contributions will be assessed in proportion to the size and impact of the development, viability relating to the development (which will be independently assessed as part of the development process), the cost of infrastructure works, alongside land ownership (this is not an exhaustive list and other considerations may arise as part of a planning application).
- 3.13.5 Winchester City Council also introduced its Community Infrastructure Levy (CIL) in 2014. The levy is applied to certain types of new developments based on floor area and the funds received are used to help pay for a range of infrastructure improvements which the Council identifies in its three-year rolling programme. CIL will be applied to all proposals coming forward in the CWR area and it should be noted that any sums due are non-negotiable. Further details are available on the Council's website at <http://www.winchester.gov.uk/planning/cil/>
- 3.13.6 Guidance on how to submit a planning application is set out on the Council's website <http://www.winchester.gov.uk/planning/planning-applications>, which includes all fees and charges, application and supporting information submission, together with options for pre-application advice.
- 3.13.7 Applicants must also undertake community and stakeholder engagement in accordance with the requirements of the Statement of Community Involvement adopted in 2007. This document is currently being updated, however the principles remain applicable.
- 3.13.8 It will be necessary prior to the formal submission of a planning application to demonstrate how the community has been informed of the emerging proposals and how any matters raised have been taken into account in the documents submitted. At this stage it is likely an exhibition or workshop might be appropriate to allow for a wider discussion of the design proposals including details of appearance, materials and site layout that are being considered. Applications for part of the site will be expected to demonstrate how they fit into the site context as a whole.
- 3.13.9 Depending on the scale and nature of the proposals compliance with the Environmental Impact Assessment Regulations may also be applicable.

Guidance Summary

DELIVERY & INFRASTRUCTURE FUNDING

Delivery:

- A phased and incremental approach to delivery is supported
- Development proposals should include a phasing plan showing how the proposed development relates to other parts of the CWR area and the relative timing of its provision, along with any required facilities or infrastructure
- Development proposals should indicate how and when any requirements of the Local Plan and this SPD that apply to the site (e.g. for affordable housing provision, public realm improvements, utilities, or the bus hub) will be met, either on-site or by financial contributions/off-site provision elsewhere in the CWR area

Infrastructure contributions:

- Development proposals should meet their own planning, infrastructure and utility requirements, as set out in the Local Plan and elsewhere in this SPD, and make a proportionate contribution towards the wider requirements for the Central Winchester Regeneration area, particularly improvements to the public realm, utilities, transport and the bus hub
- Applicants for planning consent will be expected to enter into obligations (under S106 of The Town and Country Planning Act) to ensure adequate and timely provision and funding for the CWR area
- The requirements will be proportionate and reflect the S106 'tests' set out in the NPPF

Supplements Local Plan Policies:

LPP1 – WT1, CP3, CP7, CP10, CP21

LPP2 – WIN2, WIN4, DM6, DM17, DM18, DM21, DM26

3.14 SUSTAINABILITY

3.14.1 Proposals for the CWR area are required to be underwritten by an approach to development which is socially, economically and environmentally sustainable in the long term. The approach should encompass a range of sustainability principles which ensure the development:

- Protects and enhances the environment
- Promotes sustainable movement
- Anticipates future needs
- Improves quality of life and promotes social equality and inclusion, in line with the WCC Housing Strategy vision of creating cohesive communities
- Uses resources efficiently
- Uses sustainable, locally sourced and recycled materials and products where possible and appropriate
- Is designed and constructed for durability and long life, taking account of life cycle costing analysis in its design

3.14.2 The Winchester District Local Plan Part I identified two sustainability priorities for the district: the first is to reduce carbon footprint due to the district's above average carbon footprint; the second is to reduce water consumption due to the severity of the water stress in the area.

3.14.3 Air Quality

The Winchester Council Air Quality Action Plan 2017 sets out core principles and actions to improve air quality in Winchester.

3.14.4 Core Actions:

- Review current car parking charges and increase the cost to park in central car parks
- Review and consider introducing restrictions of delivery vehicles by time of day
- Introduce a P&R site in the north of Winchester
- Introduce new parking charges to limit diesel and high polluting petrol cars parking in central car parks
- Reduce emissions from lorries and buses in the city centre by 2020
- Reduce emissions from all Council owned, leased or contracted vehicles by 2020
- Put in place requirements to integrate air quality fully into the planning process
- Continue to work with and lobby Hampshire County Council to identify and deliver additional projects
- Monitor the performance of the plan and reassess the need to introduce additional measures to achieve the objective

3.14.5 Measures to Improve Air Quality Within the CWR Area:

The SPD proposes steps to build upon the core actions from the air quality action plan, as follows:

- Review the amount of car parking within the city centre
- Prioritise sustainable transport including cleaner, greener buses and encourage walking and cycling
- Introduce electrical charging points in the city centre car parks to give priority to electric vehicles
- Reduce reliance on car travel and encourage more people to walk, cycle and use public transport
- Increase the car free zones and pedestrianised public realm across the CWR area
- Limit service and delivery vehicles to out of hours access within the CWR area
- Encourage pedestrian and cyclist movement
- Increase use of Park & Ride services
- Increase tree planting and areas of natural landscape within the CWR area

3.14.6 Energy Strategy

The SPD promotes an energy strategy which focuses on energy efficiency in buildings, reduction in water consumption and the provision of renewables where appropriate. Building layout, compactness, and orientation should be primary considerations in reducing energy demand. Passive design can be augmented with active energy saving technologies and renewable energy sources, such as photovoltaic panels. It is essential to consider how renewable technologies can be sensitively located and integrated into design to be sympathetic to the Conservation Area.

3.14.7 The Winchester District Local Plan Part I Policy CP11 – Sustainable Low and Zero Carbon Built Development, recommends that development meets the following standards for new build:

- Residential development: CSH Level 5 for Energy and CSH Level 4 for Water
- Non-residential development: BREEAM Excellent / Outstanding

3.14.8 A fabric-first approach is recommended for new build, using effective thermal insulation within new development to reduce the need for mechanical ventilation and heating. Constructing buildings with high thermal mass is also appropriate for passive heating and cooling of buildings. Natural ventilation and passive cooling are encouraged, with thermal shading integrated into the architecture where appropriate to reduce solar gain and prevent overheating of internal areas.

3.14.9 Buildings should not only be efficient but long lasting and designed with flexibility to allow for future adaptations. The use of natural, durable and locally sourced materials is promoted. Consideration should be given to the re-use of building materials where possible, as well as the specification of materials with low embodied energy values.

3.14.10 **Waste**

Incorporation of recycling and refuse storage is required for new developments, and consideration of other waste management methods is encouraged. Commercial and residential waste bins must be contained and concealed from view along the street, preferably within the building. Using the most up-to-date sustainability technology to make waste management and recycling more efficient is encouraged. Refuse vehicle routes and access within the site should be considered early in the planning stages, and recycling provisions should be designed to make recycling easy.

3.14.11 Design and construction methods should seek to minimise the amount of waste produced during construction and minimise cut and fill in site works.

3.14.12 **Landscape & Ecology**

The Winchester District Local Plan Part I includes two policies which inform the delivery of green infrastructure and ecology within the CWR area: Policy CPI5 – Green Infrastructure and Policy CPI6 – Biodiversity.

3.14.13 Key green infrastructure on or adjacent to the CWR area includes river corridors, culverted waterways, mature trees and pocket parks. The SPD supports development of the CWR area to provide a net gain of well managed and multifunctional green infrastructure. This should incorporate spaces and features for recreation, amenity and biodiversity; and provide routes and pathways which link with the existing network. The aim is to promote healthy lifestyles and extend strategic green and blue corridors along the River Itchen valley, which is designated a Special Area of Conservation and a Site of Special Scientific Interest.

3.14.14 Areas of biodiversity should be linked together where possible to protect and enhance the ecology of the streams and landscape, thereby improving the ecological value of the site. Biodiversity is to be encouraged through habitat generation and designing for wildlife. Overall, development is expected to achieve a net gain in trees, including the removal of poor quality specimens and additional planting in key areas such as Friarsgate and the Riverside Walk.

SECTION 3

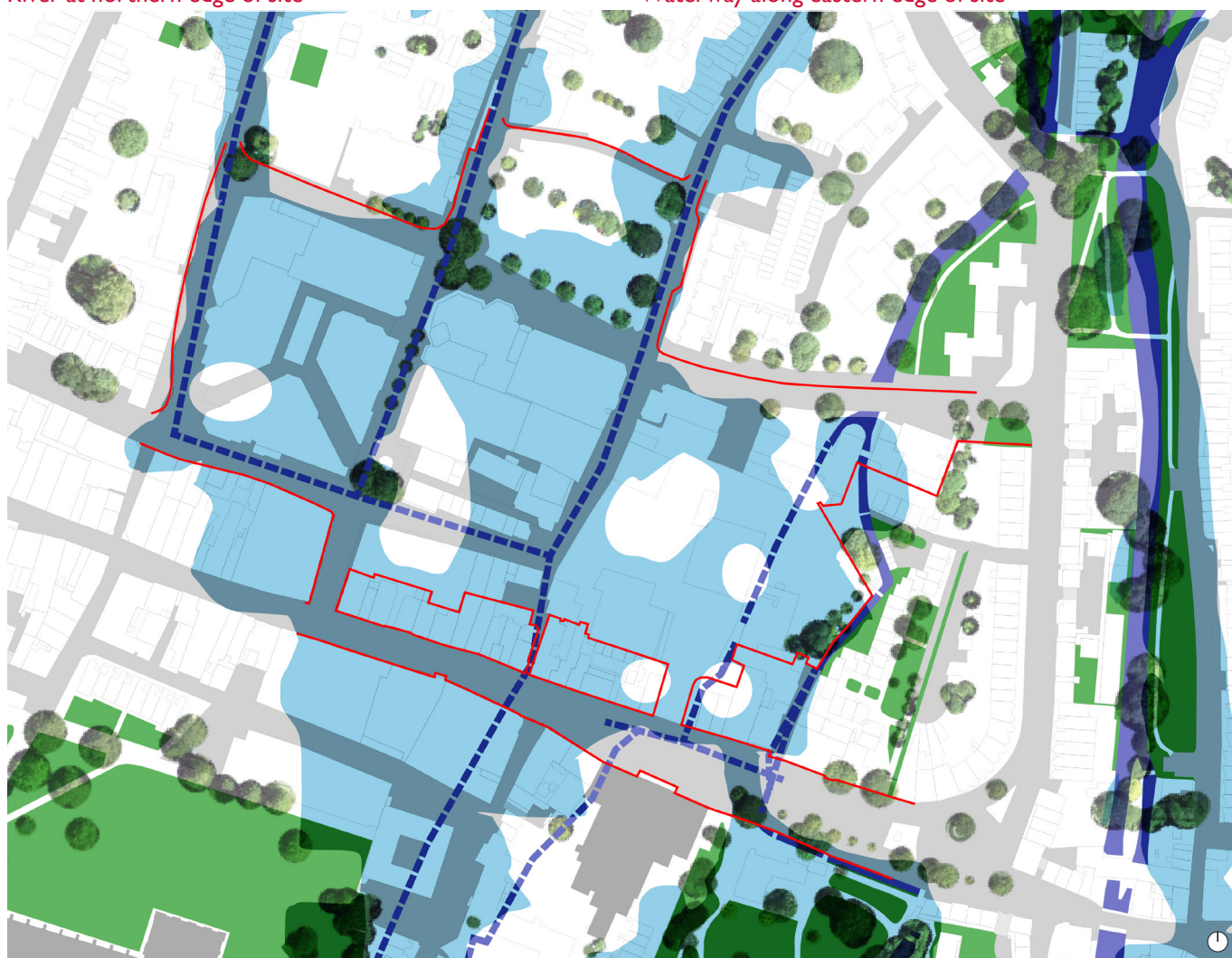
PLANNING & URBAN DESIGN FRAMEWORK



River at northern edge of site



Waterway along eastern edge of site



Extent of flood zone: 1 in 100 year plus climate change
Source: CWR Flood Risk Assessment

Flood zone

3.14.15 Water

Water conservation is important and schemes are encouraged to adopt systems for rainwater collection and grey water recycling, and specify low flow appliances to ensure efficient water use within the CWR area.

3.14.16 The Winchester District Local Plan Part I provides guidance on Flooding, Flood Risk and the Water Environment with Policy CPI7. The design and layout of development must take account of site location within the floodplain of the River Itchen. It is imperative to protect buildings from flooding whilst not reducing the storage capacity of the floodplain. Innovative design for flood resilience is encouraged on site, and new development is required to improve surface water drainage and reduce rainwater run-off.

3.14.17 A preliminary Flood Risk Assessment was produced in March 2017 for the CWR area. It indicated that most of the CWR area lies within flood zones 1 to 3, and recommended improving flood mitigation through the integration of Sustainable Urban Drainage Systems (SUDS), permeable paving, opening up culverted streams where appropriate, the widening of the river channel to the east of the bus station, and landscaping to create a buffer of additional floodplain storage. The existing land use across the site is primarily urban, therefore increasing the amount of green open space and permeable surfaces will improve upon the existing conditions.

3.14.18 The recommended hierarchy of SUDS strategies to adopt within the CWR area are as follows:

- Infiltration systems – surface water is drained into an infiltration device where suitable ground conditions prevail
- Attenuated discharge to water course – surface water run-off is attenuated and discharged into an existing watercourse at a controlled run-off rate
- Attenuated discharge to a sewer – where the above is not favourable, surface water should be discharged into a sewer at a controlled rate

3.14.19 The Environment Agency is undertaking flood modelling of the River Itchen, which will include the impact of the new defences at St Bedes and Park Road and should be completed in autumn 2018. The results of this should inform the flood risk assessments that will need to accompany planning applications.

3.14.20 Development proposals for the CWR area will need to take account of this emerging hydraulic modelling and will be required to submit individual Flood Risk Assessments as part of the planning application submission.

Guidance Summary SUSTAINABILITY

Development proposals should:

- Contribute towards meeting the principles and actions of the Winchester Air Quality Action Plan 2017, see para 3.13.4 - 3.13.15
- Satisfy the provisions of Local Plan policy CPII in relation to energy and water efficiency, so far as practical, viable and consistent with Government advice. Buildings should seek to provide natural ventilation, prevent overheating and be adaptable and long-lasting, using sustainably sourced materials
- Incorporate refuse and recycling storage areas and conceal them from view
- Minimise the amount of waste produced during construction and cut and fill in site works
- Provide a net gain in green infrastructure and improvements to the public realm, including improved river corridors, culverted waterways, landscaping and open space as set out in the Public Realm Framework Plan
- Seek to conserve water using systems or specifications to reduce water consumption and/or adopting grey water recycling and rainwater collection
- Take account of the site's location within the floodplain of the River Itchen and avoid reducing the storage capacity of the floodplain
- Improve surface water drainage and reduce rainwater run-off, including making use of Sustainable Urban Drainage Systems

Supplements Local Plan Policies:

LPPI – WTI, CP7, CPI0, CPII, CPI2, CPI3, CPI5, CPI6, CPI7, CP20, CP2I

LPP2 – WINI, WIN2, WIN4, DM6, DMI6, DMI7, DMI8, DMI9, DM2I



Winchester
City Council





APPENDICES

APPENDIX I

PLANNING POLICY

AI.1 PLANNING POLICY CONTEXT

AI.1.1 This section sets out the relevant planning policy context for the Central Winchester Regeneration SPD at national, regional and local levels.

AI.2 National Policy

AI.2.1 The National Planning Policy Framework (NPPF) and Planning Practice Guidance prioritise sustainable development and set out core principles for the design of the built environment, requiring local authorities to seek opportunities to meet the development needs of the area through the planning process.

AI.2.2 The NPPF promotes competitive town centre environments which provide customer choice and a diverse retail offer whilst reflecting the individuality of the place. A range of other uses are expected to support the viability and vitality of the town centre, including leisure, office, markets and a wide choice of quality homes.

AI.3 Local Policy

AI.3.1 Relevant planning policies and documents for the Central Winchester Regeneration SPD include:

- Local Plan Part 1 (adopted March 2013)
- Local Plan Part 2 (adopted April 2017)
- Winchester District Statement of Community Involvement (January 2007)
- Affordable Housing SPD (adopted February 2008)
- High Quality Places Supplementary Planning Document (adopted March 2015)
- Car Parking Standards SPD (Dec 2009)

Other Relevant Strategies:

- Winchester District Economic Strategy 2010-2020
- Culture, Innovation and the Winchester Economy 2014-2019
- Walking Strategy for Winchester (October 2014)
- Winchester District Cycling Strategy (July 2012)
- Winchester District Car Parking Strategy 2014-2018 (January 2017)
- Vision for Winchester 2012 produced by Winchester Town Forum
- Winchester Council Air Quality Action Plan 2017
- Council Strategy 2018 – 2020 (February 2017)
- Winchester Housing Strategy 2013/14 – 2018/19

APPENDIX I

PLANNING POLICY

AI.4 Winchester District Local Plan Part 1, Joint Core Strategy (Adopted March 2013)

- Policy DSI Development Strategy and Principles
- Policy WT1 Development Strategy for Winchester Town
- Policy CP1 Housing Provision
- Policy CP2 Housing Provision and Mix
- Policy CP3 Affordable Housing Provision on Market Led Housing Sites
- Policy CP6 Local Services and Facilities
- Policy CP7 Open Space, Sport and Recreation
- Policy CP8 Economic Growth and Diversification
- Policy CP9 Retention of Employment Land and Premises
- Policy CP10 Transport
- Policy CP11 Sustainable Low and Zero Carbon Built Development
- Policy CP12 Renewable and Decentralised Energy
- Policy CP13 High Quality Design
- Policy CP14 The Effective Use of Land
- Policy CP15 Green Infrastructure
- Policy CP16 Biodiversity
- Policy CP17 Flooding, Flood Risk and the Water Environment
- Policy CP20 Heritage and Landscape Character
- Policy CP21 Infrastructure and Community Benefit

AI.5 Winchester District Local Plan Part 2, Development Management and Site Allocations (Adopted April 2017)

- Policy WIN 1 Winchester Town
- Policy WIN 2 Town Centre
- Policy WIN 3 Views & Roofscape
- Policy WIN 4 Silver Hill
- Policy DM2 Dwelling Sizes
- Policy DM6 Open Space Provision for New Developments
- Policy DM7 Town, District and Local Centres
- Policy DM8 Primary Shopping Frontage
- Policy DM9 Secondary Shopping Frontage
- Policy DM15 Local Distinctiveness
- Policy DM16 Site Design Criteria
- Policy DM17 Site Development Principles
- Policy DM18 Access and Parking
- Policy DM19 Development and Pollution
- Policy DM21 Contaminated Land
- Policy DM26 Archaeology
- Policy DM27 Development in Conservation Areas
- Policy DM28 Demolition in Conservation Areas
- Policy DM29 Heritage Assets
- Policy DM31 Locally Listed Heritage Assets
- Policy DM33 Shopfronts
- Policy DM34 Signage

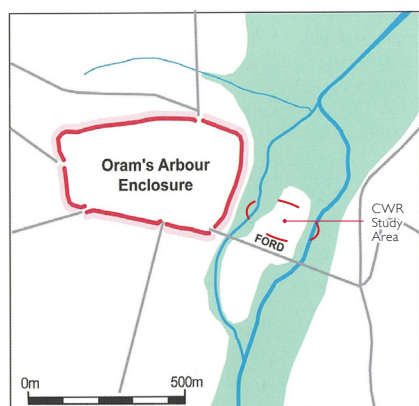


APPENDIX 2

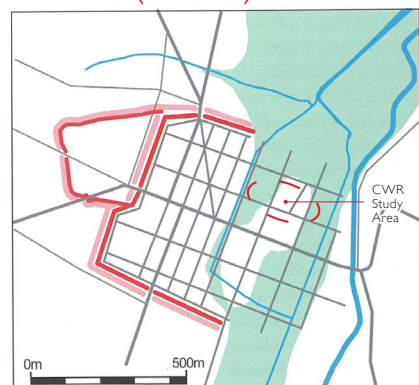
HISTORY & ARCHAEOLOGY

A2.1 HISTORY

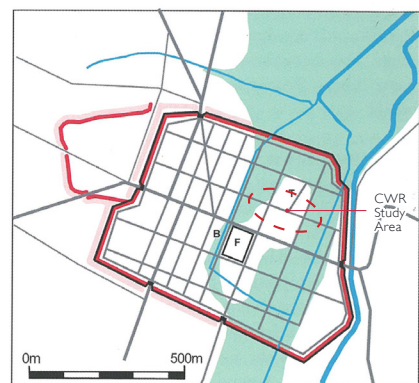
A2.1.1 The following series of maps provide a general overview of the historic development of Winchester from the middle Iron Age through to present day, providing historic context to the setting of the CWR area. The analysis focuses on the evolution of the city's townscape and its relationship with the River Itchen, including the development of its walls, streets, and spaces.



Prehistoric (c. BC250)



Early Roman (c. AD70-200)



Late Roman (c. 200-410)

Prehistoric (c. BC250)

Around 250BC, the middle Iron Age, the area's settlement pattern was dramatically restructured with the construction of a defended enclosure, known as Oram's Arbour. It was positioned to take advantage of the ford, influencing movement patterns over the wider area.

Early Roman (c. AD70-200)

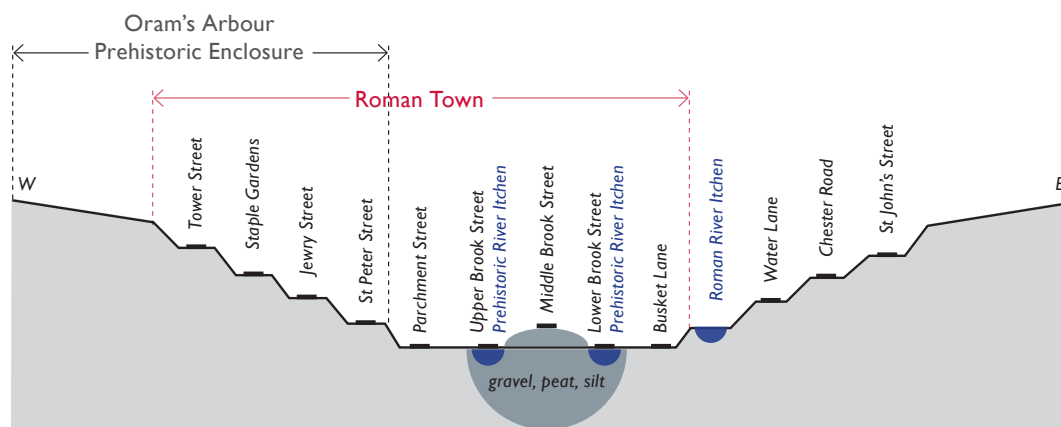
The eastern part of the Oram's Arbour enclosure was removed, while retaining the western portion. Early defences were in place by about 70AD. The street system reflects the natural landscape with each north-south street responding to a natural terrace. To the east, over the relatively flat floodplain, the streets form more typical square Roman insulae.

Late Roman (c. 200-410)

Defences around the city were reinforced and fully enclosed the urban area. In the 3rd Century the ramparts were strengthened with masonry to form city walls. Upon completion, the town Venta Belgarum was the fifth largest town in Roman Britain and was a focal point for communications, trade and local government. Public buildings such as the forum-basilica and temples were constructed on the street grid. The road leading to the Ford, along with the Forum, acted as the principle market area for Venta. This road is along the line of today's High Street.

APPENDIX 2

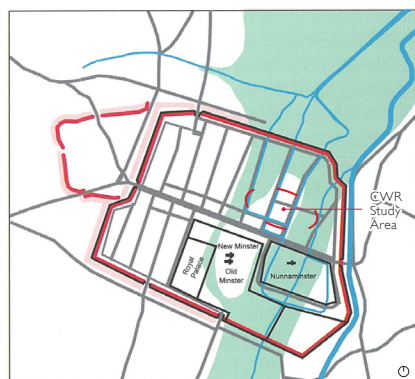
HISTORY & ARCHAEOLOGY



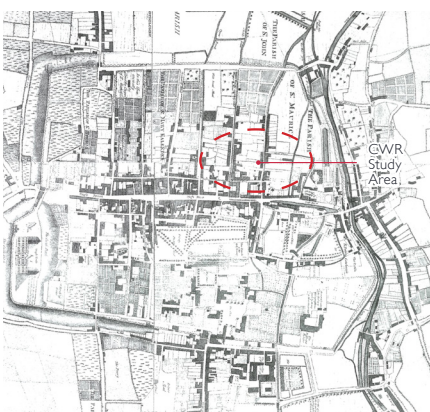
Schematic section across the Valley



Late Saxon (9th-10th C)



Late 10th - 11th century



Godson's Map 1750

Late Saxon (9th-10th C)

Alfred the Great was crowned in 871, at which point all seven kingdoms of Britain apart from Wessex had fallen to the Vikings. Winchester was the largest defended settlement in Wessex due to its physical advantages including the Roman town walls, its location as a focal point along the surviving Roman road network and its control of the ford of the Itchen.

The late Saxon re-founding of the city required major alterations to the existing landscape, with a new street system established and the water channels being rationalised.

The Saxon street pattern also respected and utilised the natural terraces of the landscape, with one street per terrace. The narrow spacing of the north-south street pattern continued across the floodplain, with few of the Roman east-west streets away from the High Street remaining in the Saxon street pattern

Late 10th - 11th Century

The latter half of the 10th Century saw changes to the city fabric led by the Benedictine rule of Bishop Ethelwold. He extended the Old Minster, reformed New Minster and rebuilt Nunnaminster; also beginning work on a new residence at Wolvesey. There is a noticeable clearing of the street network to the south of the High Street which made way for the ecclesiastical complexes.



1932



1955 - the Brooks



1963



2017

Godson's Map 1750

The 16th to 18th centuries brought major changes to Winchester, transforming it from a vibrant industrial medieval city to a gentrified town. Godson's map depicts a city in a period of quiet prosperity and economic growth following on from the trauma of the Black Death and the Reformation period.

The city's defences were removed, along with the north, east and south gates. Raw materials were reused in other constructions across the town. Large expanses of open ground within the walls, including the CWR area, were used as gardens and orchards. The Guildhall was built on the High Street in 1713.

20th Century

The structure of the townscape was dramatically altered again during the 20th Century due to the effects of the World Wars and post-war planning. In 1943, Abercrombie was commissioned to plan the redevelopment of the eastern end of Winchester, aiming to eliminate slums from the eastern end of the town.

Industries were re-sited further out of the city, and the demolition of many historic buildings including houses and industrial buildings took place. The plan focused on providing improved access for the motor car, and led to the creation of car parks behind M&S and the Guildhall.

New east-west streets were introduced including Friarsgate and Cross Street, and St George's Street was widened in 1953. Post-war development introduced buildings with a far larger floor area and scale than the existing urban fabric, and steel and concrete frames made flat roof construction possible. Multi-storey car parks were built in the 1970s and 80s.

APPENDIX 2

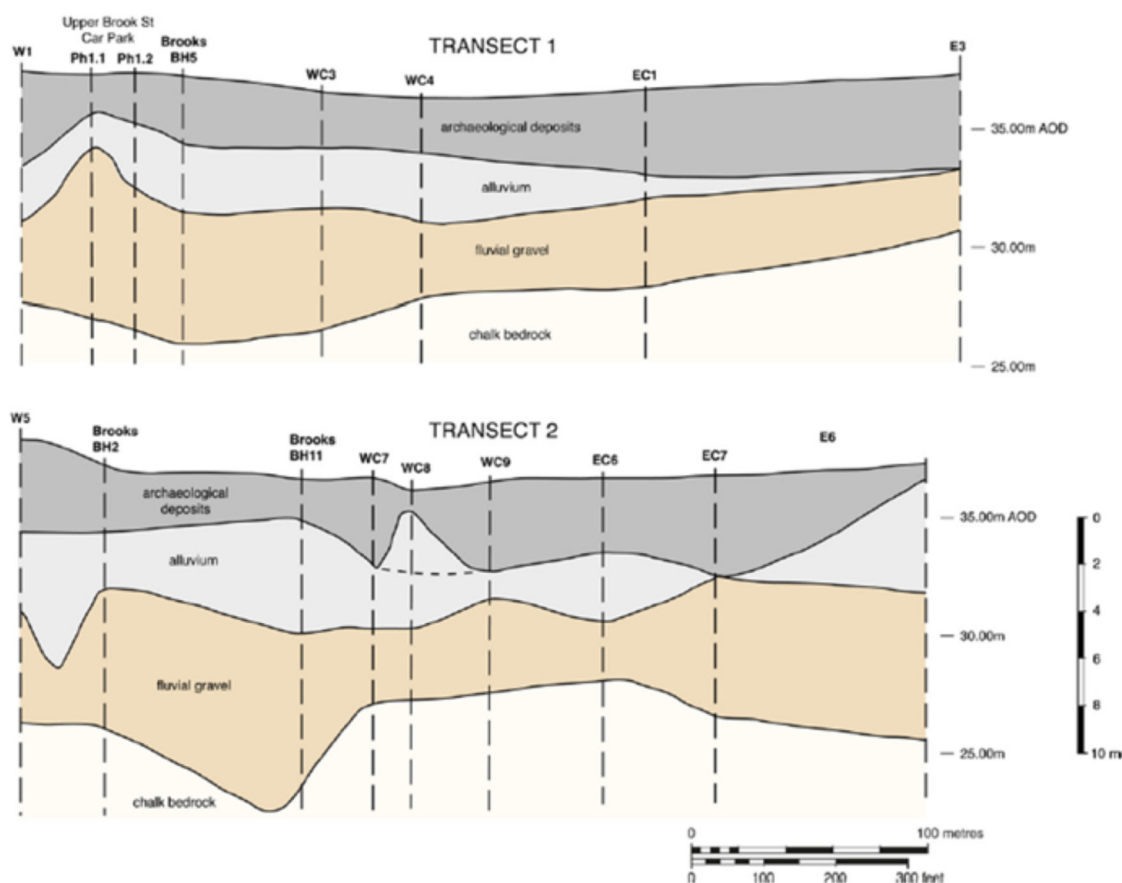
HISTORY & ARCHAEOLOGY

A2.2 ARCHAEOLOGY

Sections A2.2 and A2.3 have been extracted from The Central Winchester Regeneration Site and Archaeology (March 2018, CWR Advisory Panel) report commissioned by the Council.

- A2.2.1 This section is intended to be a brief summary of what is known about the CWR site from archaeological and historical sources.
- A2.2.2 The earliest archaeological deposits on the site are composed of alluvium and peat deposited in the valley bottom of the River Itchen in the Mesolithic period (c. 9000 – c. 4000 BC), probably in abandoned channels of the Itchen. There is no cultural material in the peat, but it can be rich in pollen and other plant remains, as well as insects and mollusca.
- A2.2.3 Given its floodplain location, extensive prehistoric remains are not anticipated, although there is the potential for episodic earlier prehistoric activity on the banks of the river channels. Paleoenvironmental remains of the later prehistoric period are however likely to be present.

West (left) to east stratigraphic transects across the CWR site
©Ottaway, 2017

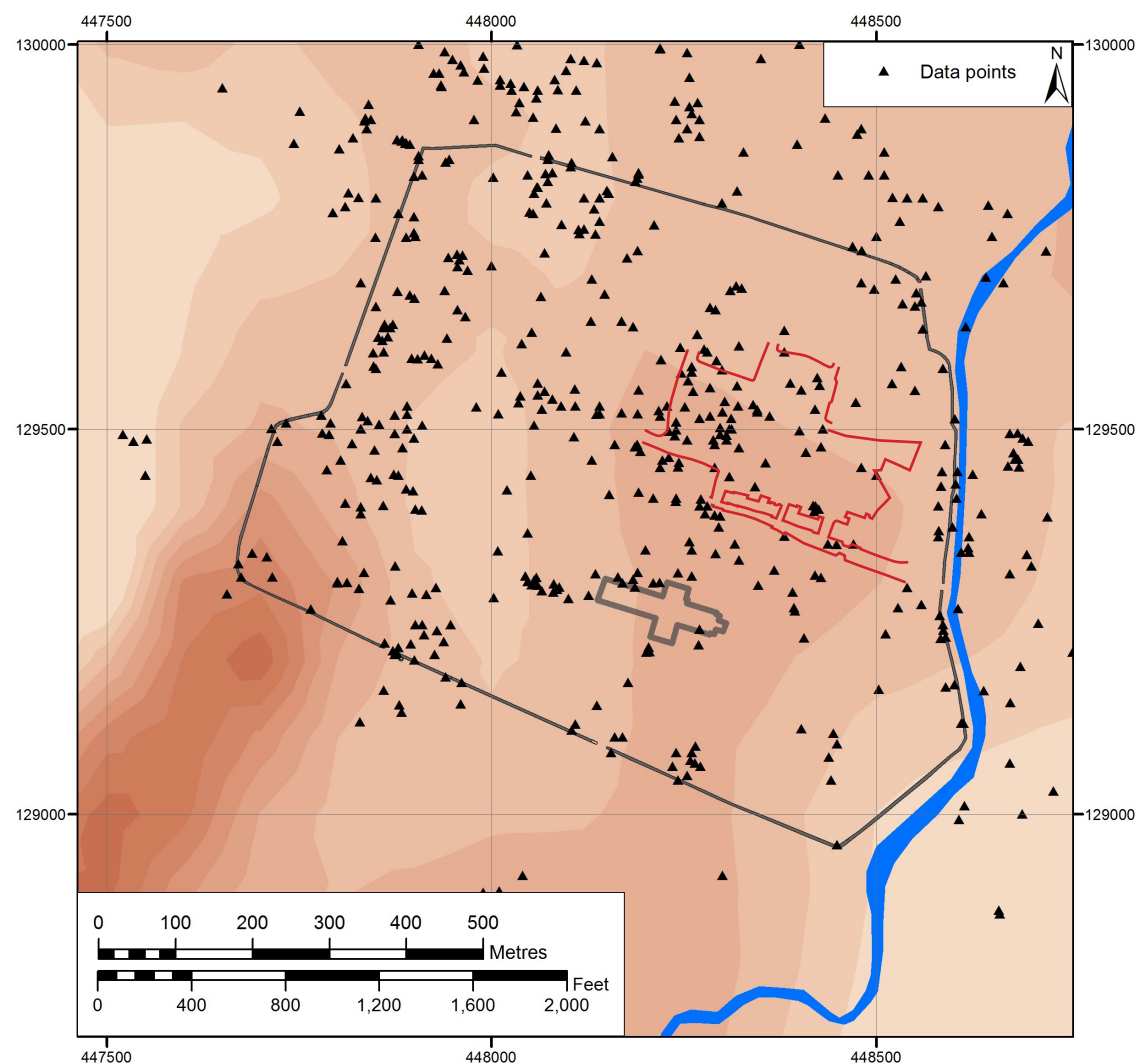


APPENDIX 2

HISTORY & ARCHAEOLOGY

Model-predicted thickness of archaeological deposits

©ARCA, University of Winchester, Richard Payne



A2.2.4 Overlying the alluvium are deposits of the Roman period. Occupying part of the CWR site, there may have been a Conquest period fort, possibly represented by a ditch of V-shaped profile found at Lower Brook Street.

A2.2.5 In c. 70 – 75 Winchester became a Roman regional, or civitas, capital (Venta Belgarum). In the late first to early second century a street grid was set out. Within the CWR site, the first east-west street north of the main street was recorded at The Brooks and a north-south street was recorded on Middle Brook Street. At Lower Brook Street a street running parallel to the earlier, possible, fort ditch was recorded which adopted a course slightly different from that of the main grid.

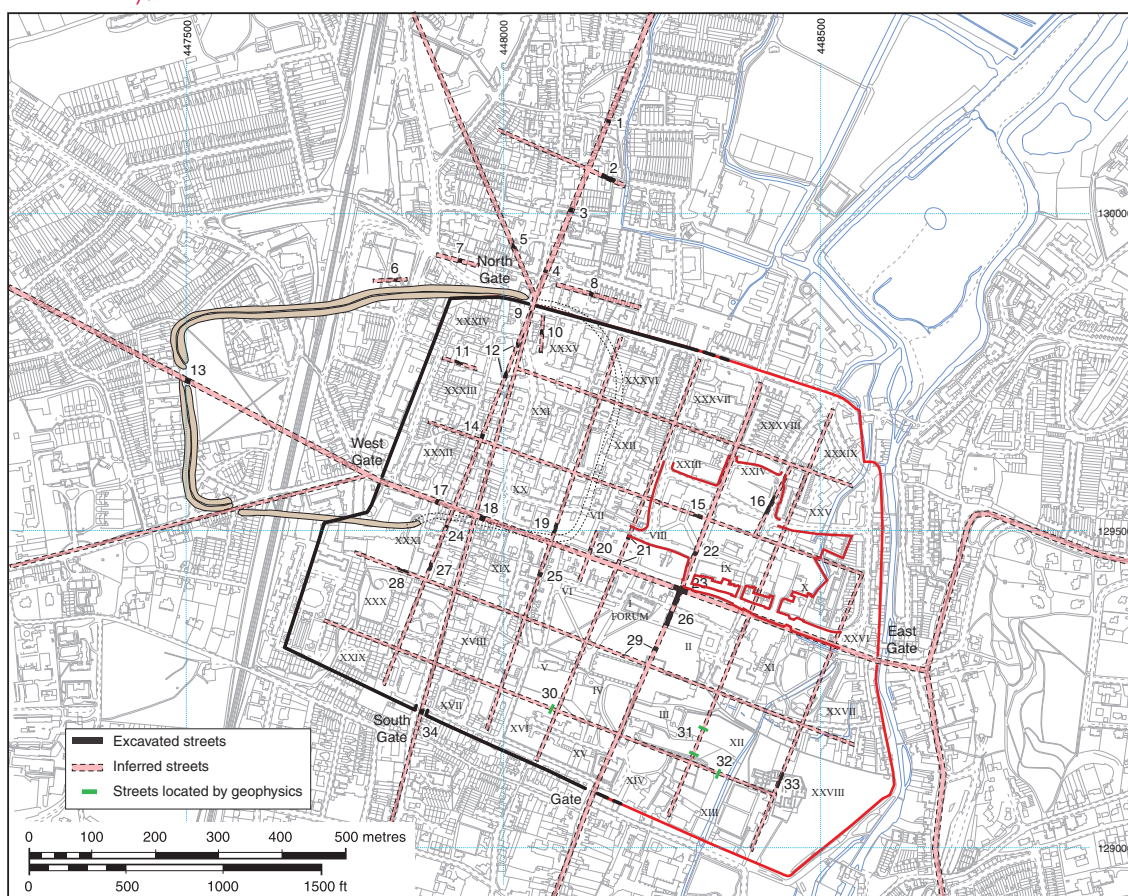
APPENDIX 2

HISTORY & ARCHAEOLOGY

A2.2.6 The location of the Roman forum is known but that of other public buildings cannot be easily predicted, although it is most likely that they occupied the town centre, part of which lay within the CWR site. In any event, one would expect there to be evidence for a Roman sequence of development with buildings of increasing complexity as shown at The Brooks and Lower Brook Street. In addition, a number of Roman watercourses may have existed on the CWR site.

Plan of Roman Winchester showing street plan

©Ottaway, 2017



A2.2.7 The Roman walled town of Winchester in the fifth and sixth centuries was largely, if not completely, depopulated until the mid-seventh century when the Anglo-Saxon 'Old Minster' was founded. In the late seventh century activity began at Lower Brook Street with a small cemetery which probably belonged to a high status estate within the walls. Subsequently, there was a sequence of timber and stone structures.

A2.2.8 In the late Anglo-Saxon period (after c. 870) Winchester re-emerged as an urban place with a new street grid. Within the CWR site late Anglo-Saxon Middle and Lower Brook Streets must lie below the modern streets. Further east another street may have run north-eastwards from High Street on the

APPENDIX 2

HISTORY & ARCHAEOLOGY

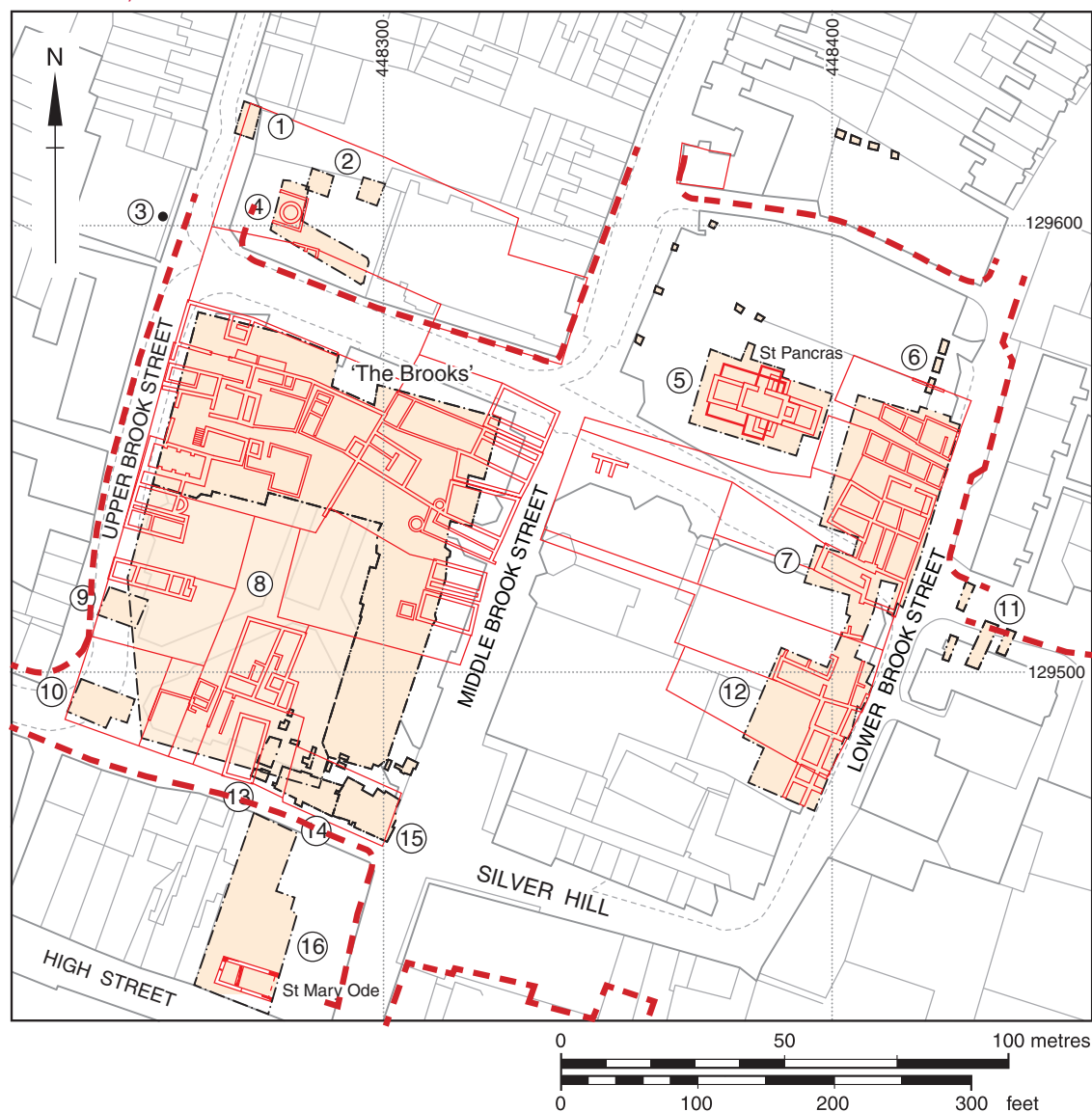
line of medieval Buck Street. Late Anglo-Saxon watercourses would have run alongside these streets.

A2.2.9 Land between the streets was rapidly divided up into tenements which were occupied by buildings and other facilities in which, as The Brooks and Lower Brook Street sites have shown, a range of craft activities took place.

A2.2.10 After the Norman Conquest urban development continued as before and the city's population probably continued to rise until c. 1250. The Lower Brook Street and The Brooks sites both revealed complex sequences of medieval buildings and evidence for textile production. Little is known from archaeology of the medieval topography in the central and eastern parts of the Central Winchester site, although this has been reconstructed by Keene based on documentary sources.

Outline plan of medieval buildings recorded in excavations in The Brooks area

©Ottaway, 2017

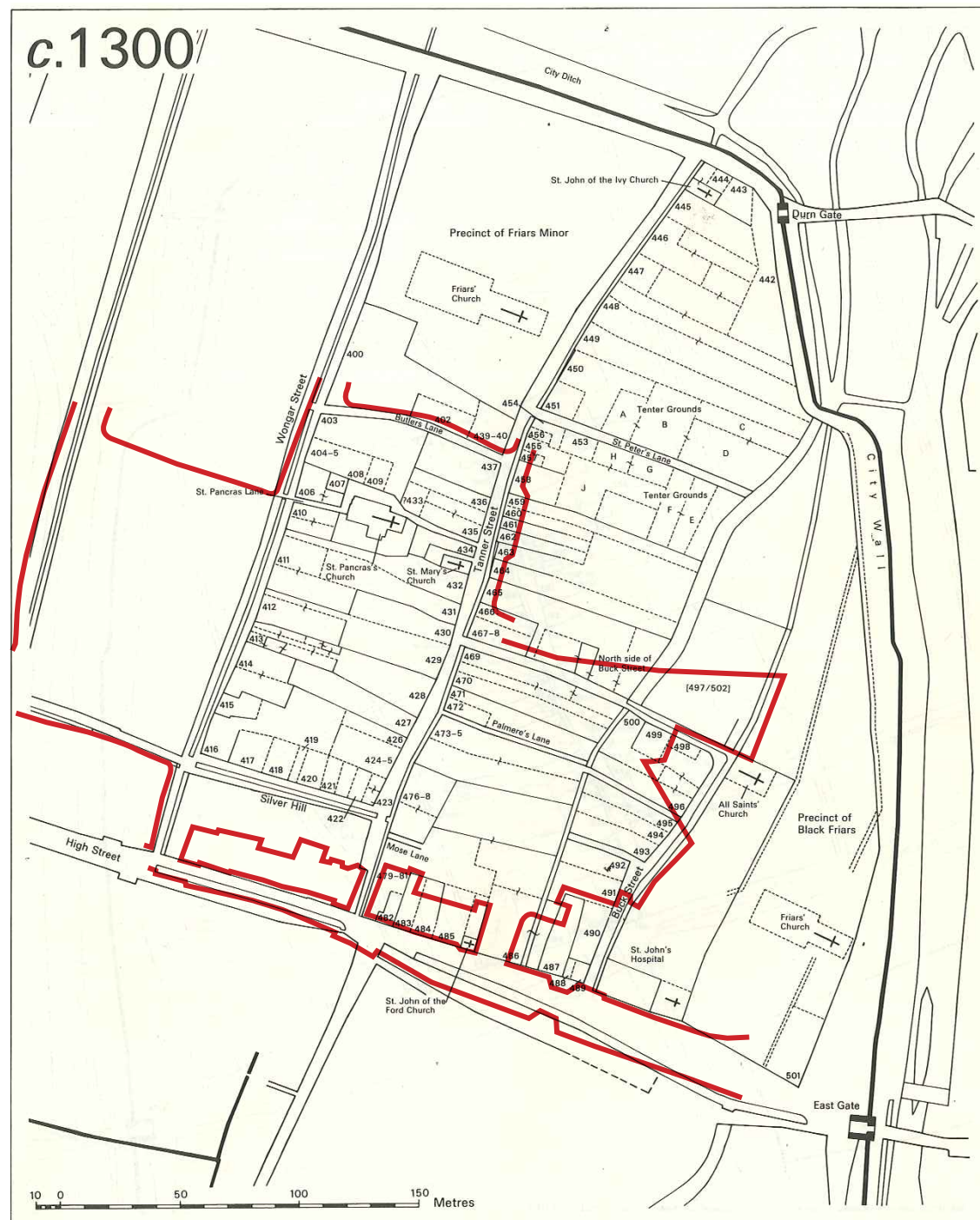


APPENDIX 2

HISTORY & ARCHAEOLOGY

Reconstruction of the tenement plan in NE part of the walled city in c. 1300, Keene, D, 1985, Survey of Medieval Winchester. Winchester Studies II.

Reproduced in Ottaway, 2017



A2.2.II At Lower Brook Street two medieval churches, St Mary in Tanner Street and St Pancras, were excavated and shown to have had Late Anglo-Saxon origins. Another (lost) medieval church which lies within the Central Winchester site is St George. Churchyards were not associated with urban

APPENDIX 2

HISTORY & ARCHAEOLOGY

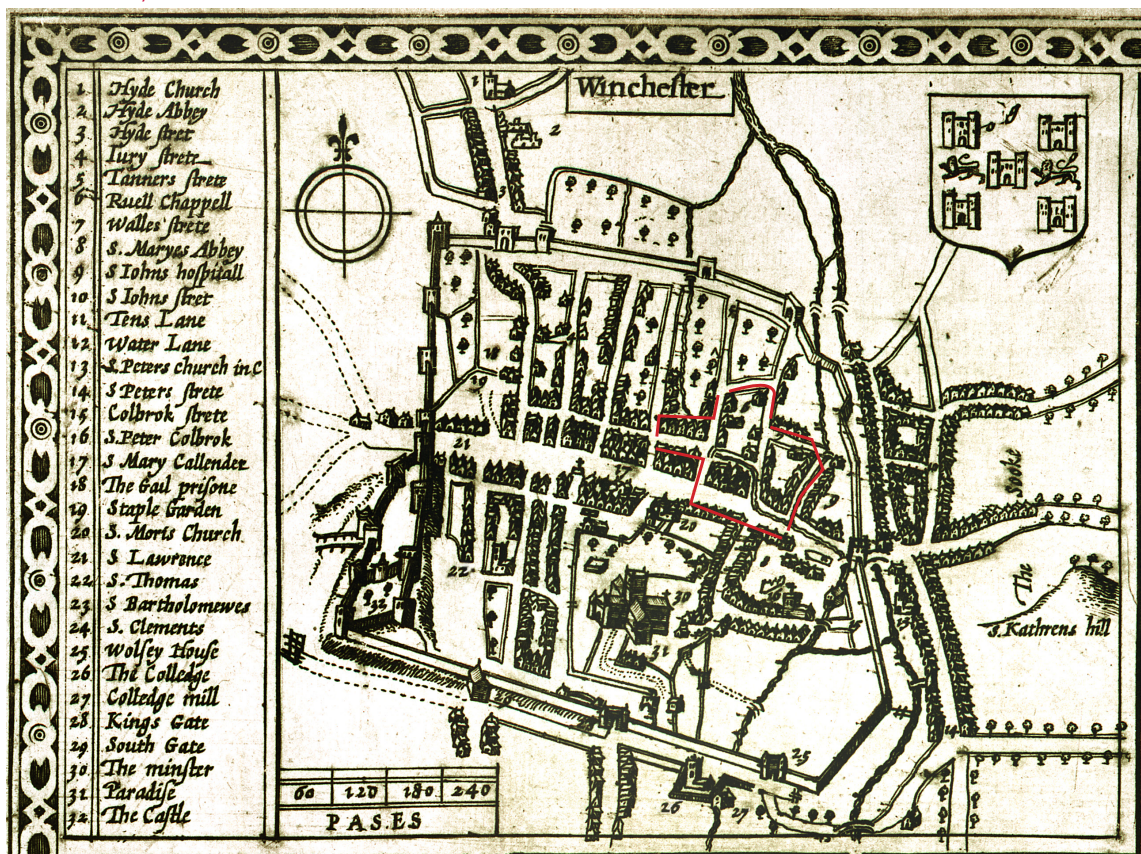
churches; however, some burials are likely to have taken place within the churches themselves.

A2.2.12 Neither The Brooks nor Lower Brook Street produced much archaeological evidence for occupation in the fifteenth and sixteenth centuries. Nonetheless, it is clear from the Tarrage Survey of 1417 that the core of the late medieval city around High Street, including the southern parts of Middle and Lower Brook Street and Silver Hill, remained densely settled and well built-up.

A2.2.13 There is little archaeological evidence for the post-medieval period on the CWR site, although there are a few buildings on High Street which have their origins in the eighteenth or early nineteenth centuries including the Woolstaplers' warehouse. Knowledge of topographical developments is based largely on Keene's plan of c. 1550 and the maps referred to above. Both Speed's and Godson's maps show the street frontages in the CWR site were well built up, but Godson shows the land behind the frontages was largely open in 1750.

Part of John Speed's map of Winchester, 1611

©Ottaway, 2017



Part of William Godson's map of Winchester, 1750
©Ottaway, 2017



APPENDIX 2

HISTORY & ARCHAEOLOGY

Detail of Silver Hill, Middle Brook Street and Lower Brook Street area on the 1:500 first edition OS map, 1871 (not at original scale)

©Ottaway, 2017



A2.2.14 The first edition Ordnance Survey map published in 1871 shows the CWR site had become densely built up with industrial works, housing and facilities for the residents such as public houses and chapels.

A2.2.15 Developments in the early twentieth century included the construction of the bus station in 1935. After World War II slum clearance substantially changed the character of the CWR site. In the 1960s a new street, Friarsgate, was created and a sequence of 1960s to 1980s developments concluded with The Brooks shopping centre.

APPENDIX 2

HISTORY & ARCHAEOLOGY

A2.3 SUMMARY OF THE WINCHESTER REGENERATION SITE & ARCHAEOLOGY

- A2.3.1 The CWR site contains a rich buried archaeological resource. Analysis of previous archaeological excavations and boreholes shows that there will be a substantial depth of both alluvial material deposited in the early prehistoric period and of archaeological deposits and structural remains of the Roman and later periods. The overall thickness of archaeology should be at most about 4m, averaging 2 to 3m, but in the case of buried ditches and the filling of pits and wells could reach as much as 6m in places. Section A2.1 contains information on the archaeological resource present beneath the CWR site (summarised from an archaeological desk-based assessment commissioned by Winchester City Council (Ottaway, 2017)).
- A2.3.2 Legislation, national and local planning policy as well as government and sector guidance relevant to the redevelopment of the CWR site are outlined.
- A2.3.3 Existing information on preservation conditions and the hydrology of the site and its relationship to the archaeological strata suggest that paleoenvironmental material will be well preserved in alluvial deposits as a result of water logging. Roman and later deposits may not be below the water table, except in pits and other deep cut features. A Stage 1 hydrological assessment indicates that there is hydraulic continuity between groundwater and an existing open water channel with the underlying aquifer. Information from previous excavations suggests that water levels in the past are likely to have been lower. Data from previous investigations and boreholes has been utilised to present a rough grain deposit model for the CWR site.
- A2.3.4 An alkaline burial environment will ensure good preservation of many materials in archaeological deposits, but organic artefacts and paleoenvironmental material will only be well preserved in deep pits and other features. Archaeological deposits within the CWR site are likely to have been disturbed to some degree by utility trenching (albeit likely largely confined to the streets) and from piling for modern buildings.
- A2.3.5 Information requirements in respect of future development proposals (geoarchaeological boreholes, an enhanced deposit model and a more detailed hydrological assessment, together with non-intrusive and intrusive archaeological evaluation), are set out. These will provide important information on the character, date, quality, extent and survival of geoarchaeological and archaeological deposits and the preservation environment within the CWR site and aid understanding of the impact of development proposals on these.

APPENDIX 2

HISTORY & ARCHAEOLOGY

- A2.3.6 National and local government policy with regard to archaeology is expected to be followed by developers and outline mitigation strategies (informed by further archaeological site investigations and assessments) should be submitted as part of future planning submissions. Key elements of mitigation strategies will include details of groundworks, method statements for excavation where required, historic building recording, a research strategy and proposals for publication, archive and outreach, together with public realm enhancement.
- A2.3.7 Approaches to the development of archaeological mitigation strategies should be flexible but it is anticipated that preservation in situ will form a key mitigation approach. This is related to the need to preserve important archaeological remains for future generations and also to the high financial costs associated with large scale excavation(s). Winchester City Council has a duty to satisfy itself that any archaeological excavation undertaken within the CWR site, attendant post-excavation analysis and the public dissemination of the results is adequately funded; otherwise a preservation strategy should be adopted.
- A2.3.8 Where preservation in situ is proposed, developers should incorporate innovative design of below ground structures, foundations, drainage and services in development proposals, to minimise impacts (whether direct or indirect) to important archaeological remains.
- A2.3.9 Certain aspects of further archaeological assessment and site investigations required within the CWR site and in the design of below ground impacts (for example in the provision of services to individual parts of the CWR site), may require a degree of overall, site-wide planning.
- A2.3.10 Developers will be expected to engage appropriately qualified and experienced archaeological consultants and specialists, with previous expertise in dealing with deeply stratified urban sites. Such consultants and specialists will be expected to work closely with appropriately qualified and experienced specialists in other areas, such as hydrology and ground engineering, the local planning authority's archaeological advisor and Historic England specialists (such as the Regional Science Advisor).
- A2.3.11 The redevelopment of the CWR site provides key opportunities for the enhancement of the historic environment of this part of Winchester as part of a public realm strategy; which will include archaeological interpretation and the involvement of the local community and the wider public. Key partners are likely to include the Hampshire Cultural Trust and the University of Winchester. Developers will be expected to include proposals for community engagement as part of archaeological mitigation strategies.



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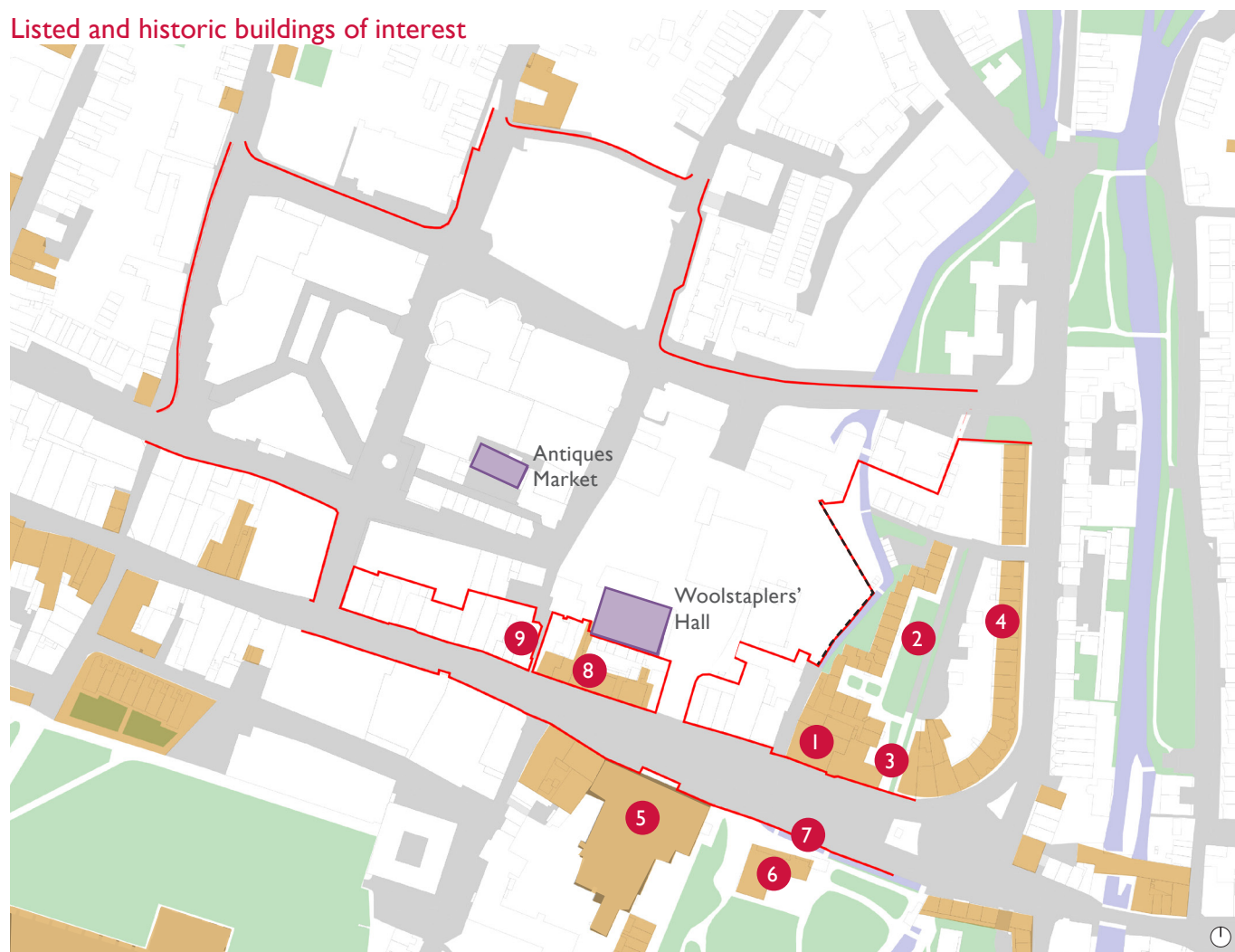
APPENDIX 3

CONSTRAINTS & OPPORTUNITIES

APPENDIX 3

CONSTRAINTS & OPPORTUNITIES

Listed and historic buildings of interest



St John's Almshouses



Terraced housing along Eastgate Street



Cross Keys Passage and High Street



Antiques Market



Woolstaplers' Hall

-  Listed buildings
-  Buildings of Historic Interest
-  St John's Almshouses boundary wall

APPENDIX 3

CONSTRAINTS & OPPORTUNITIES

A3.I CONSTRAINTS & OPPORTUNITIES

A3.I.1 Conservation Area and Listed Buildings

The site is located within the Walled City character area of the Winchester Conservation Area. The Local Plan Part 2 has relevant guidance for development within the Conservation Area which should be referenced, including policies: DM26 – Archaeology; DM27 - Development in Conservation Areas; DM28 - Demolition in Conservation Areas; DM29 - Heritage Assets; and DM31 - Locally Listed Heritage Assets.

A3.I.2 Listed and historic buildings of interest (numbered on the map) neighbouring the site include:

- St John's Rooms and Chapel, Broadway (Grade I)
- St John's Almshouses (Grade II)
- Gateway of St John's Hospital (Grade II)
- 1-3, 4-8, 9-19, 20-27 Eastgate Street (Grade II)
- Guildhall (Grade II)
- Abbey House (Grade II*)
- Fence of Abbey House (fronting the Broadway) (Grade II)
- 154-160 High Street (all individually listed Grade II)
- Cross Keys Passage running adjacent to 154 High Street provides a pedestrian link between the regeneration area and the Broadway

A3.I.3 Development proposals coming forward must take these buildings into account, particularly if the proposed development is adjacent to sensitive edges of the site where these buildings are located.

A3.I.4 Buildings of Historic Interest

There are no listed buildings within the regeneration area, however existing buildings of historic interest inside the CWR area include the Antiques Market and Woolstaplers' Hall. A stone brick wall running along the boundary of the existing bus station site is not listed, however it is historic and attractive, and access rights to land to the east of this wall, which comes under the ownership of St John's Almshouses, must be addressed.



The Guildhall



St John's Almshouses boundary wall

APPENDIX 3 CONSTRAINTS & OPPORTUNITIES



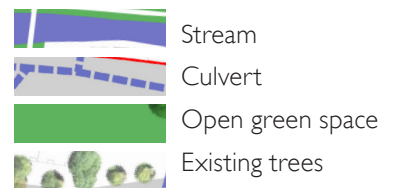
Green & Blue Infrastructure



River at northern edge of site



Waterway along eastern edge of site



Trees along Friarsgate



Mature trees along eastern edge



Crab apple trees, Middle Brook Street

CONSTRAINTS & OPPORTUNITIES

A3.1.5 Green & Blue Infrastructure

The existing green and blue infrastructure within and adjacent to the site features local parks, open space, waterways, culverted streams and trees.

A3.1.6 Trees

All trees over 75mm in diameter within the site are protected by virtue of their location within the Conservation Area. Existing groups of trees include:

- A line of Crab Apple trees down the centre of Middle Brook Street
- Two London Plane trees to the north of the intersection between Middle Brook Street and Silver Hill
- Mature trees along the eastern boundary with St John's Almshouses and the waterway
- Lines of trees along both sides of the Broadway
- Lines of trees along Friarsgate

A3.1.7 The SPD framework supports the removal of the Crab Apple trees down the centre of Middle Brook Street in order to open up significant views of the Cathedral. The SPD supports new planting of trees where appropriate.

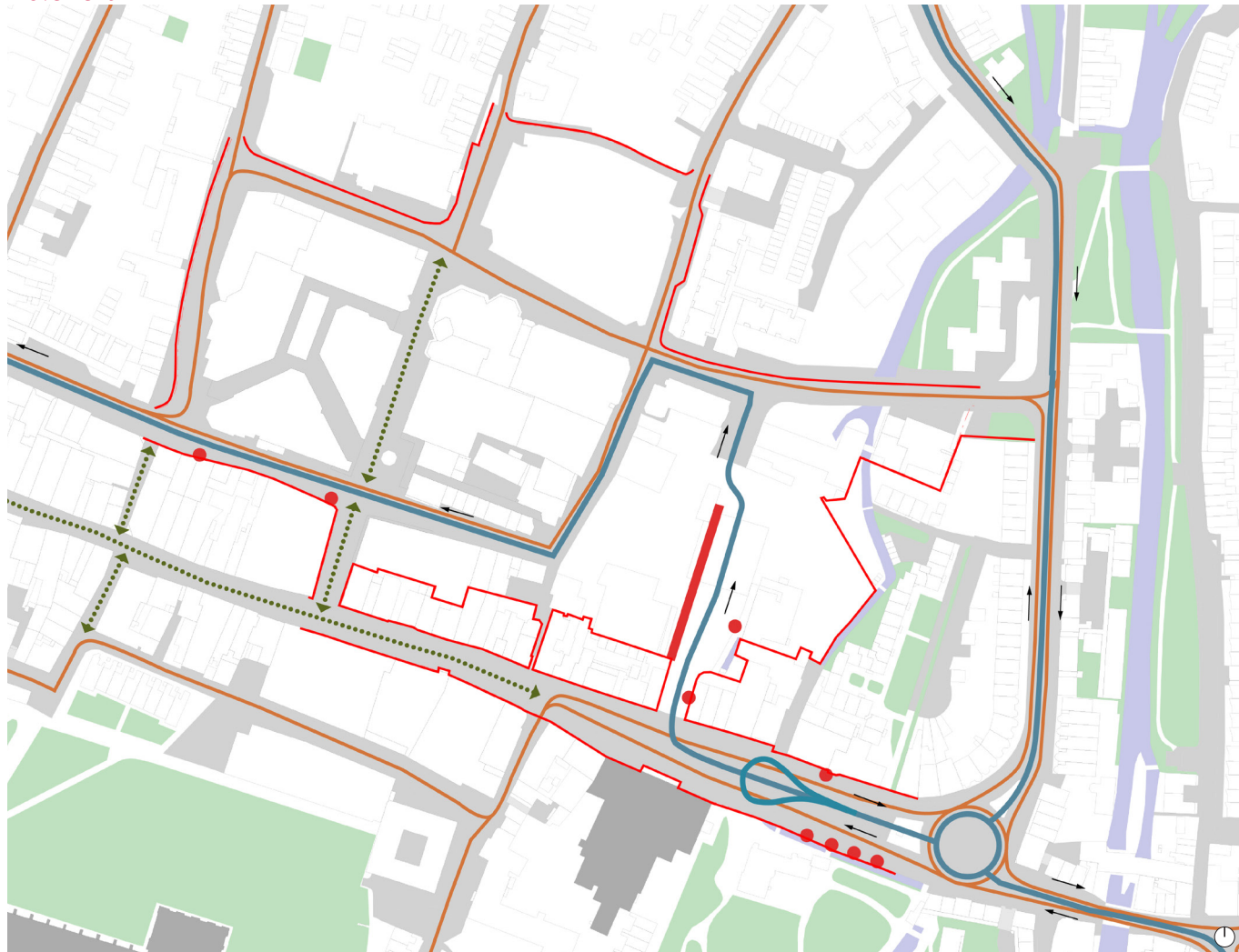
A3.1.8 Waterways & Culverts

The eastern edge of the CWR area is defined by an open stream which runs along the boundary between the existing bus station site and the St John's Almshouses. Culverted streams run underneath Upper Brook Street, Middle Brook Street, Tanner Street and the existing bus station. These culverted streams were once open waterways and have the potential to be re-opened in places. Opening culverts would also assist with flood mitigation, increasing the floodplain's storage capacity and reducing the potential impact of flooding.

APPENDIX 3





CONSTRAINTS & OPPORTUNITIES

Movement



A3.1.9 Movement

Currently, movement within the CWR area is predominantly vehicular, due in part to the location of the bus station and circulation of buses running from the Broadway through the site and along Tanner Street / Silver Hill. The one-way road network concentrates vehicular traffic along Friarsgate and St George's Street.

-  Bus / coach movement
-  Bus / coach stops
-  Vehicular
-  Pedestrian

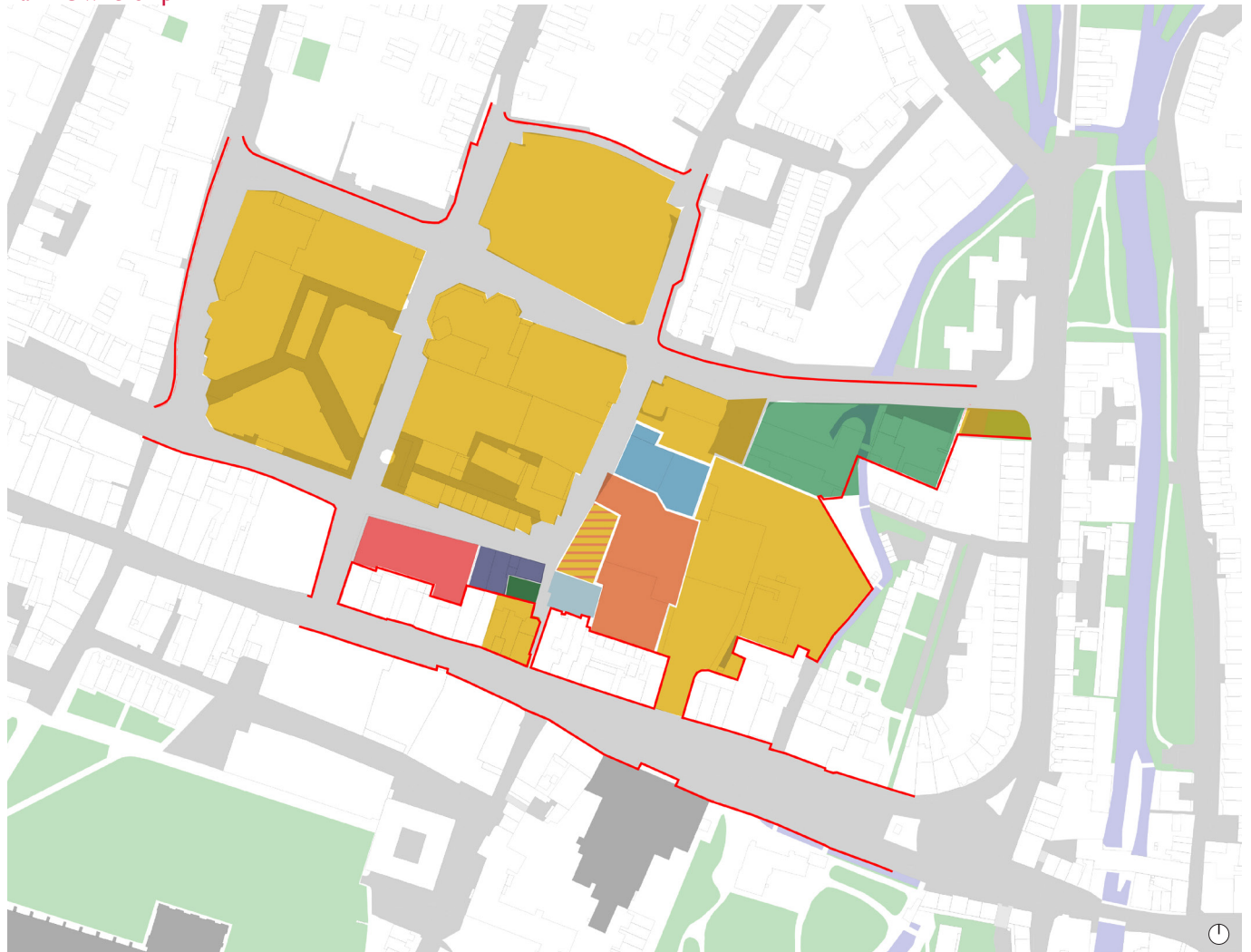
A3.1.10 Pedestrianised areas are focused along the High Street and Middle Brook Street. Pedestrian movement beyond these areas is limited to pavements on the side of streets. The quality and width of the pavements vary; some areas such as Bridge Street have very limited pavement widths.

A3.1.11 There are no designated cycle lanes or routes, however there are some existing Sheffield cycle stands at the lower end of the High Street.

APPENDIX 3

CONSTRAINTS & OPPORTUNITIES

Land Ownership



A3.I.12 Land Ownership

The CWR area comprises a number of land ownerships, shown on the map above. The SPD framework supports the incremental delivery of development parcels.

- WCC
- King Edward VI School
- Tanner Street Limited
- Hendersons
- M&S
- Guardian Pensions
- Southern Electric
- R.A.O.B
- M&S Leased



Winchester
City Council





APPENDIX 4

ENGAGEMENT

APPENDIX 4 ENGAGEMENT



Community Roadshow at Alresford Community Centre



Community Planning Weekend Publicity



Community Planning Weekend Post-it Workshop



Community Planning Weekend Site Tour



Community Planning Weekend Hands-on Planning Workshop



Community Planning Weekend Report Back

APPENDIX 4

ENGAGEMENT

A4.1 ENGAGEMENT METHODOLOGY

- A4.1.1 At the beginning of the engagement process, a stakeholder database was compiled with over 200 contacts, including Winchester City Councillors, landowners, businesses, community groups, public bodies, voluntary organisations and other key stakeholders.
- A4.1.2 Those attending public events were invited to sign in, and added to the database resulting in a database of over 850 local stakeholders.
- A4.1.3 A launch event was held on 10 February 2017 to begin publicising the community engagement and to explain JTP's community planning process to invited stakeholders and the local media.
- A4.1.4 Community Roadshows were held in early March 2017 at Winchester Sunday Market, Alresford Community Centre, Winchester Train Station and King's Church, Bishop's Waltham to explain JTP's role and the project objectives to the local community, to begin to understand local issues and aspirations and to encourage participation at the Community Planning Weekend (CPW).
- A4.1.5 Further pre-arranged meetings and conversations were held with residents of St John's Almshouses, students at Peter Symonds College, Christ Church Centre Street Pastors, students at the Westgate School and local businesses and landowners.
- A4.1.6 A publicity flyer was distributed to approximately 13,000 households in Winchester via the Mid Hampshire Observer, advising the local community of the SPD engagement process and encouraging their attendance and participation in the CPW. The flyer also included the details of a telephone information line and a contact email to allow people to get in touch and request further information about the process.
- A4.1.7 A large banner advertising the CPW was suspended across the High Street for a week prior to the event. A large poster was displayed in the Council office.

APPENDIX 4

ENGAGEMENT

- A4.1.8 Press advertisements and media releases were distributed through the Mid Hampshire Observer and the Hampshire Chronicle throughout the community planning process. Social media was also utilised, with both the Council and JTP tweeting each event at various stages to help reach community users on those platforms.
- A4.1.9 A web page was set up displaying information and downloads about the proposals and this has been updated throughout the community engagement process. The website URL is: www.centralwinchesterregen.co.uk.
- A4.1.10 On 24 and 25 March 2017, over 700 members of the community participated in the CPW at Guildhall Winchester to help create a vision for the CWR area. People took part in workshops, walkabouts and hands-on planning groups to consider key issues and opportunities for the site and its relationship with the existing city. Participation was on a drop-in basis and people could stay for a short while, a few hours or for the whole event as they chose. There was also an exhibition explaining the background of the proposal.
- A4.1.11 Team members were on hand to facilitate the CPW and to answer questions. Community planning and masterplanning expertise was provided by JTP. Other consultants were Atkins for transport, Osmond Brookes and Rocmor for commercial property, Propernomics for property research, Scarborough's Renaissance for creative and enterprising towns, Snug Architects for urban design and Ubu Design for landscape and public realm.
- A4.1.12 After the public workshop days, the JTP team analysed and summarised the contributions and reported back to the local community at Guildhall Winchester on 4 April 2017.

APPENDIX 4

ENGAGEMENT

A4.2 ENGAGEMENT RESPONSE

- A4.2.1 At the CPW, the local community shared their ideas and experiences with the team through workshops and one-on-one discussions. A huge amount of data was captured through post-it note comments and hands-on planning drawings.
- A4.2.2 Before, during and after the CPW, people were also encouraged to complete comment forms and submit them in their own time by post or email or simply to email their comments and suggestions to community@jtp.co.uk if they were unable to participate in any of the workshops or roadshow events. Around 150 comments were submitted.
- A4.2.3 The team then summarised and analysed all of the feedback from before, during and after the CPW and identified a number of key themes.

COMMUNITY PLANNING WEEKEND KEY THEMES (KT)

KT 1 Support for Central Winchester Regeneration

The community planning process focused on a unique site in the heart of Winchester. Local people are passionate about their city and community planning participants supported the opportunity for positive change, brought forward in incremental phases - delivery could be 'bit by bit'. Participants envisaged a mixed-use pedestrian friendly quarter that is distinctly Winchester, supporting a vibrant retail and cultural offer and incorporating the imaginative re-use of existing buildings such as the Antiques Market and the Woolstaplers' Hall.

KT 2 Winchesterness

New buildings, streets and spaces should be in keeping with the city's historic context - "Winchesterness" whilst providing for the 21st Century needs of residents, workers and visitors. Proposals should respect the DNA of Winchester whilst writing the next chapter of its history. There would be a mix of styles and materials; the roofscape, scale, massing of buildings and street design should sit appropriately within the historic townscape. The SPD will be flexible but definitive enough to provide appropriate blueprint for forthcoming development proposals.

KT 3 Streets, Spaces & Water

The spirit of Winchester should be preserved and enhanced through the design of new streets and spaces, with appropriate materiality, sense of enclosure and views. New streets and alleyways can stitch the neighbourhood north of the Broadway back into the city centre grain, with links to Abbey Gardens to the south and Winnall Moors to the north. The new quarter would be pedestrian friendly but accessible for disabled people, cyclists and servicing. Flexible use will allow a market to trade and provide space for other street activities and performances, all of which attract visitors to the city. Opening up watercourses of different character would change the ambience of the spaces. The Broadway represents an opportunity to create a significant and adaptable public space in the heart of Winchester, through rerouting of buses and taxis.

KT 4 “City Experience” Economy

It was felt that Winchester should aim for a distinctive brand and not try to compete with the Southampton and Basingstoke offer but complement them by offering visitors a “city experience” including heritage, food, leisure, retail and markets. The regeneration of the central areas provides an opportunity to invigorate the city centre, including with appropriate retail accommodation and support for the markets. There should be a mix of new small and larger shop units, but not an oversupply. There was a strong desire that shops should cater for all people and all incomes. The Brooks shopping centre is in need of new uses and revamping. It was felt possible to retain the Antiques Market building and make more use of this, with an improved public realm setting. Employment spaces could provide for creative and start-up businesses. The rerouting of buses would provide the opportunity for the market to move down to the lower High Street and The Broadway to reinforce the offer of the regeneration area.

KT 5 Getting About

As with most cities, traffic has a huge impact and there was strong support for a more pedestrian and cycle friendly environment in central Winchester. This could draw people into the site with better pedestrian links east-west and north-south and improvements to cycle routes and facilities. To achieve this end, appropriate bus routing and parking strategies should be considered taking account of the needs of city dwellers and those who travel in from the wider district. Future flexibility is important to deal with the development of new technology, such as driverless cars, other policies and longer term (as yet unknown) innovations.

KT 6 Buses

Participants believe that there is no requirement for a bus station with parking for buses in the city centre. The bus hub could stay near the High Street, but better connectivity with the railway station is important. Bus stops should be conveniently located, with facilities such as shelter, 5-star toilets and real-time travel information. One option suggested was to move the bus hub to Middle Brook Street car park, as it is close to the High Street and might improve footfall along Middle Brook Street. Any new hub could incorporate a cycle focus.

KT 7 Heritage & Culture

Winchester's history and culture has shaped the character of the city and represents a huge tourism asset. Cultural activities and festivals are a big attraction for residents and visitors. It is important to develop a viable strategy for archaeological investigation, which will inform detailed building and public realm design. Many participants supported the interpretation of the unique Anglo-Saxon heritage, possibly including a new museum and city trails. A flexible planning brief could include the option of a museum but should not be reliant upon it. Winchester has an important creative sector, representing all ages and backgrounds, whose input into developing the character of this new quarter would be very valuable. Once again, flexibility should be a key component.

KT 8 Housing & Community

It was understood that housing will play an important part in the Central Winchester Regeneration area, given the sustainable location. The type of housing needs to be decided and will need to be assessed in the context of other community benefits provided as part of future proposals and available residential sites elsewhere in Winchester. There were suggestions of homes for downsizers, retirement living, car free housing that was truly affordable, student accommodation, as well as living above the shops. Regeneration of the site should cater for the full spectrum of the community, including those on lower incomes, as well as the more affluent residents or commuters to London and Southampton. It was suggested that there could be a community-focused day centre, which could bring people together: young parents during the day, the unwaged, lonely elderly, offering affordable classes and companionship.

KT 9 Delivery & Meanwhile Uses

Development of mixed use quarters is complex and opportunities should be taken to learn from other places and explore options for delivery. A key aspiration is to build for the long term, allowing future proofing for what may come later. It was felt that the potential for meanwhile uses could also be explored on site if these are needed. Participants were also keen that other development sites should be included as part of a 'bigger picture' assessment of the future of Winchester.

KT 10 Community Participation – Keep the Process Going

Participants were appreciative of the community planning process, which generated a huge number of ideas, and enjoyment from working together to consider the complex design and delivery challenges. It is important to keep the momentum going, find ways to build on the enthusiasm and ensure that people from all age groups and backgrounds are well represented as the process continues. Small interventions and early wins will help. In developing the plans, it is essential to consider viability and other practical issues, and to hone the proposals so that the Supplementary Planning Document is a robust blueprint for the future.

A4.3 CONTINUING COMMUNITY ENGAGEMENT

- A4.3.1 Following the CPW, to engage with an age group between approximately 25 to 50 years old, so-called Generation X, street surveys were conducted in Winchester High Street, Stanmore and Winnall. A total of 54 questionnaires were completed; 25 in the High Street, 12 in Stanmore and 17 in Winnall.
- A4.3.2 To engage further with the enterprising and creative business community, a workshop was held on 15 May 2017 to consider their needs and aspirations. Approximately 30 people, including those representing a range of groups and organisations attended.
- A4.3.3 Further work was then undertaken to develop a vision for Central Winchester including analysis of Winchester's built form, views, streets and spaces, the emerging design framework and artist's illustrations which were presented to the public Informal Policy Group (IPG) on 4 July 2017. Members of the audience were invited to give their comments and thoughts after the presentation and fed into the SPD process.

APPENDIX 4 ENGAGEMENT



APPENDIX 4

ENGAGEMENT

A4.4 FORMAL CONSULTATION

- A4.4.1 The draft SPD was made available to the public following a meeting of the Council's Informal Policy Group (IPG) on 30 October. The public, businesses and visitors had the opportunity to find out more and give their initial feedback at a drop-in exhibition event at Guildhall Winchester on 14 November 2017.
- A4.4.2 The draft SPD was reviewed by the Overview and Scrutiny Committee in November 2017 before the Cabinet gave its approval for the SPD to go to formal consultation on 6 December 2017.
- A4.4.3 The formal consultation was launched with an exhibition at Guildhall Winchester on 11 December and ran until 5 February 2018.
- A4.4.4 The consultation was advertised through a public notice in the Mid Hants Observer on 14 December 2017, via letters to statutory and general consultees on the Local Plan database and those on JTP's stakeholder database as well as through articles in a number of newsletters and advertising flyers used at the exhibitions.
- A4.4.5 Copies of the draft SPD were made available online and for collection from the Council's main office and at the various exhibition events. Reference copies of the draft SPD were also available to view at libraries throughout the district.
- A4.4.6 Exhibition boards were placed on display in The Brooks shopping centre from 12 December 2017 until 8 January 2018.
- A4.4.7 A week-long, staffed, touring exhibition ran at various times and locations across the district from 10 – 15 January 2018.
- A4.4.8 Feedback using an online comment form was encouraged, although a printed form with a freepost return address was also available to be downloaded or collected from events and the Council's main office.
- A4.4.9 JTP and Council officers had over 1,000 interactions with visitors to the exhibition events and 210 written responses were received – 32 from representatives of organisations and the rest from individuals.

APPENDIX 4

ENGAGEMENT

- A4.4.10 A summary of the key feedback themes from the consultation was shared at a public meeting of the IPG in March 2018. A summary of the key themes, points made and the Council's response was shared at the IPG's meeting in May 2018. They were also outlined in project update broadsheets.
- A4.4.11 A list of all the responses received and a document showing the Council's response to the comments, including how they affected the final SPD, was made available on the Council's website.
- A4.4.12 The revised SPD, highlighting all the changes that were proposed, was recommended by the IPG and adopted by Cabinet on 20 June 2018. Additional recommendations from the Overview and Scrutiny Committee were also considered and accepted by Cabinet.



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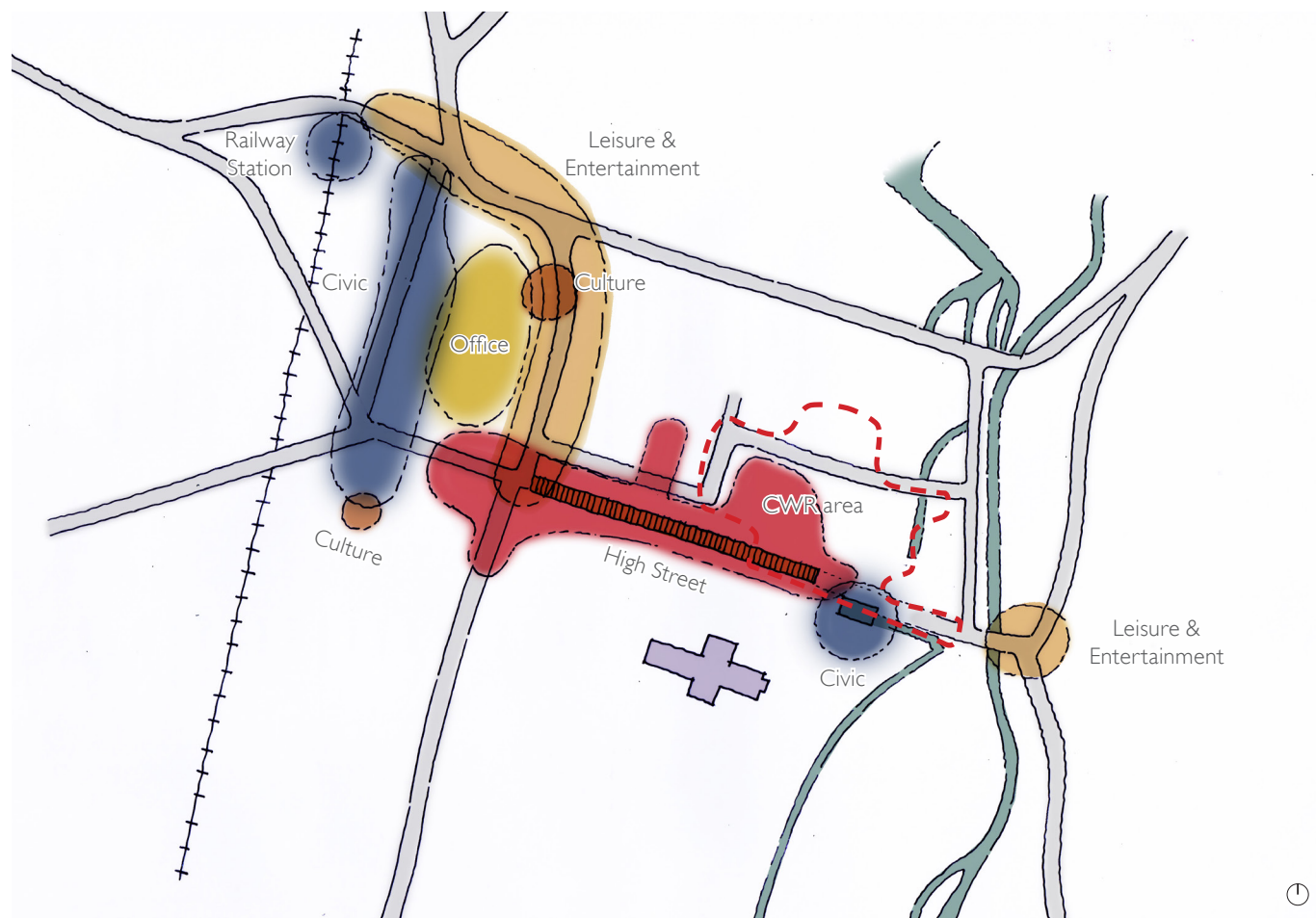




APPENDIX 5

WINCHESTERNESS

City Quarters



The CWR area sits in a key location connecting City Quarters

APPENDIX 5

WINCHESTERNESS

A5.1 INTRODUCTION

- A5.1.1 This study aims to analyse and define Winchesterness, the DNA of the city, and sets out guidance principles to inform the design of the CWR area, supporting Objective 2 of the SPD.
- A5.1.2 Winchester is an historic city which is walkable, safe and intimate in scale. It has a fine urban grain compared to most cities, due to its topographic setting, and the predominant influence of the Roman, Medieval and Victorian periods on the urban and architectural character of the city.
- A5.1.3 This study of Winchester's character focuses within the Walled City of the Conservation Area; an area formed of distinct City Quarters of civic, leisure, and cultural/heritage uses connected along the High Street which serves as the main street for shopping and professional services.
- A5.1.4 The street pattern within the city walls evolved from the early Roman through Saxon periods, with the High Street positioned along the east-west axis of the original Roman street running from gate to gate in the Walled City. The remainder of the streets are largely from the Saxon period, defined by long north-south streets running perpendicular to the High Street. There are few east-west streets from the Saxon period, limited to the service streets of Market Lane and Silver Hill which run parallel to the rear of the High Street.
- A5.1.5 The network of streets and spaces is characterised by the varied architecture and local landmarks, making it easy to navigate and form a mental map of the city, which is centred along the spine of the High Street.
- A5.1.6 The sequential narrowing and widening of the streets, subtle changes in geometry to the built frontage, and formation of incidental spaces within the fabric are a key part of the urban character of Winchester. The elements of the city's environment are woven together in such a way that drama unfolds as you move through it; the serendipity and delight of walking through places such as these should be reinforced in regeneration proposals.

Route from Railway Station to Cathedral

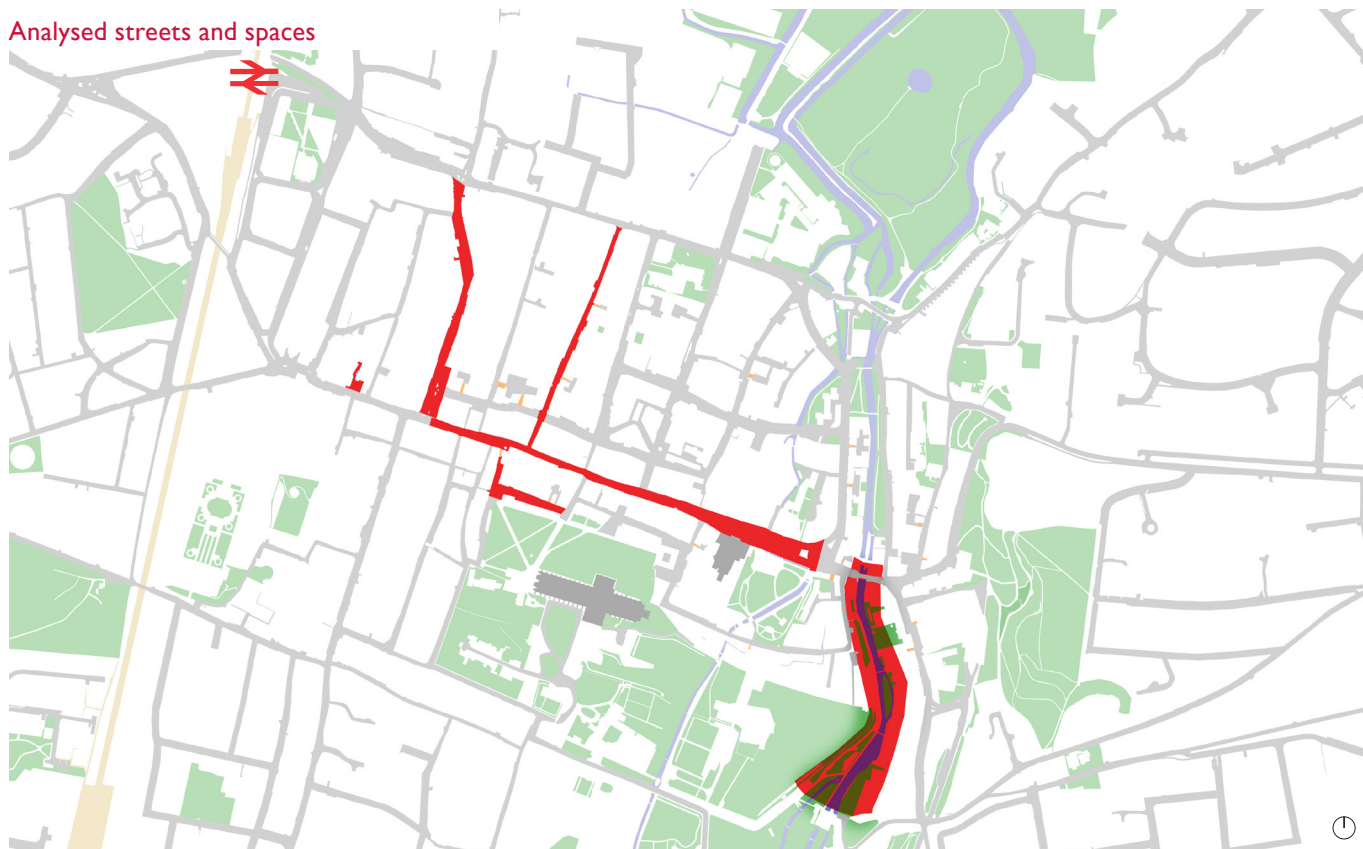


A5.2 EXPERIENCING WINCHESTER

- A5.2.1 The experience of moving through Winchester is one of discovery and drama, as a series of views unfold and encourage movement through the city, revealing intimate spaces and places of interest along the way.
- A5.2.2 There are several paths through the city which emphasise the richness of its townscape and city quarters. The route described within this study, demonstrating the qualities which lead people through the city, is the journey from the railway station to the steps of the Cathedral.
- A5.2.3 From the railway station entrance, pedestrians have the option to walk downhill along City Road towards Jewry Street. At the pedestrian crossing on the intersection, the eye turns towards Jewry Street and focuses on the pediment of the library which sits on a gentle curve in the street, the columns of the portico extend onto the pavement creating a focal point in the street scene.
- A5.2.4 Moving beyond the library, the enclosure of the street widens and St Peter's Church is revealed, sitting within a lower level courtyard from the street. Pedestrian movement is drawn along Jewry Street, encouraged by the slight bend in the view ahead and the active frontage of shops and restaurants, the relatively narrow street enclosure encourages movement through. Approaching St George's Street, the space opens again and is addressed by the clock tower above the Barclays building, the sloping High Street punctuating the end of the street's vista.
- A5.2.5 Walking to the High Street, it is natural to turn left and look east downslope to where the 18th Century clock becomes an important landmark and the Buttercross is visible. St Giles Hill provides a dramatic wooded backdrop to the High Street. Moving down the street, pedestrians pass underneath the clock and arrive at the Buttercross.
- A5.2.6 The narrowing of the High Street beyond the Buttercross encloses an outdoor space around the monument where people gather, browse and watch street performances. From here, the eye turns towards the covered passageway which leads to the sunlit square beyond. Moving through the Passageway, the pedestrian emerges into an active space with people sitting outside the restaurants and cafés. Sunlight illuminates the white paint of the south facing elevation of the building on the corner of the Square, beyond this point the space opens again and reveals the Museum. Mature lime trees form an avenue across the Cathedral Close, framing the view and creating a sense of arrival at the front steps of the Cathedral.

APPENDIX 5 WINCHESTERNESS

Analysed streets and spaces



High Street



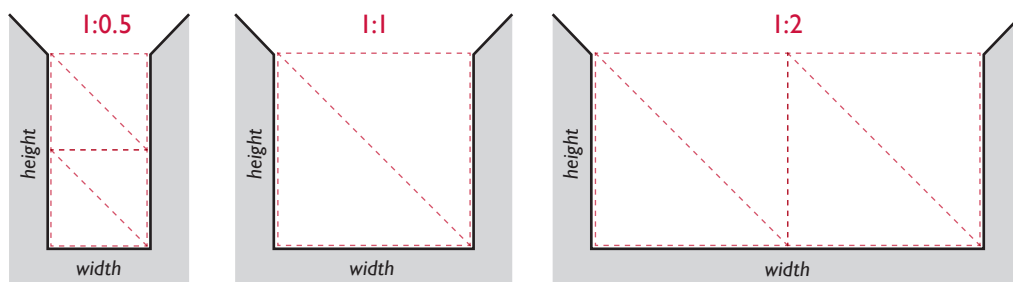
APPENDIX 5

WINCHESTERNESS

A5.3 STREETS & SPACES

- A5.3.1 The following section examines four streets and two spaces in Winchester to understand the qualities which create Winchester's character and influence the way the place is experienced.
- A5.3.2 Understanding can be drawn from the objective physical qualities of places, along with the more subjective experiential qualities of places. Physical elements of analysis include the places, location, type, use, role within the city, and enclosure ratio. The experiential qualities are more subjective, expressing how comfort and experience are influenced by the composition of buildings and materials, environment and activities within the space.
- A5.3.3 Enclosure ratios analyse the relationship of the buildings to the streets and spaces they enclose by measuring the height of the buildings in proportion to the width of the space. Different levels of enclosure to the public realm are suited to different street characters and functions. For example, an enclosure ratio of 1:0.5 would typically describe an alleyway or narrow pedestrian street. Ratios of 1:1 are suitable for a variety of pedestrianised and vehicular streets. Ratios of 1:2 and 1:3 are characteristic of wider avenues and boulevards. Beyond ratios of 1:4 it is argued that a person's perception will fail to recognise the space as enclosed.

Enclosure Ratios



A5.3.4 The High Street

The High Street is the spine of the city centre, running from the Westgate to Eastgate in the Walled City. It is bookended by King Alfred's statue to the east and Queen Elizabeth Court to the west. Three sections of the High Street have been analysed – The Broadway, the narrow pedestrianised section, and the wider pedestrianised section.



A5.3.5 **The Broadway**

The Broadway has an enclosure ratio of 1:2 and is physically the widest section of the High Street. The Guildhall, St John's House and its chapel have a significant presence on the street in terms of building height and frontage, their civic use is reflected by the grander form and wider plot frontage than the rest of the High Street. The remainder of the buildings along the street are of narrower plot frontage, two to three storeys in height, and exhibit a mix of red, orange and painted brick, stone detailing around the windows, and painted shop fronts with large proportions of glazing.

A5.3.6 The Broadway serves as a main point of arrival into Winchester from the east. King Alfred's statue terminates the vista along the Broadway and is an important landmark.

A5.3.7 The street is currently dominated by buses, taxis and service vehicles, with narrow pedestrian footpaths. A strip of car parking is located in the mid-section of the road in front of the King Alfred statue.

A5.3.8 The backdrop of St Giles Hill to the east and the High Street rising to the west create a dramatic visual setting. It is a well sunlit space due to the street's width and east-west orientation, and it is the only section of the High Street to include tree planting.

A5.3.9 Currently, the everyday levels of traffic, bus stops, limited footpath width and clutter of street furniture impact upon pedestrian comfort within this space. However, the Broadway has the potential to be transformed to create a more flexible public space for gathering, events and performance.

APPENDIX 5 WINCHESTERNESS

The Broadway

Enclosure	1:2
Character	Civic Quarter
Type	Primary vehicular
Uses	Civic, entertainment, transport
Role	Arrival into Winchester

Street Figure Ground

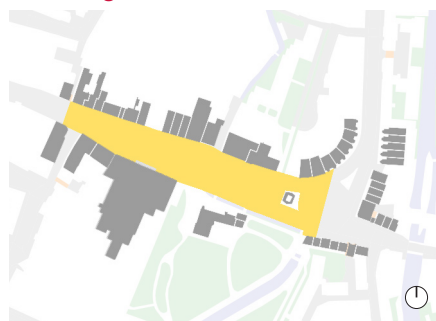
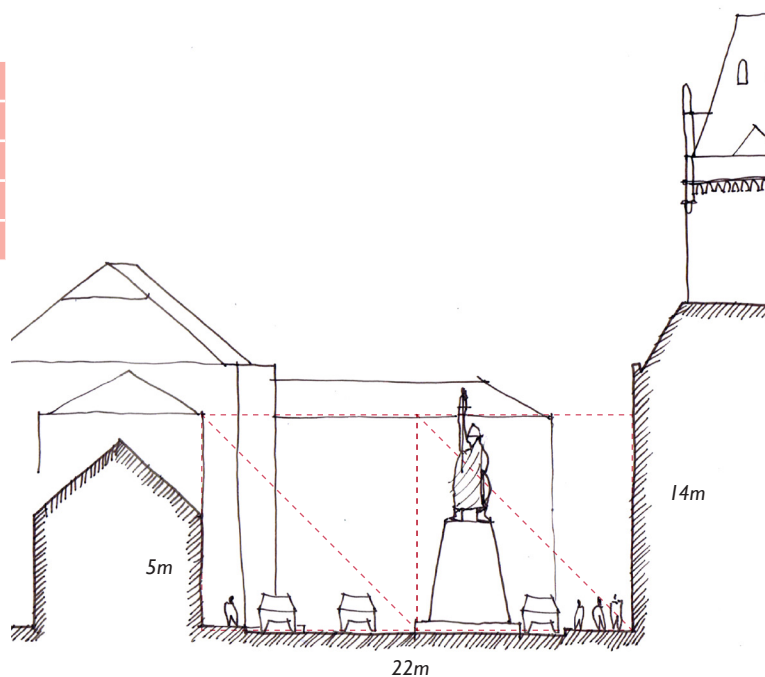


Figure Ground Key



Street Section



South Elevation



North Elevation





A5.3.10 **Narrow Pedestrian Section of the High Street (Market Street to the Square)**

The narrowest section of the High Street has an enclosure ratio of 1:0.65, a dramatic contrast from the adjoining sections. Plot widths vary between three and a half and 22m and there is a finer grain to the street frontage. The street is visually dominated by the Grade II* group of buildings with an irregular skyline which sit over the late medieval pentice, a covered walkway which narrows the street visually but allows pedestrian movement underneath. Several of these buildings present gables to the street, the most prominent is three and a half storeys tall with twinned gables. These buildings along the southern side of the street are predominantly timber framed, with rich wooden detailing and the distinctive wooden colonnade of the pentice. Buildings along the northern side feature stone pilasters and painted timber surrounds along the shop fronted base, with red, orange and painted brick above.

A5.3.11 The street is pedestrianised and its narrowness encourages movement through the space and covered walkway.

A5.3.12 The street is busy, activated by shop fronts and cafés. The width of the street allows pedestrians to view shop fronts from both sides and encourages cross movement across the street. However, on market days the space becomes occupied by outdoor stalls which can cause congestion and conflict by obscuring shop fronts from view and reducing pedestrian access.

APPENDIX 5

WINCHESTERNESS

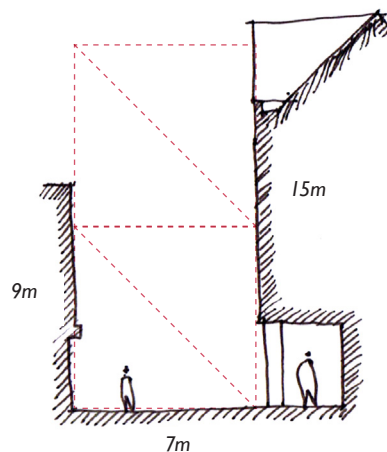
High Street (narrow section)

Enclosure	1:0.65
Character	High Street
Type	Primary pedestrian
Uses	Retail, commercial, street market
Role	Winchester shopping experience

Street Figure Ground



Figure Ground Key



Street Section



South Elevation



North Elevation





**A5.3.13 Wide Pedestrian Section of the High Street
(The Square to Jewry Street)**

This section of the High Street has an enclosure ratio of 1:1. Looking west, the street's gradient increases to a steep climb, creating a striking perspective view of the Westgate which is visible at the end of the vista. The urban grain remains fine but plot widths vary greatly, with some wider frontages where the Victorians introduced much higher buildings on to the High Street. They create a striking silhouette with variation in the roof typologies and distinctive jumps in height of two storeys between adjoining buildings. There is continuity in window proportions between buildings and interesting ornamental detailing. In addition to the materials seen along the lower sections of the High Street, yellow brick and pastel grey paint tones have been introduced to the material palette.

A5.3.14 The High Street remains pedestrianised from the Square up to Jewry Street, with vehicular access introduced from the intersection of Jewry Street upwards towards the Westgate.

A5.3.15 It is a busy street, with contrasts in sunlight throughout the day due to its width and east-west orientation.

APPENDIX 5

WINCHESTERNESS

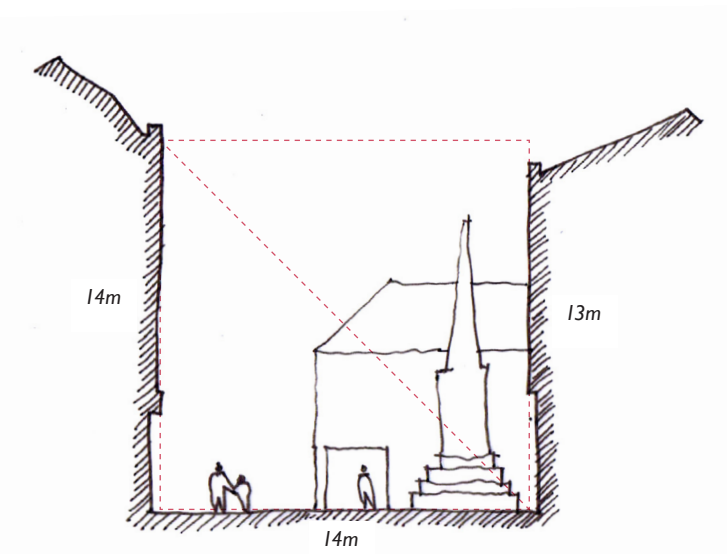
High Street (wide section)

Enclosure	1:1
Character	High Street
Type	Primary pedestrian
Uses	Retail, commercial, street market
Role	Winchester shopping experience

Street Figure Ground



Figure Ground Key



Street Section



South Elevation



North Elevation



APPENDIX 5

WINCHESTERNESS

A5.3.16 Parchment Street

The street has an enclosure ratio of 1:0.65 with buildings which are predominantly two storeys in height. Taller three storey buildings are located at the southern end of the street adjacent to the High Street. Plot widths vary towards the High Street, but become more regular towards the northern residential section of the street which is defined by terraced housing. Contrasts of forms and heights along the street make it visually interesting. Red brick is prevalent along the built frontage, with white painted brick and render breaking up the street scene. Chimneys are a visible and integral part of the street scene and roof scape, due to the presence of terraced housing.

A5.3.17 This street is a mix of commercial and shopping to the south with a pedestrianised section linking to the High Street opposite the Buttercross. Uses along the street transition from retail and commercial to residential to the north.

A5.3.18 Parchment Street is bisected by St George's Street. From this point northwards the street becomes a one way vehicular street with on-street parking and narrow pavements.

A5.3.19 It is busy towards the south transitioning to quieter to the north.



APPENDIX 5 WINCHESTERNESS

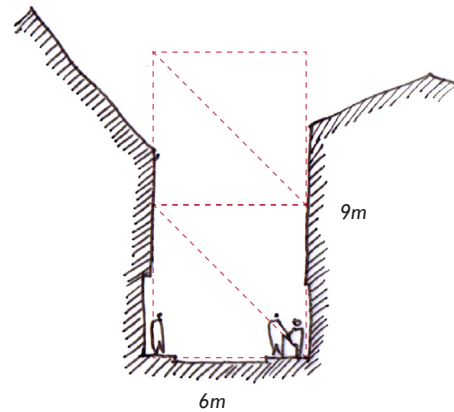
Parchment Street

Enclosure	1:0.65
Character	High Street / Residential
Type	Secondary pedestrian / vehicular
Uses	Retail, commercial, residential
Role	Secondary shopping, dining and residential street

Street Figure Ground



Figure Ground Key



Street Section



APPENDIX 5

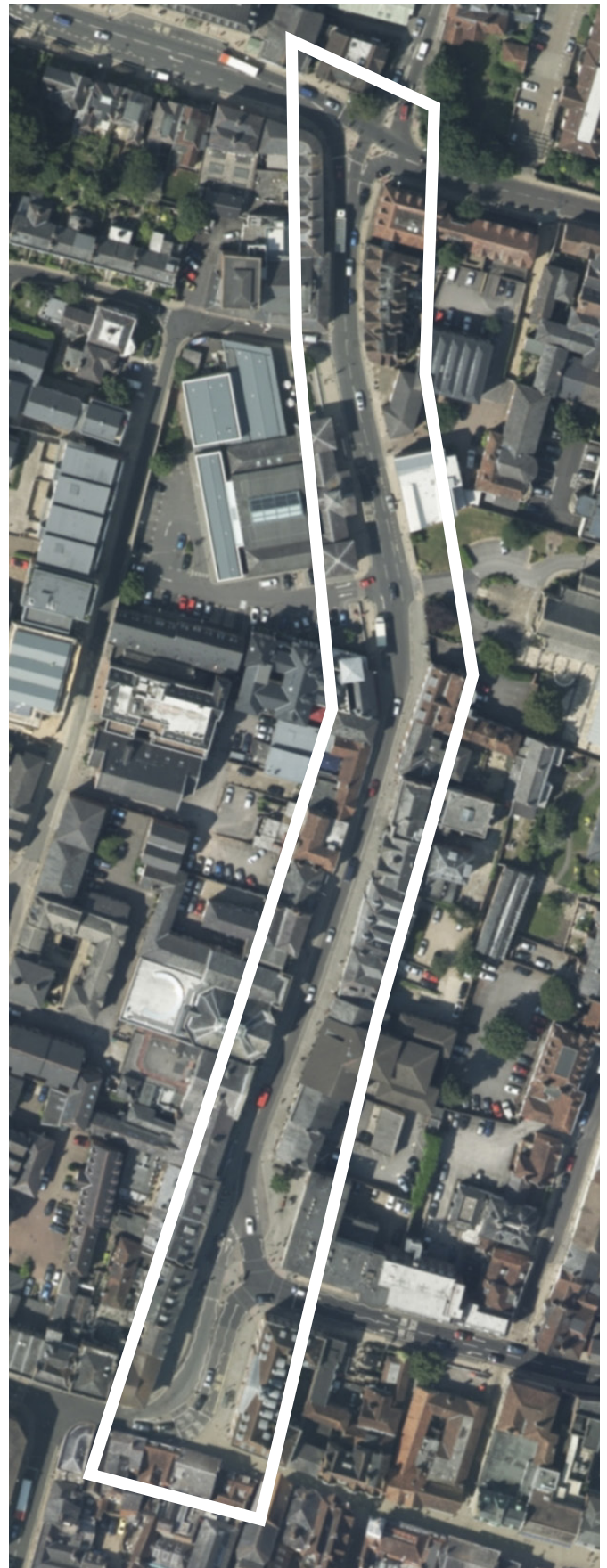
WINCHESTERNESS

A5.3.20 Jewry Street

Jewry Street has an enclosure ratio of 1:1 and is defined by a distinct bend creating townscape interest. The street rises noticeably from the High Street to the church and library. There is a great mixture of buildings of different types, styles and eave heights.

A5.3.21 It is a primary leisure and entertainment street and secondary shopping street; uses include restaurants, pubs, churches, offices, the Theatre Royal, the Discovery Centre and the library.

A5.3.22 It is part of the city's one-way road network and is a busy vehicular street.



APPENDIX 5

WINCHESTERNESS

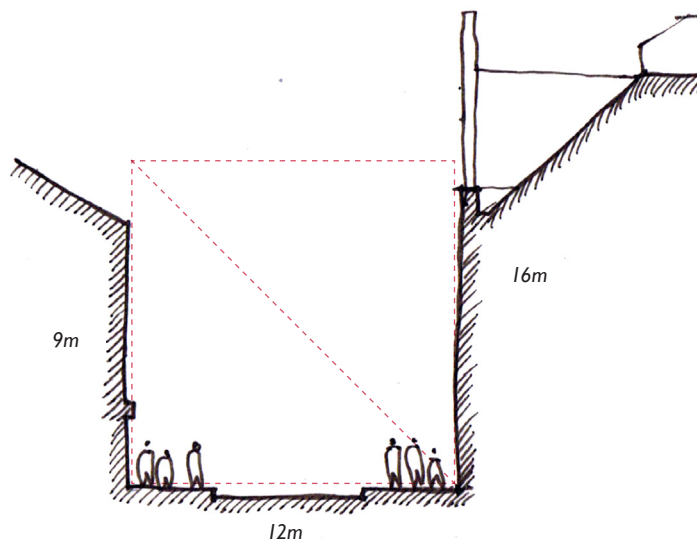
Jewry Street

Enclosure	1:1
Character	Leisure & Entertainment Quarter
Type	Primary vehicular
Uses	Leisure, entertainment, civic, restaurants, retail, commercial
Role	Connects railway station to High Street

Street Figure Ground



Figure Ground Key



Street Section





A5.3.23 The Square

The Square is part of a key sequence of spaces leading from the Buttercross on the High Street to the Cathedral Close. It is formed of two commercial streets which taper and meet in a small square, with the museum sitting prominently at the south-eastern corner of the space. This analysis looks at the pedestrianised section of the square, which has an enclosure ratio of 1:0.7. Buildings enclosing the space are up to three and a half storeys high.

- A5.3.24 Public realm materials include high quality paving and surfacing and bollards which are individually painted by artists, delineating the pedestrian from the shared surface area and adding to the character of the streetscape.
- A5.3.25 Ground floor uses fronting the space include retail units, cafés, restaurants and pubs.
- A5.3.26 It is an intimate yet busy space due to the pedestrian movement through the space alongside areas of seating in front of the cafés and restaurants. It is one of the few spaces in Winchester with outdoor seating; the orientation of The Square makes the space a sun trap and an attractive place to linger.

APPENDIX 5

WINCHESTERNESS

The Square

Enclosure	1:0.7
Character	High Street
Type	Primary pedestrian
Uses	Restaurants, retail, civic, commercial
Role	Local space, café culture, arrival point to the Cathedral

Street Figure Ground

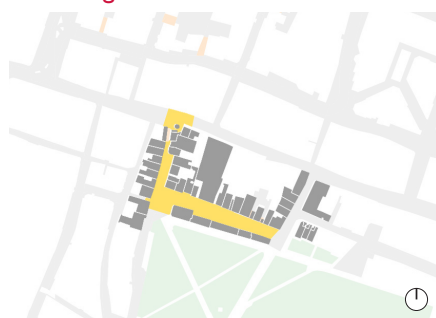
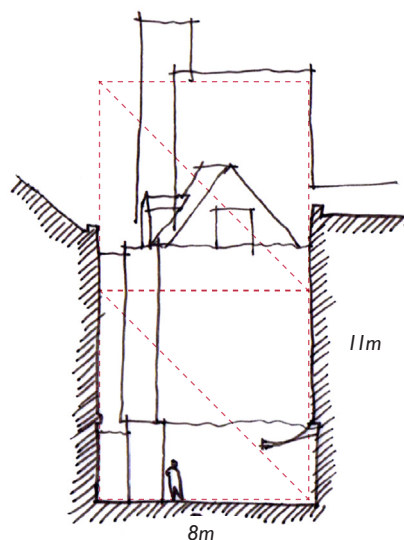
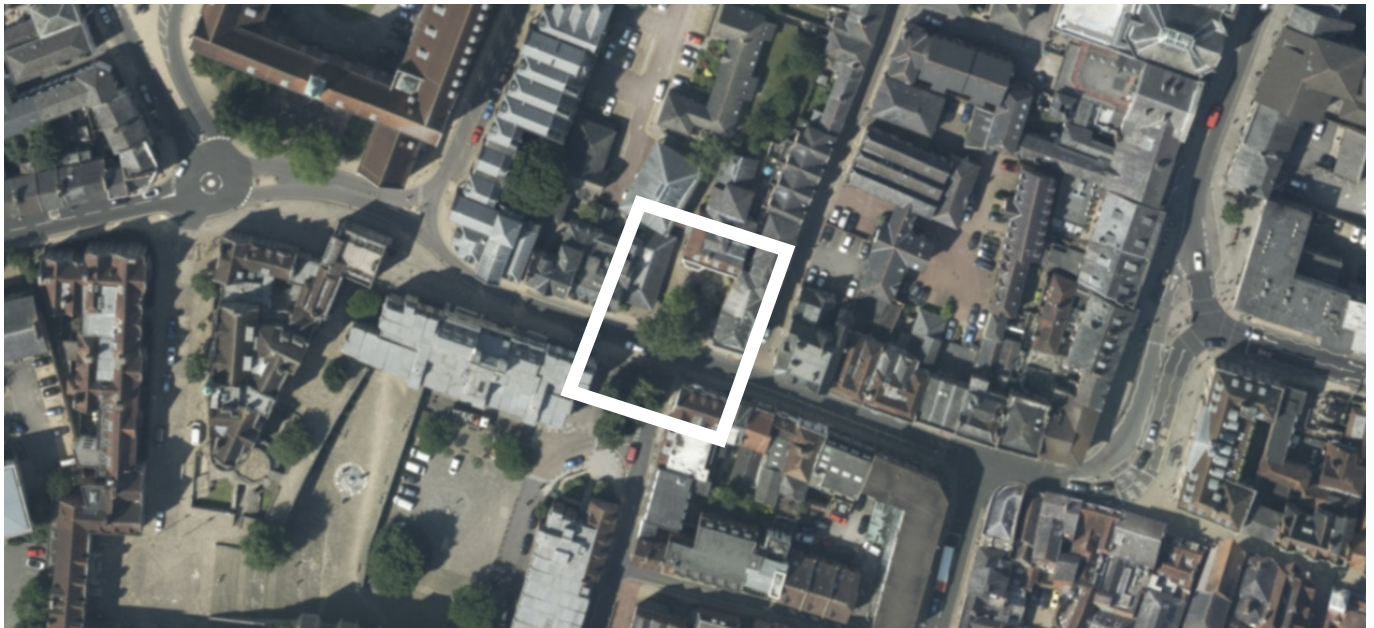


Figure Ground Key



Street Section





A5.3.27 Walcote Place

Walcote Place is located towards the upper end of the High Street close to the Westgate, and has an enclosure ratio of 1:2.

- A5.3.28 It is enclosed by listed buildings alongside contemporary architecture up to three storeys in height, including a single storey café building which is an integral part of the public space. Large mature trees sit centrally within the space and help to enclose it.
- A5.3.29 Uses focused around The Square include a café, restaurant and offices.
- A5.3.30 Outdoor café seating activates the space and on the opposite side of the High Street sits the sculpture of the Horse and Rider, a high quality yet subtle piece of public art overlooking the High Street and addressing the public space in Walcote Place. It is a quiet space, with good levels of sunlight due to its south facing aspect.

APPENDIX 5

WINCHESTERNESS

Walcote Place

Enclosure	1:2
Character	High Street
Type	Primary gathering space
Uses	Restaurants, cafés, retail, commercial, public art
Role	Local space, café culture, resting place

Street Figure Ground

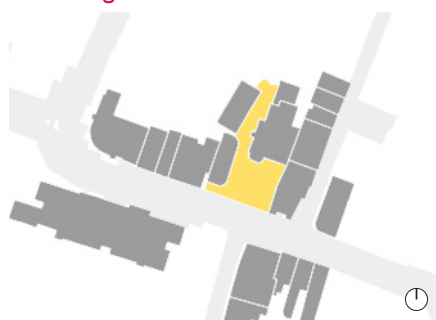
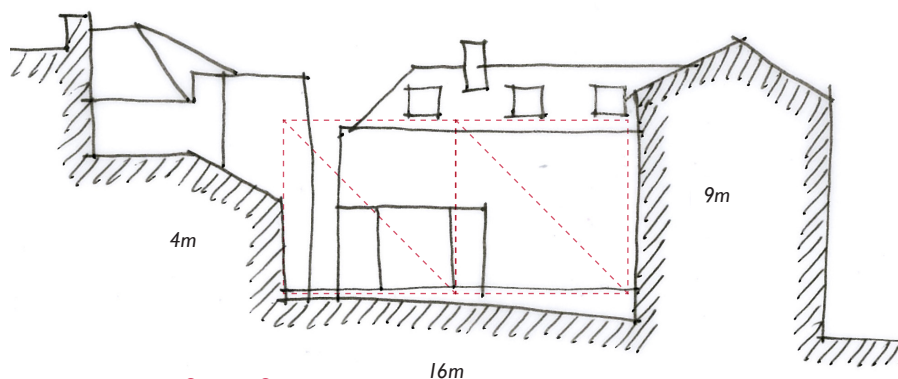
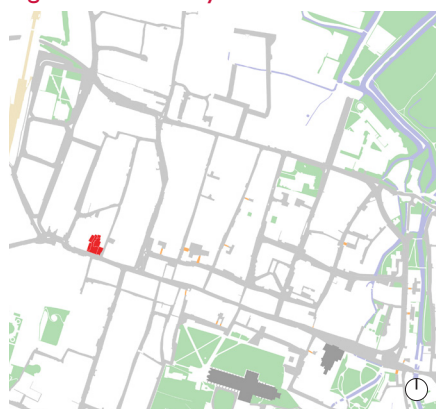


Figure Ground Key



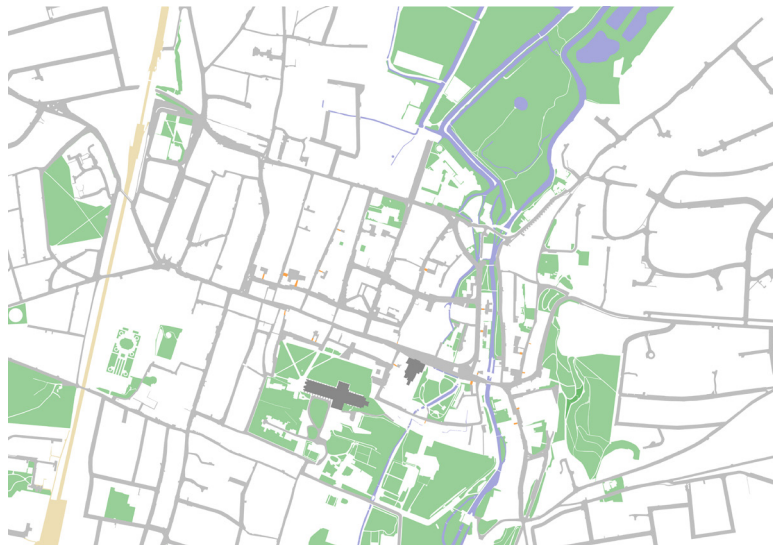
Street Section





APPENDIX 5

WINCHESTERNESS



A5.4 WATER

- A5.4.1 The natural environment and topographic setting gives Winchester its unique sense of place. The Walled City measures only 750m across (east to west) and sits within a valley constrained by two hills: St Giles to the east and St Paul's to the west. Levels drop towards the centre of the valley, the lowest points located between Middle Brook Street and the River Itchen.
- A5.4.2 The natural setting of the River Itchen is constrained within the central area of Winchester, coming to a pinch point at Bridge Street. Beyond the Walled City of the Conservation Area, the floodplain of the River Itchen widens, extending into the Winnall Moors to the north and the Water Meadows to the south.
- A5.4.3 Approaches to the waterways within the city centre are more formalised with man-made interventions such as brick river walls, retaining walls and landscaped terraces with steps, with some buildings coming right up to the water's edge. Sections of the waterways are culverted brooks under Lower, Middle and Upper Brook Streets. Water re-emerges from these culverts around the Cathedral grounds.
- A5.4.4 The river character changes as the landscape opens up to the Water Meadows further to the north and south of the centre, introducing soft grassy bunds, reeds and wooden bridges, with buildings set back further from the water's edge.

APPENDIX 5

WINCHESTERNESS

A5.4.5 Bridge Street & The Weirs

The Weirs are a footpath and linear park running adjacent to the river south of Bridge Street. They are bookended by buildings which branch over the River Itchen – the City Mill and the Millers House.

A5.4.6 The natural setting of the River Itchen comes to a pinch point at Bridge Street, where the Grade II* listed City Mill and bridge branch over the river creating a dramatic entrance feature into Central Winchester. There is a concentration of pubs, restaurants and other mixed uses in the buildings on and adjacent to Bridge Street.

A5.4.7 Development closer to the centre addresses the river with brick walls and stepped terraces; some buildings sit directly on the river wall, others are set back from the water's edge but still perch over retaining garden walls. Buildings typically present side elevations towards the water and are up to three and a half storeys tall.

A5.4.8 To the south of the bridge, the natural setting widens and a footpath runs along the river at waterside level. Residential buildings are positioned on terraces set back from the waterside and at a higher level than the river; with a few secluded pocket parks dotted along the Weirs set behind retaining walls with occasional stepped access down to the water's edge.



APPENDIX 5

WINCHESTERNESS

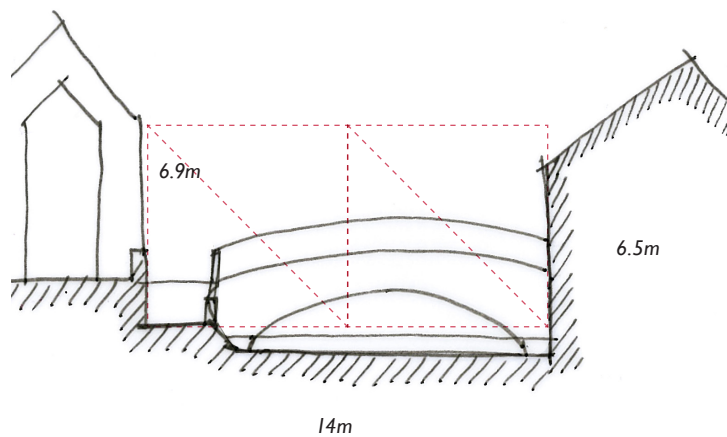
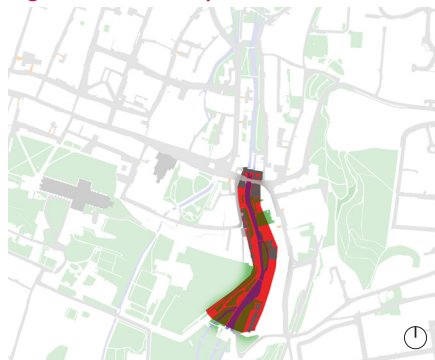
The Weirs

Enclosure	1:0.7
Character	Open landscape & amenity
Type	Secondary pedestrian
Uses	Restaurants, pubs, residential
Role	Amenity space

Street Figure Ground



Figure Ground Key



The Weirs Section



A5.5 BUILDINGS AND MATERIALS

- A5.5.1 Reference should be made to Winchester City Council's High Quality Places Supplementary Planning Document (adopted March 2015) for guidance on design approach for high quality spaces and buildings in Winchester, including detailed guidance on contextual materials and appropriate detailing.
- A5.5.2 Winchester exhibits a rich and intricate mix of materials and details within the public realm. The palette of materials used to surface its streets and spaces includes high quality paving such as stone and flint. A variety of paver sizes and patterns is used, with changes in surface treatments delineating between pedestrianised, shared surface and vehicular zones.
- A5.5.3 A wealth of boundary treatments further define shifts between public, semi-public and private realm, and include iron railings, brick and flint walls. The boundary treatments are a key part of the urban fabric of the city: defining property boundaries, providing visual continuity along streets, and increasing the security, enclosure and intimacy of spaces. Many buildings with boundary wall treatments have gates at the entrance to the grounds.
- A5.5.4 The principal character of historic buildings in Winchester comes from the use of natural materials. These include stones and flints, blue-red, red, red-orange and yellow stock bricks to walls; plain tiles and some slate on the roofs of domestic buildings, and lead or slate roofs on civic buildings. These materials blend well with the local landscape. Locally fired bricks and tiles, using clay from the Hampshire basin, provide richness of colour and texture to architecture from the 17th and 18th Centuries.
- A5.5.5 The colour palette of the painted buildings is also an important element in the street scene. The natural lighting conditions in the Itchen Valley favour softer colours based on earth pigments – including off-white, pale cream, buff, warm greys, pale ochres and terracottas.
- A5.5.6 Layered onto the intricacy of the facades and materials is the detail of the signage. Three dimensional signs, clocks, and sculptures enhance the public realm, aiding in wayfinding through the city. The proportion and rhythm of the windows on buildings is of significance in Winchester and they are a strong component of the street scene.
- A5.5.7 Due to the city's topography, the roofscape is appreciated from both street level and above. Panoramic views across the city are a defining characteristic of Winchester, with a roofscape characterised by spires, steeples, clock towers and other significant structures which pierce the general level of rooftops and the skyline, making them landmarks. The heights of eaves vary considerably along Winchester's historic streets, and chimneys form an important part of building silhouettes, providing a counterpoint to long roof ridgelines.

APPENDIX 5 WINCHESTERNESS





Winchester
City Council





APPENDIX 6

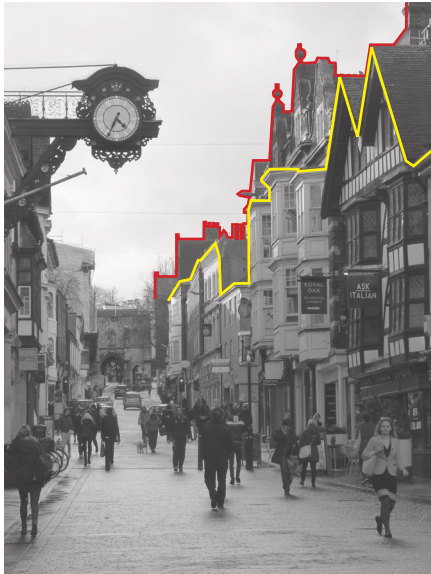
VIEWS & SKYLINE



APPENDIX 6

VIEWS & SKYLINE

Layered Silhouette



Winchester Roofscape



A6.1 SKYLINE

“Every town has a characteristic silhouette which is instantly recognisable to those who know it”

Andrew Rutter, Winchester: Heart of a City

A6.1.1 Winchester has a characterful and intricate skyline which is experienced both from street level and from higher level viewpoints and vistas above the city. The roofscape presents a myriad of forms, heights, materials and details.

A6.1.2 From the Street

From street level, the skyline reads as a layered silhouette formed of varying roof typologies and compositions of detail. The use of gables, cornices, chimneys and ornamental ridge capping elements create a filigree which meets the sky; buildings reach upwards but also open up views to the sky between them. Steps in eave and building heights adjacent to each other also serve to articulate the skyline.

APPENDIX 6

VIEWS & SKYLINE

High Street Elevation (north)



High Street Elevation (south)

The Guildhall

Winchester Cathedral



A6.1.3 From Above

From higher viewpoints within the city, it can be observed that taller, grander buildings are located towards the tops of hills, whereas lower buildings with a finer grain are located within the valley (with the exception of some civic buildings such as the Cathedral and the Guildhall).

A6.1.4 These wider views of Winchester show that the skyline silhouette is made of larger components formed of distinct groups of buildings and volumes of trees. Part of the character of Winchester is created by buildings which stand out in the skyline and include the Cathedral, Winchester College, St Cross Almshouses, the Peninsula Barracks, the Victorian Guildhall, and the Victorian Hampshire County Council offices. Trees planted within the late 19th/early 20th Century on the surrounding hills and slopes are important components of the setting of the Conservation Area.

A6.1.5 Silhouettes in Winchester are both dark against light backgrounds, and light against dark backgrounds. This is due to the materiality of the buildings, the orientation of the streets and roofscape, and the neighbouring context and vegetation. For example, Medieval buildings show up distinctly white in silhouette on the skyline through their use of stone, which contrasts with the darker tones of neighbouring buildings and trees.

APPENDIX 6

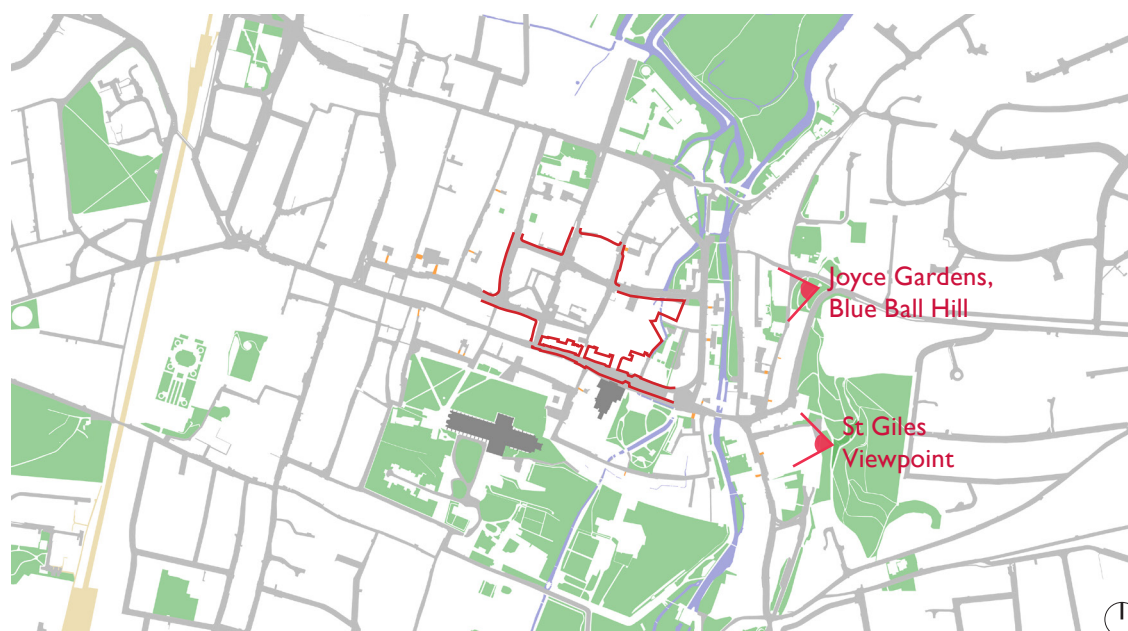
VIEWS & SKYLINE



A6.1.6 Strategic Views of the CWR Skyline from Key Locations

Significant views of the CWR area and its surrounding context can be observed from Joyce Gardens on Blue Ball Hill and St Giles Viewpoint. These views have been used to:

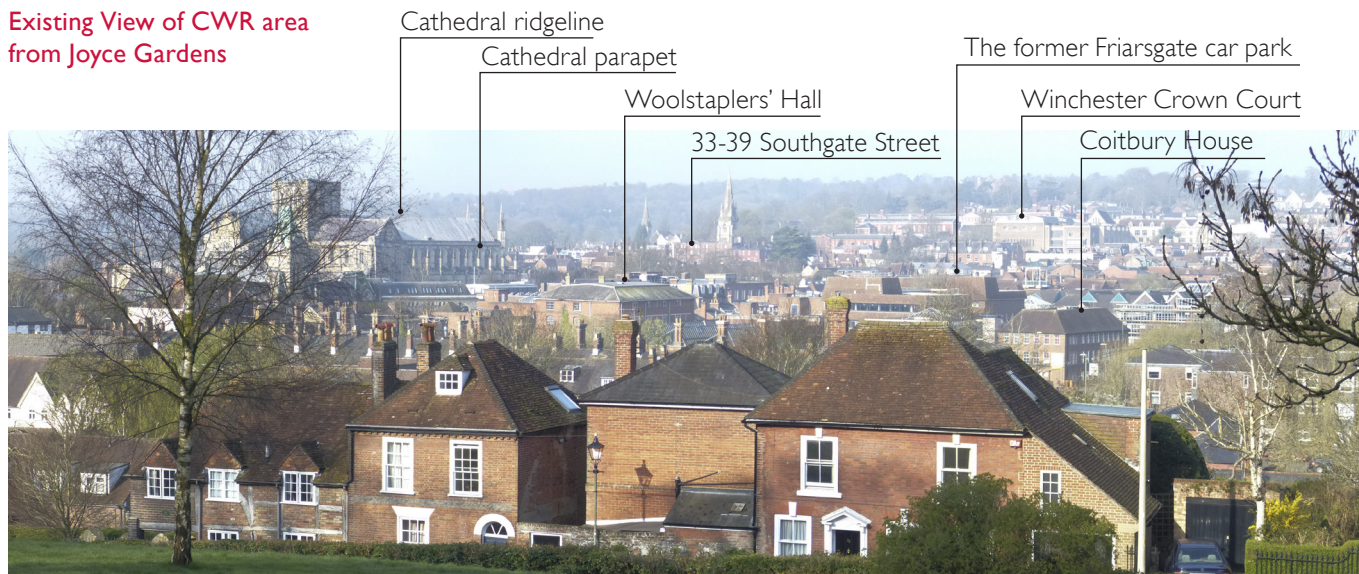
- Identify datum heights lines to act as guidance on suitable heights within the CWR area
- Identify the forms and roofscape to inform the roofscape of the CWR area



APPENDIX 6

VIEWS & SKYLINE

Existing View of CWR area
from Joyce Gardens



Existing Datum Heights



- Datum heights within the CWR area
- Datum heights within Winchester
- Trees

A6.1.7 Datum Heights Lines: Joyce Gardens, Blue Ball Hill

From Joyce Gardens, the layers of Winchester's terraced townscape can be observed. The skyline is composed of a series of datum heights, formed of the ridgelines of building groupings, occasionally separated by clusters of trees which create visual breaks in the skyline, defining space between city quarters and providing the eye with a sense of depth and distance.

- A6.1.8 These datum heights lines are used to inform proposed building heights within the CWR area. In the diagram above, the red datum heights lines indicate existing building heights within the CWR area, which include: the Woolstaplers' Hall; Coitbury House; and the former Friarsgate car park. The yellow lines show datum heights of key building groupings within the Winchester roofscape, which include: the Cathedral parapet, ridgeline and tower; buildings along Southgate Street; and Winchester Crown Court.

APPENDIX 6

VIEWS & SKYLINE

Existing View of CWR area from
St Giles Viewpoint



Roof Form



- Terraced housing
- Gables
- Flat roofs

A6.1.9 Form: St Giles Viewpoint

In addition to the tiers of roofscape created by the topography, the layering and interplay of different roof typologies adds to the visual interest and legibility of the city. From St Giles Viewpoint, there is a clear view of how long terraces of housing fronting north-south streets create strong horizontal lines in the roofscape. Gables interject the street scene in places, and are used more frequently towards the city centre and High Street which has extremely varied roof typologies. There are a few flat roofs within view, particularly within the CWR area, however these are not typical of the rest of the skyline. Key buildings push above the datum heights lines with devices such as spires, clock towers and belfry, creating an additional layer of visual interest and identifying local landmarks.



St. Crispin
College Cathedral
Welsh Castle City Centre

APPENDIX 6

VIEWS & SKYLINE



View from Bus Station to Guildhall



Long View down Middle Brook Street



View down Middle Brook Street

A6.2 VIEWS

- A6.2.1 There are several key views through the site at ground level which are important to retain and will be essential in sensitivity testing proposals at an early stage.
- A6.2.2 Looking south down Middle Brook Street there is a key view corridor to the Cathedral Tower. The Cathedral is visible for the whole length of Middle Brook Street and Park Avenue, which connects to the leisure centre and recreation ground in the north. The trees along the pedestrianised section of Middle Brook Street partially obscure shorter views in summer when they are in leaf.
- A6.2.3 The view of the Guildhall from the current bus station site is a shorter vista which should be considered in future proposals.

APPENDIX 7

TECHNICAL REPORTS

A7.1 TECHNICAL ASSESSMENTS & REPORTS

A7.1.1 The development of proposals coming forward within the SPD area, and the subsequent submission of planning applications, will need to demonstrate how they take account of technical or other reports or material which forms part of the evidence base underpinning the preparation of the Local Plan, this SPD or other planning requirements of the City Council.

A7.1.2 Technical Assessments and Reports carried out to specifically form the evidence base of this SPD include:

- **Central Winchester Regeneration Transport Study (26th May 2017)**
Prepared by Atkins
- **Central Winchester Regeneration FRA (March 2017)**
Flood Risk Assessment prepared by Wallingford HydroSolutions Limited
- **Retail Market Report – Central Winchester Commentary 2017**
Prepared by Propernomics
- **Central Winchester Regeneration Preliminary Ecological Appraisal (March 2017)**
Prepared by ECOSA Ltd
- **Desk Study and Preliminary Risk Assessment (January 2017)**
Contamination Report prepared by RPS
- **Archaeological Desk-based Assessment (April 2017)**
Prepared by PJO Archaeology
- **The Central Winchester Regeneration Site and Archaeology (V.6 Final 09.03.2018)**
Prepared by the CWR Archaeology Advisory Panel

A7.1.3 Further reference should be made to the local evidence base which informed the Local Plan: Parts 1 and 2.

APPENDIX 8

GLOSSARY OF TERMS

A8.I GLOSSARY OF TERMS

BREEAM	Building Research Establishment Environmental Assessment Method
CWR	Central Winchester Regeneration
GEA	Gross External Area
HCC	Hampshire County Council
LPPI	Local Plan Part 1
LPP2	Local Plan Part 2
NPPF	National Planning Policy Framework
WCC	Winchester City Council

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