

WINCHESTER STATION APPROACH

June 2018

SPRING 2018 ENGAGEMENT REPORT



Purpose of this document

This document provides a record of the engagement activities that have been undertaken for the Station Approach project in March 2018 as part of RIBA Stage 2 design work.

For more information please contact Ciron Edwards, Icen Projects at cedwards@iceniprojects.com

Contents

1.0 Introduction	1
2.0 Stakeholder Workshop	3
3.0 Public drop-in events	7
3.1 Overview	7
3.2 Raising awareness	7
3.3 Exhibition content	9
3.4 Feedback forms	10
3.5 Other feedback	11
3.6 Feedback analysis	12
4.0 Conclusions and recommendations	19
4.1 Overview	19
4.2 Public Realm Strategy	19
4.3 Movement network	19
4.4 Carfax framework	19
4.5 Cattlemarket framework	19
4.6 Ongoing consultation	19
5.0 Appendix A - exhibition boards	20
6.0 Appendix A - stakeholder letters	31
6.1 City of Winchester Trust	31
6.2 WinACC	36
6.3 Winchester CTC	41

1.0 Introduction

Station Approach is the area immediately surrounding Winchester railway station including the Cattlemarket and Carfax sites. The City Council would like to revitalise this area, improving the public realm, creating a fitting gateway to this ancient but vibrant city, and providing Grade A office space and new homes to support the long-term prosperity of the city.

The Council appointed Lifschutz Davidson Sandilands (LDS) in September 2017 to provide architectural design and related services. LDS leads a wider design team of public realm and landscape designers, heritage consultants, highways engineers and planners. Iceni Projects (IP) are supporting the design team by facilitating stakeholder engagement and public consultation.

The design team have been appointed to deliver the following:

- RIBA Stages 0 & 1 for Station Approach;
- A Public Realm Strategy for Station Approach;
- RIBA Stage 2 proposals for the Carfax site; and
- RIBA Stage 3 proposals for the Carfax site (subject to WCC Cabinet approval of Stage 2).

This report documents consultation and engagement feedback which took place in March 2018 during RIBA Stage 2.



Stakeholder workshop 5th March 2018

2.0 Stakeholder Workshop

A Stakeholder Workshop was held at Winchester Guildhall on Monday 5th March 2018 for representatives of key community groups, educational institutions, local transport providers and businesses. This event followed a similar Stakeholder Workshop that was held on 20th November 2017, including the same invitation list.

This comprised:

- City of Winchester Trust
- Winchester Action on Climate Change
- Winchester Friends of the Earth
- Winchester BID
- SANG (Station Area Neighbourhood Group)
- Gladstone Street
- Hampshire Records Office
- Hampshire County Council
- Winchester CTC
- Bespoke Biking
- Mervyn's Coaches
- Stagecoach South
- Hampshire Chamber of Commerce
- University of Winchester
- Peter Symonds College
- T2 Architects
- South Western Railways
- Southern Health NHS Trust
- Osbourne School
- The Winchester Hotel
- The Winchester Club
- The MOD
- St Paul's Medical Practice

Overall, 35 representatives of the above stakeholders plus WCC Councillors for St Paul's, St Bartholomew's and St Michael's attended the Stakeholder Workshop.

The council and project team were represented by:

- Councillor Miller, Bishops Waltham
- Ian Charie, Winchester City Council
- Zoe James, Winchester City Council
- Catharine Tucker, Winchester City Council
- Alex Lifschutz, Lifschutz Davidson Sandilands
- Nikolai Metherell, Lifschutz Davidson Sandilands
- Stephen Levrant, Heritage Architecture
- Brita von Schoenaich, Bradley-Hole Schoenaich Landscape
- Victoria Wagner, Publica
- Steve Jenkins, i-transport
- Ciron Edwards, Icen Projects
- Christian Crosby, Icen Projects

The aim of this event was to give the design team the opportunity to present the emerging proposals for Station Approach to a wide range of local stakeholders and gather feedback.

The three-hour workshop was structured into a series of presentations followed by question and answer sessions.

The workshop agenda included:

Item	Title	Lead person
1	Welcome	Cllr Miller
2	Project brief, scope and status	Ian Charie (WCC)
3	Q&A	
3	Public realm strategy and landscaping	Victoria Wagner, Publica and Brita von Schoenaich, Bradley-Hole Schoenaich Landscape
4	Q&A / BREAK	
5	Emerging masterplan framework and transport strategy	Nikolai Metherell (LDS) and Steve Jenkins, i-transport
6	Q&A	
7	Closing remarks and next steps	Cllr Humby & Alex Lifschutz (LDS)



Stakeholder workshop 5th March 2018

Councillor Miller opened the workshop by welcoming the guests before handing over to Ian Charie (WCC) who gave a brief introduction to the project brief, scope of commission and high-level timescales.

Topics covered during the Q&A session that followed included:

- Creating a new destination with a mixture of uses, not solely office space that is not dominated by car parking.
- An update on the Hampshire County Council led Winchester Movement Strategy and the working relationship with Winchester City Council.
- The flexibility on the design brief, particularly around the number of car parking spaces being provided.
- The need for parking for local residents.

Victoria Wägner, Publica and Brita von Schoenaich from Bradley-Hole Schoenaich Landscape then presented the Public Realm Strategy and proposed landscape approaches.

Topics discussed after the presentation included:

- Making the presentation publicly available on the council's website.
- Support for the diagonal pedestrian desire line across the Carfax site towards Sussex Street and the city centre.
- Feedback on the engagement with Network Rail and South Western Railway as key landowners of the public realm.

A break for refreshments followed the discussion. This also gave people the opportunity to view drawings from the various elements of work by the design team on exhibition boards and the supporting reports.

Presentations from Nikolai Metherell, LDS and Steve Jenkins, i-transport, followed the break. These presented the emerging masterplan frameworks for the Carfax and Cattlemarket sites, and the ideas and approaches being explored for the surrounding highways.

Topics discussed include:

- The potential for archaeology under both sites and how the project will respond to this.
- The distribution of car parking spaces between the Carfax and Cattlemarket sites.
- The need to avoid increasing congestion at the Carfax junction and how the distribution of car parking spaces can contribute towards this.
- Wayfinding when arriving at the station, particularly the signposting of the diagonal route across the Carfax site towards Sussex Street and the city centre.
- Ways to ensure the concentration of office space on the Carfax site doesn't mean it will be barren and lifeless at night and on weekends.
- Footway improvements at the Carfax junction and whether diagonal crossings over the junction are possible.
- Bus movements within the Station Approach area, particularly whether it will be one or two-way on Station Hill.
- Support for the Public Realm and emerging masterplan frameworks.
- Concerns that the introduction of 1,200 jobs on the Carfax site will lead to congestion and increased pollution.
- The need to look at parking standards for both office and residential accommodation, with the view to minimising these.
- New bus and cycle lanes.
- Conflicts between bus movements, the proposed public spaces and pedestrians.
- The need for Grade A office space within Winchester to avoid the loss of large employers.
- Design considerations for multi-modal transport interchanges.

Councillor Miller closed the workshop, thanking everyone for their contributions and explaining the next steps for the project that included:

- Forthcoming public drop-in events
- Publication of a report on engagement activities



Drop-in at HCC Records Office

3.0 Public drop-in events

3.1 Overview

A series of public drop-in events attracting over 200 people were organised to give local people the opportunity to meet the design team, learn more about the project, and provide feedback on the emerging proposals.

Two drop-ins were held at the Hampshire County Council Records Office, within the Station Approach study area, whilst two others were held outside of Winchester City to ensure those who lived in the wider district had the opportunity to learn more about the project.

The four events took place on:

Date	Venue	Attendance
4pm – 7pm Wednesday 7 th March	HCC Records Office	124
4pm – 8pm Thursday 15 th March	HCC Records Office	75
10am – 12pm Saturday 17 th March	The Swan Hotel, Alresford	12
2pm – 4pm Saturday 17 th March	Kings Church, Bishops Waltham	5
		216

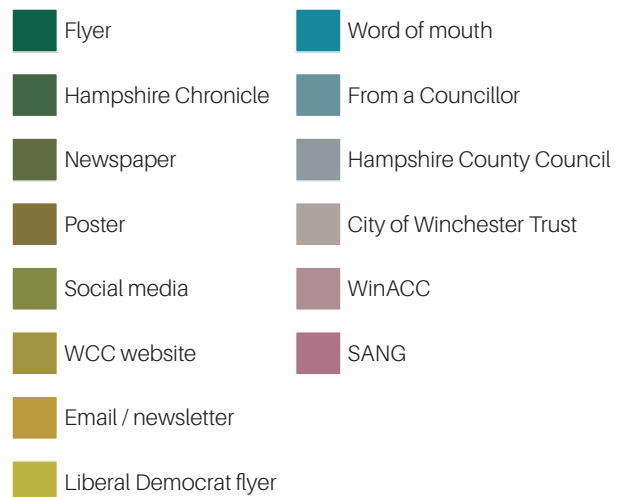
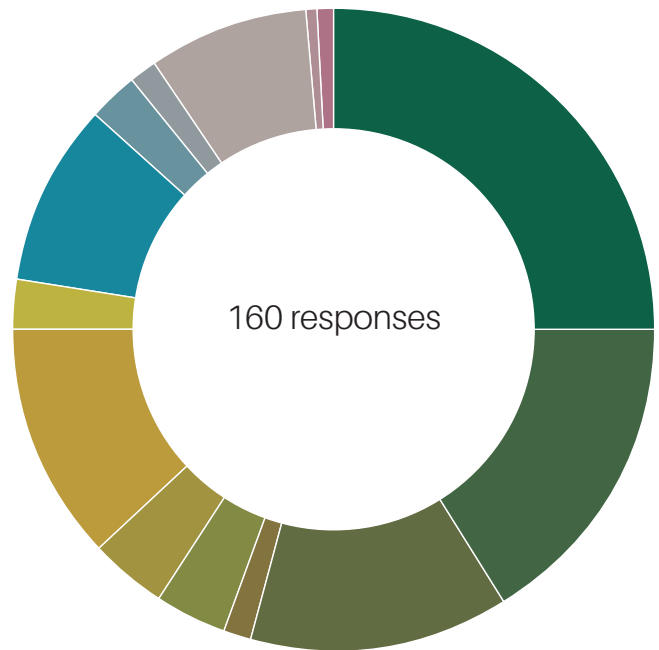
3.2 Raising awareness

The drop-in events were advertised by a variety of different methods to ensure widespread awareness. This included:

- Press releases to local media outlets on Thursday 1st March, Friday 2nd March and Thursday 8th March
- Various updates published on the WCC website throughout February and March
- 8295 flyers distributed by the Hampshire Observer to SO22 5##, SO22 6##, SO23 7##, SO23 8##, and SO22 9## postcodes on Wednesday 21st February
- Flyers handed out in person in and around the railway station, including the waiting room.
- Posters/flyers in the Railway Station and Station Hill bus shelters.
- Flyers distributed to businesses on Stockbridge Road (Eastern end), Andover Road (Southern end) and City Road (Western end).
- Flyers on display at the Discovery Centre.
- Flyers available at Hampshire County Council offices main Reception.
- Advert placed in Hampshire Observer
- Over 200 printed copies of the first project broadsheet and published as a PDF on the WCC website and social media channels
- A3 posters at a variety of locations in Winchester, Alresford and Bishops Waltham
- Written correspondences to local stakeholders
- City Voice (staff email) update for WCC staff
- Democratic services update to Councillors
- WCC Parish Connect e-newsletter
- WCC Business e-newsletter
- Personal invitations to Gladstone Street residents

Attendees at each of the drop-ins were asked to indicate how they had heard about the event:

Flyer	40
Hampshire Chronicle	26
Newspaper	21
Poster	2
Social media	6
WCC website	6
Email / newsletter	19
Word of mouth	15
From a Councillor	4
Liberal Democrat flyer	4
Hampshire County Council	2
City of Winchester Trust	13
WinACC	1
SANG	1
	160



Analysis of this data clearly shows that the distribution of flyers with local newspapers, articles / adverts in local media, and emails / newsletters were the most effective in raising awareness.



Front cover of the broadsheet

3.3 Exhibition content

At the events, drawings and information drawn from the Public Realm Strategy and the emerging masterplan frameworks for the Carfax and Cattlemarket sites were displayed on 11 A1 exhibition boards.

These provided the background to the project and team, presented a summary of the research and constraints, and illustrated the emerging ideas.

The boards were titled:

1. An introduction to Station Approach
2. Working in Partnership
3. Landownership
4. Environmental considerations
5. Routes and connections
6. Emerging Public Realm Strategy
7. Emerging Masterplan Framework
8. Carfax Emerging Framework
9. Sketch of the Carfax site
10. Cattlemarket Emerging Framework
11. Sketch of the Cattlemarket site

The boards are included in Appendix A of this report.

Hard copies of the reports were also available for people to browse, and representatives from the design team and WCC on hand to answer questions. In addition, PDF files of the exhibition boards were available on the WCC website.

3.4 Feedback forms

A feedback form was provided for people to complete at the event or take away and email or post (free of charge) back to the team. The form was also made available on the WCC website.

70 people provided feedback either by completing the feedback form and returning it at the event, by freepost or via email. Each response has been inputted into a database that has been created solely for use on Station Approach.

All open comments (non-tick box questions) are compiled into a single table and tagged with the question they relate to. This approach allows all comments to be viewed as a whole to show the most common topics raised, in addition to the individual analysis of each question.

Comments are also broken down into individual comments, for instance "I like it but am worried about traffic" counts as two comments - one positive and one negative. Each comment is then tagged with positive / negative / neutral / suggestion / question, as well as a topic area.

The list of topics was created as the data was inputted and includes the following:

- **Car parking** – this contains comments about parking numbers, parking for residents and Hampshire County Council staff (and other staff in the public sector) and the nature of underground car parks
- **Delivery** – how the project is being funded and procured
- **Design** – this includes comments on "Winchesterness", height, sustainability, the project as a gateway, and more general design related thoughts
- **Land use** – the need or demand for office space, other possible land uses, the retained buildings, and retail uses
- **Miscellaneous** – these are mostly related to the consultation events and the information displayed
- **Public realm** – pedestrian links and environments, new public spaces, and treatments to the surrounding highways
- **Public transport** – integration of bus and rail services, and the impact of the proposals on bus routes
- **Traffic** – changes to vehicular circulation on the surrounding roads, cycling facilities, the HCC Winchester Movement Strategy, provisions for taxis, pollution and accessing the sites

The database also includes the respondents name and contact information, if provided, to allow for people to be kept informed of how the project develops and any future consultation events.

3.5 Other feedback

Three stakeholder groups – WinACC, City of Winchester Trust and Winchester CTC - provided letters outlining their detailed response to the proposals. These letters are included in their entirety in the appendices to this report.

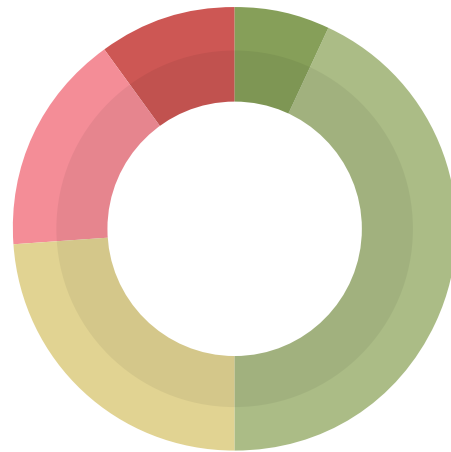
In addition, team members at the exhibition made notes of the conversations they had with visitors. The following is a list of common themes and impressions, in no particular order, that were discussed:

- Good levels of support for the project, particularly the ideas for the public realm
- Concerns over traffic and congestion caused by the development, particularly car parking
- Concerns over too much car parking being provided, and conversely too little
- Questions about the relationship to the Hampshire County Council led Winchester Movement Strategy
- Feedback that the proposals are an improvement over the previous proposals for Station Approach
- The need to ensure there is sufficient space for pick up and drop off at the station, and facilities for taxi stands
- Vehicular movements around the area
- Parking for local residents
- Commercial uses on both sites
- New pedestrian connections

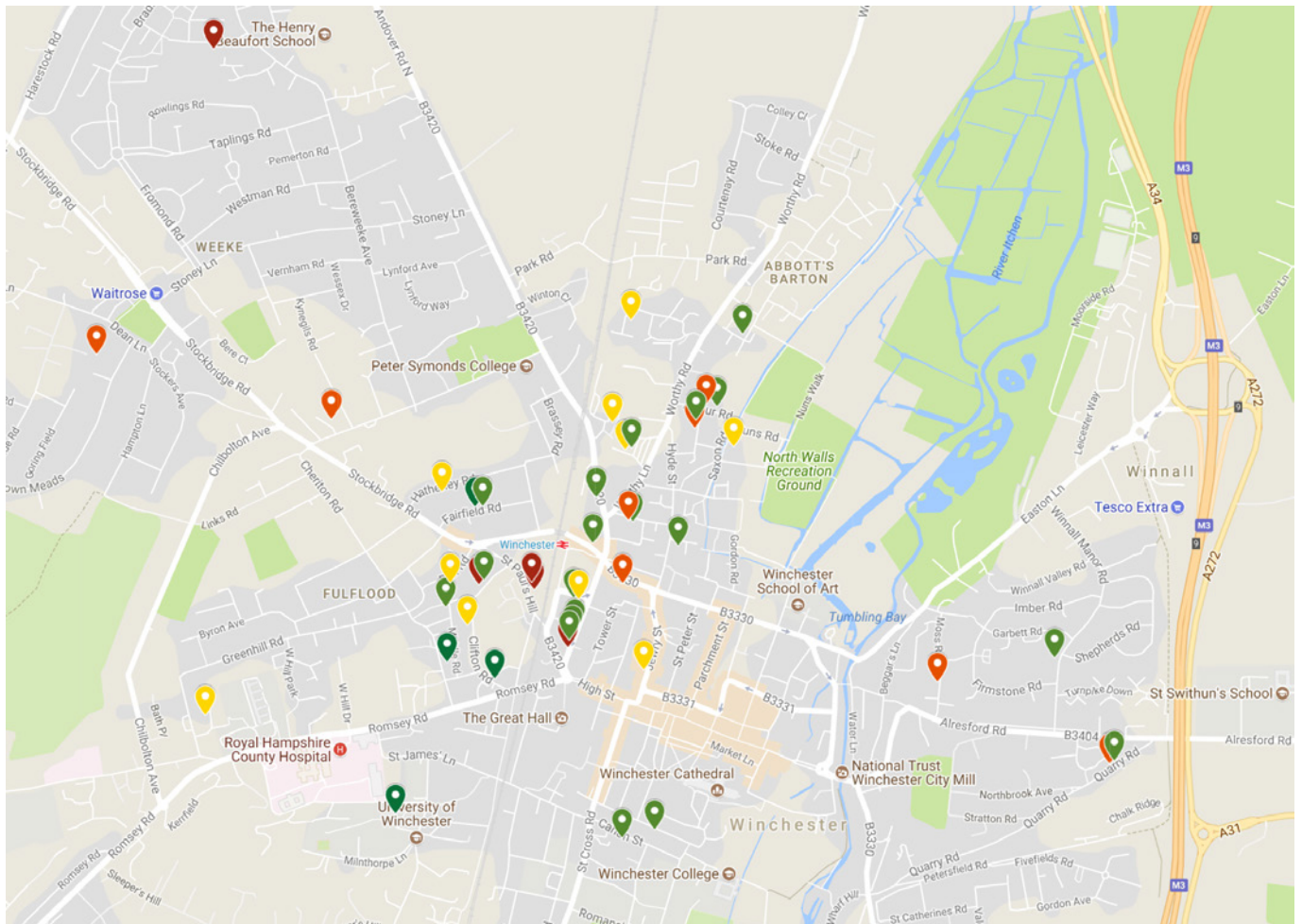
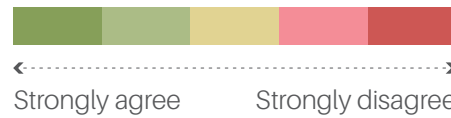
3.6 Feedback analysis

3.6.1 Q1 Given what you have seen today, do you agree that these proposals would create an appropriate gateway to Winchester?

Strongly agree	5	7%
Agree	29	43%
Neutral	16	24%
Disagree	11	16%
Strongly Disagree	7	10%
Total	68	100%

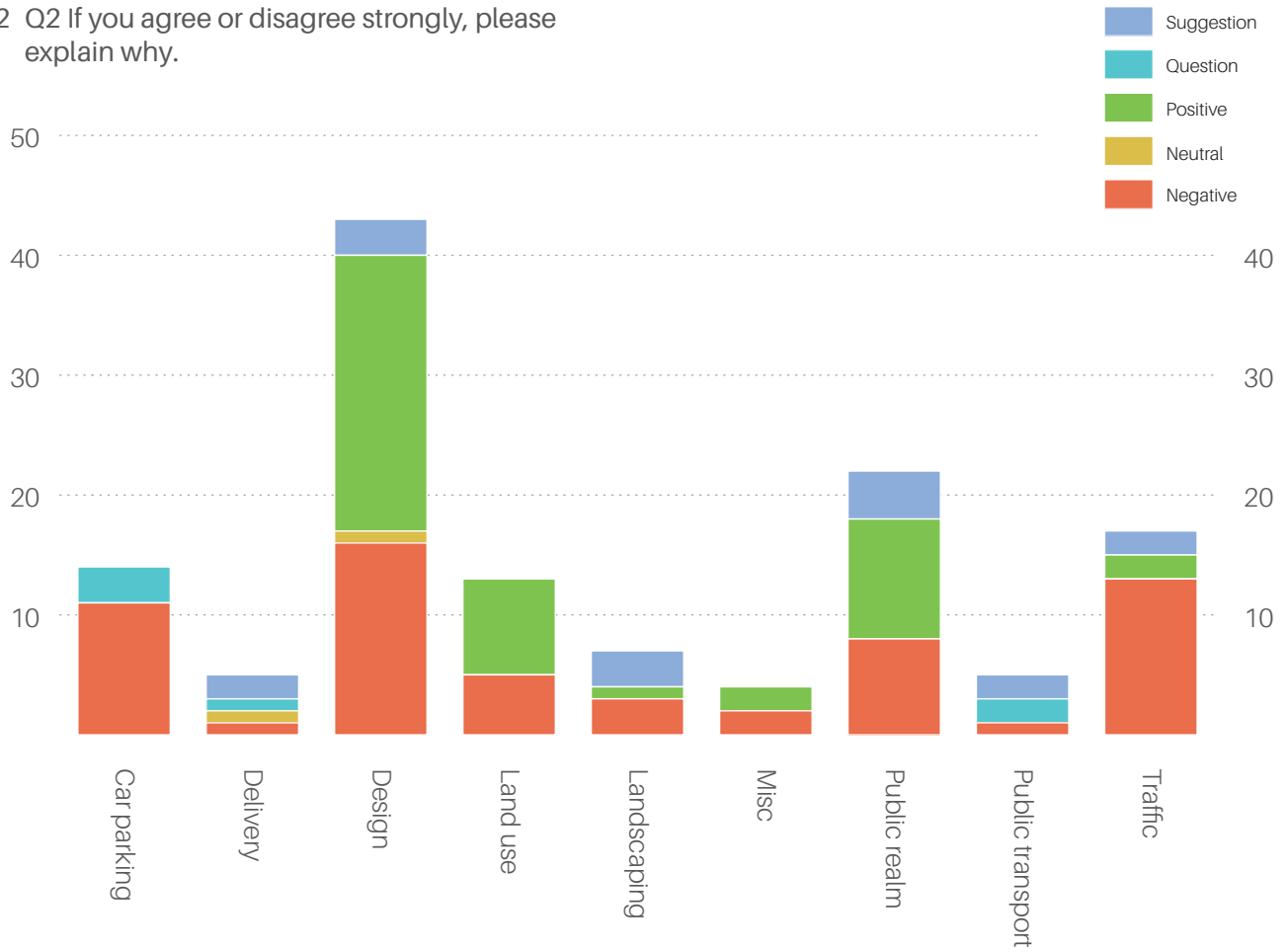


68 responses were received with 50% in agreement and 26% in disagreement with the statement.



Mapping of addresses and responses given to Q1 (dark green strongly agree, yellow neutral and dark red strongly disagree)

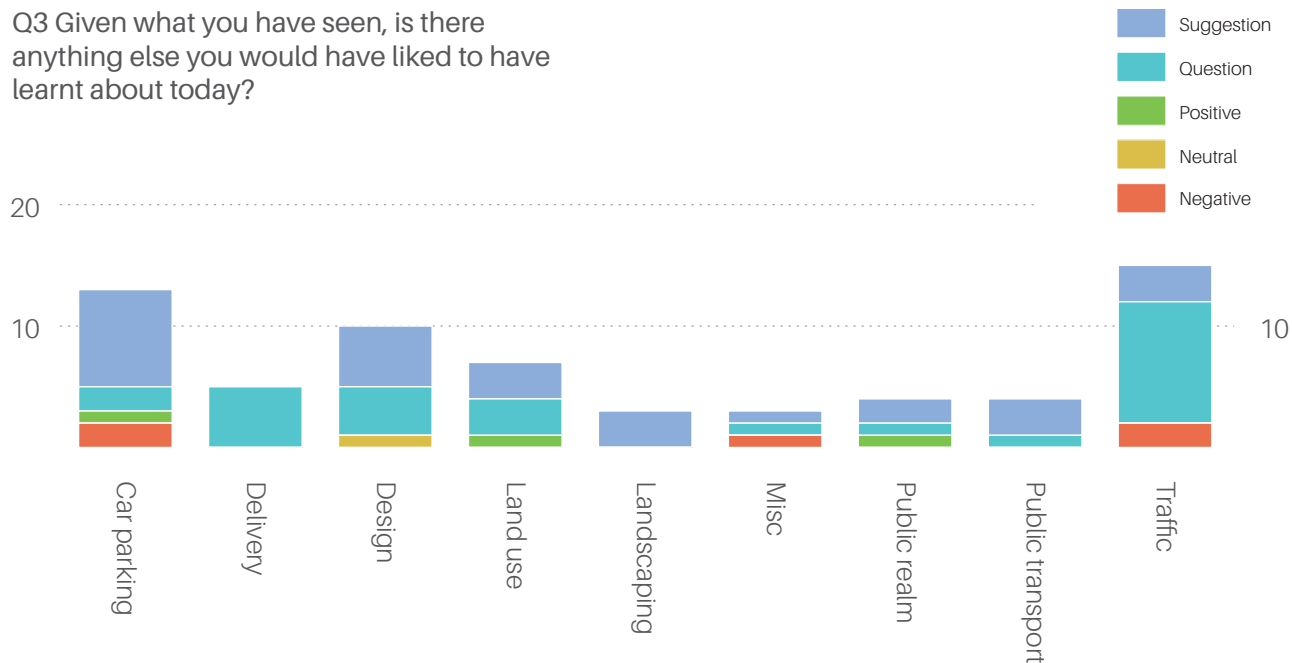
3.6.2 Q2 If you agree or disagree strongly, please explain why.



Topic	Total	Negative	Neutral	Positive	Question	Suggestion
Overall	130	60	2	46	6	16
Car parking	14	11	0	0	3	0
Delivery	5	1	1	0	1	2
Design	43	16	1	23	0	3
Land use	13	5	0	8	0	0
Landscaping	7	3	0	1	0	3
Misc	4	2	0	2	0	0
Public realm	22	8	0	10	0	4
Public transport	5	1	0	0	2	2
Traffic	17	13	0	2	0	2

130 individual comments were received to this question from 58 respondents. Design received the most amount of comments with 43, including 23 positive and 16 negative. Traffic and car parking are notable topics in receiving more negative comments than positive.

3.6.3 Q3 Given what you have seen, is there anything else you would have liked to have learnt about today?

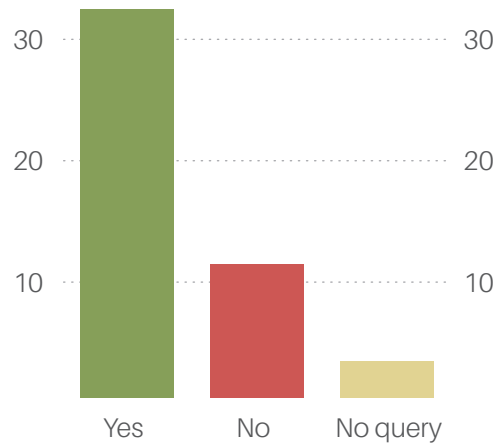


Topic	Total	Negative	Neutral	Positive	Question	Suggestion
Overall	64	5	1	3	27	28
Car parking	13	2	0	1	2	8
Delivery	5	0	0	0	5	0
Design	10	0	1	0	4	5
Land use	7	0	0	1	3	3
Landscaping	3	0	0	0	0	3
Misc	3	1	0	0	1	1
Public realm	4	0	0	1	1	2
Public transport	4	0	0	0	1	3
Traffic	15	2	0	0	10	3

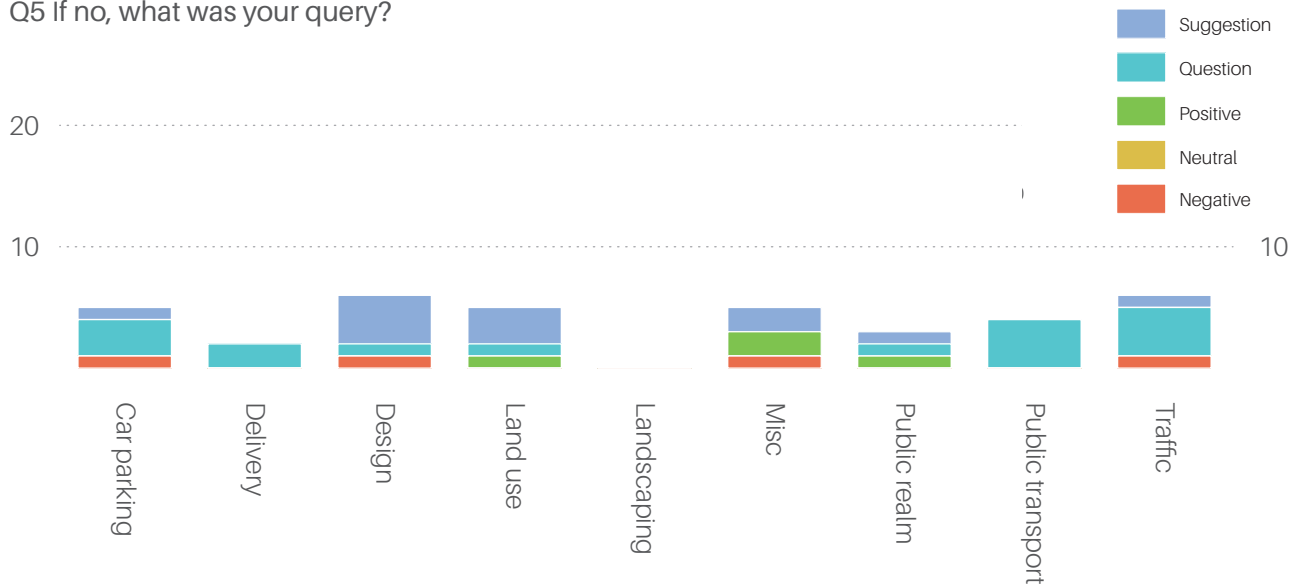
64 individual comments were received to this question from 43 respondents. The vast majority of responses to this were questions or suggestions, unsurprising given the phrasing of the question.

3.6.4 Q4 Were the exhibition team able to answer any queries you had?

46 people responded to this question with the majority saying the team had been able to answer their query.



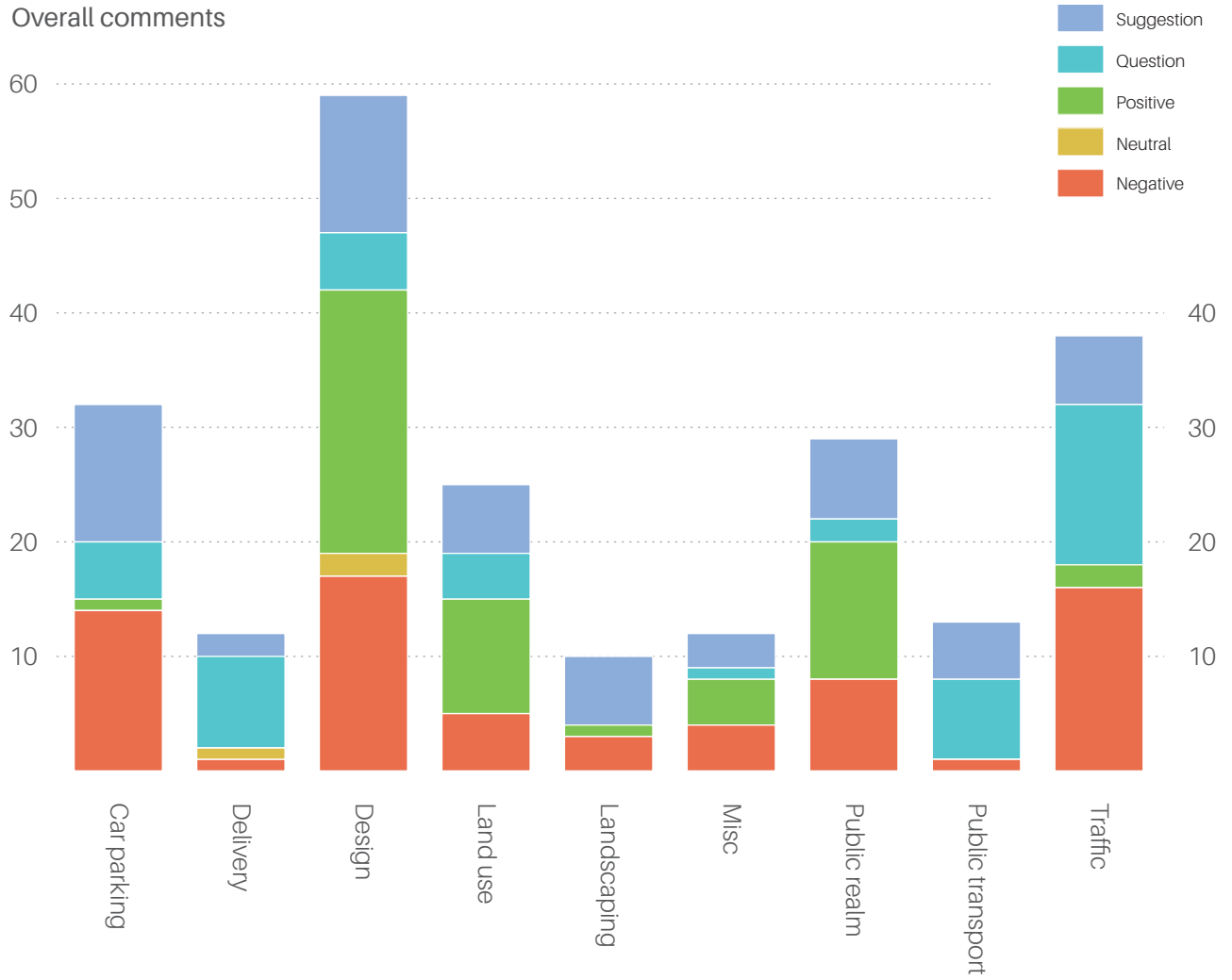
3.6.5 Q5 If no, what was your query?



Topic	Total	Negative	Neutral	Positive	Question	Suggestion
Overall	36	4	0	4	16	12
Car parking	5	1	0	0	3	1
Delivery	2	0	0	0	2	0
Design	6	1	0	0	1	4
Land use	5	0	0	1	1	3
Landscaping	0	0	0	0	0	0
Misc	5	1	0	2	0	2
Public realm	3	0	0	1	1	1
Public transport	4	0	0	0	4	0
Traffic	6	1	0	0	4	1

36 individual comments were received to this question from 27 respondents. As previously, the phrasing of this question led to the vast majority of responses being questions or suggestions.

3.6.6 Overall comments



Topic	Total		Negative	Neutral	Positive	Question	Suggestion
Overall	230		69	3	53	46	59
			30%	1%	23%	20%	26%
Car parking	32	14%	14	0	1	5	12
Delivery	12	5%	1	1	0	8	2
Design	59	26%	17	2	23	5	12
Land use	25	11%	5	0	10	4	6
Landscaping	10	4%	3	0	1	0	6
Misc	12	5%	4	0	4	1	3
Public realm	29	13%	8	0	12	2	7
Public transport	13	6%	1	0	0	7	5
Traffic	38	17%	16	0	2	14	6

Reviewing all of the comments together, we can see that of the 230 individual comments made, 69 (30%) were negative and 53 (23%) positive, and Design was the most frequently raised topic with 59 comments (26%), followed by traffic with 38 (17%) and car parking with 32 (14%).

When focussing in on the negative comments for the Design topic, we see that the proposed height of the buildings received the majority, 10 of the 17 negative comments.

The Design topic received 59 comments that have been grouped into 8 sub topics:

General	20
Height	18
Gateway	5
'Winchester'ness'	5
Sustainability	4
More detail / information	3
Wayfinding	2
Wider area	2

The next most common topic after Design was Traffic, receiving 38 comments and was dominated by negative (16) comments and requests for further information or questions (14).

Within Traffic, 8 sub topics have been defined with changes to vehicular circulation in the streets surrounding the site as the most common topic, receiving 13 of the 38 comments.

Vehicular circulation	13
Pollution	5
Taxi stand	5
Cycling infrastructure	4
Winchester Movement Study	4
Accessing the site	4
More information	2
Traffic calming	1

Car parking received 32 individual comments, mostly negative (14) or suggestions (12).

Six sub topics have been identified within the car parking topic, revealing that 10 felt there were too many parking spaces whilst 9 felt there was too few.

6 comments talked about the impact on or provision for parking of existing residents, predominantly on Worthy Lane, making suggestions of alternative places to park or ensuring spaces within the development are reserved for them.

Too much	10
Too little	9
Parking for existing residents	6
More information	3
Parking for County staff	2
Underground parking	2

Public realm received 29 comments with 12 positive and 8 negative. Half the negative comments relate to the Public Realm Strategy proposed link, reference 3.5, and make reference to land ownership and privacy issues with a specific link proposed within the Public Realm Strategy.

Pedestrian links and priority	11
Public Realm Strategy proposed link reference 3.5	6
New public spaces	5
Junction improvements	2
More detail	2
Improvements to the wider area	2



Drop-in at HCC Records Office

4.0 Conclusions and recommendations

4.1 Overview

Station Approach is clearly an important project for Winchester, generating a lot of interest within stakeholder groups and the surrounding community.

On the whole, there is much support for the project and the design approaches that have been taken.

4.2 Public Realm Strategy

The Public Realm Strategy has been well received with the majority of the proposed projects welcomed.

We recommend that further consideration be given to some of the proposed pedestrian connections to ensure they respond to land ownership and don't cause privacy issues.

4.3 Movement network

Vehicular movements around Station Approach, and the city, are a key concern for stakeholders and the local community. The relationship to the HCC led Winchester Movement Strategy will be key to resolving many of the issues raised - congestion, pollution, public transport and cycling infrastructure.

We recommend that much more detailed information and supporting evidence be presented at future events, particularly where changes to circulation are being proposed.

4.4 Carfax framework

The proposals for the Carfax site have been well received with particular praise for the retention of the Former Registry Office, the diagonal pedestrian link to Sussex Street and new supporting commercial uses.

People are keen to understand the height of the proposed buildings and their relationship to neighbouring properties.

The level of car parking being provided on site is a key consideration for the community, with clear differences of opinion between whether more or less is needed.

We recommend that more detailed information, particularly on the number of car parking spaces and the height of the proposed buildings be presented at future consultation events.

4.5 Cattlemarket framework

There are good levels of support for the proposals for the Cattlemarket site, particularly its residential focus. Areas of concern include the height of the proposed buildings and where existing events such as the car-boot sale will move to.

In addition, people want to ensure that there is public access to the proposed green space and would appreciate consideration being given to car parking for existing residents that neighbour the site.

We recommend that the above are clarified through drawings or explanations

4.6 Ongoing consultation

There is a clear desire by local people for further consultation on Station Approach. However, the low number of attendees at events outside of Winchester suggest that it may be more effective to use Parish meetings or other communications to update people rather than drop-in sessions.

The choice of HCC Records Office worked well at engaging certain sections of the local community, however, we believe it would be worthwhile to have pop-up events aimed at commuters and students arriving/leaving/passing by the station at the start and end of the working day for future engagement activities.

5.0 Appendix A - exhibition boards

Note that the following boards were produced for the consultation and engagement events described in this report and reflect the ambitions and approaches of the project at that time.

1. An introduction to Station Approach

STATION
APPROACH



Welcome

Welcome to our information drop-in exhibition. It shows our shared vision of the regeneration of this key gateway into the city – including the railway station, Carfax and Cattlemarket sites.

The Station Approach masterplan framework is taking shape – to provide much needed Grade A offices, housing, shops and improved public areas – as outlined in this exhibition.

Drawing key:

- Study area
- Development sites

Lifschutz Davidson Sandillands

 **Winchester**
City Council

2. Working in partnership



Winchester City Council is working in partnership with acclaimed architects Lifschutz Davidson Sandilands and other partners including Hampshire County Council and Network Rail to develop the Station Approach Masterplan.

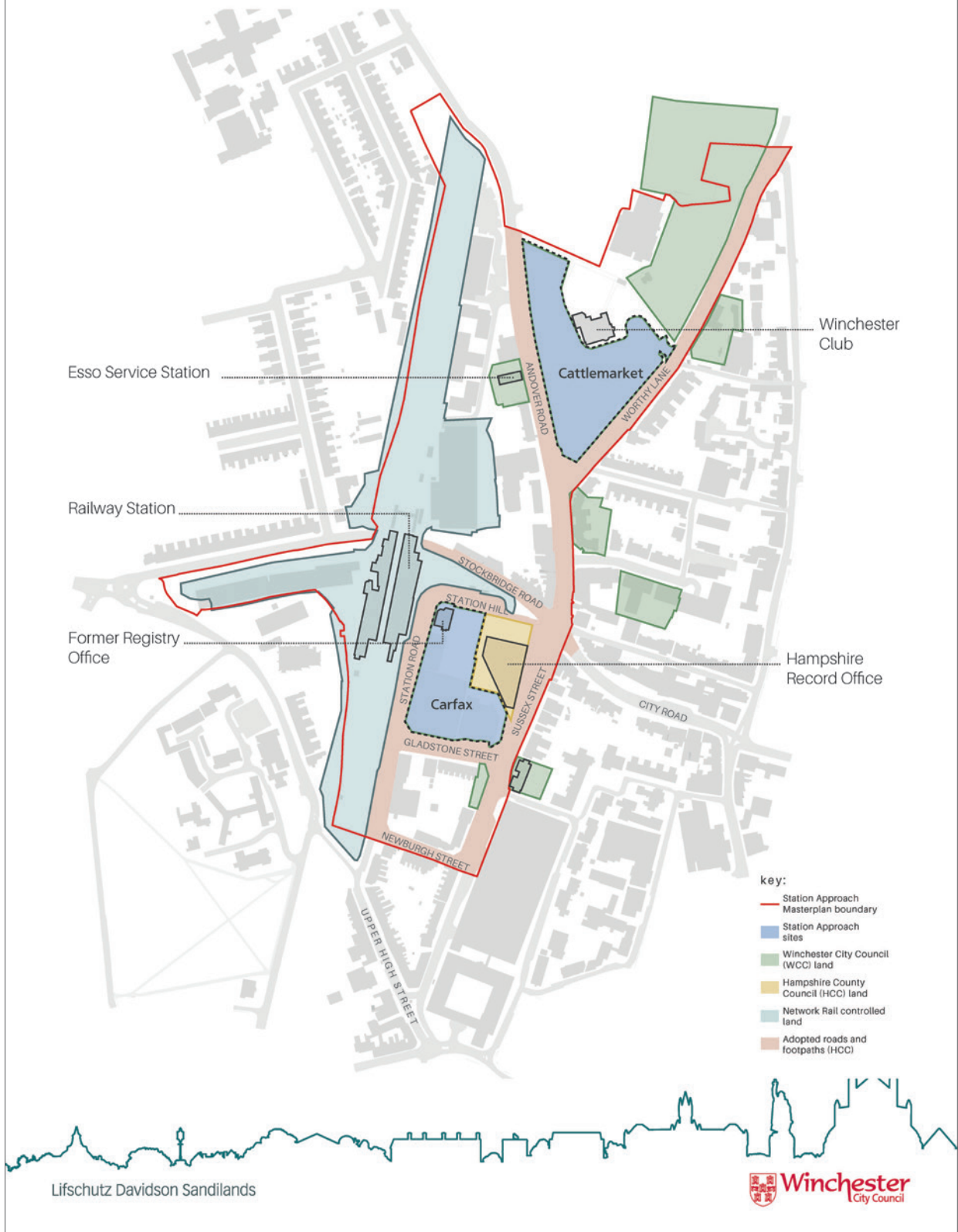
Lifschutz Davidson Sandilands is leading a design team that includes:

- Publica (public realm)
- Bradley-Hole Schoenaich (landscape)
- Heritage Architecture (heritage)
- i-Transport (transport)
- Barton Wilmore (planning)
- Hilson Moran (sustainability)
- Icen Projects (public engagement)

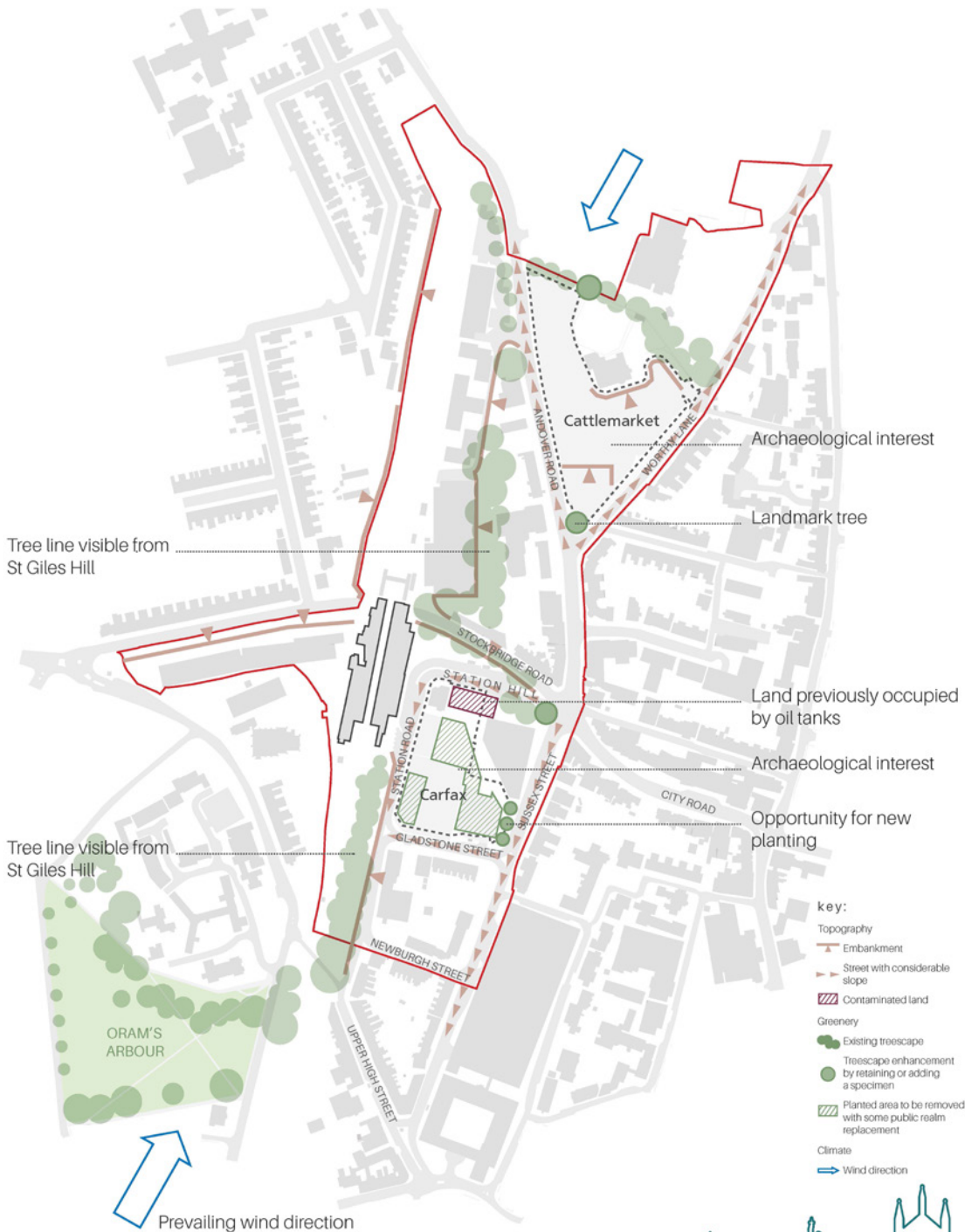
Lifschutz Davidson Sandilands



3. Land ownership



4. Environmental considerations



6. Emerging Public Realm Strategy

PROPOSALS

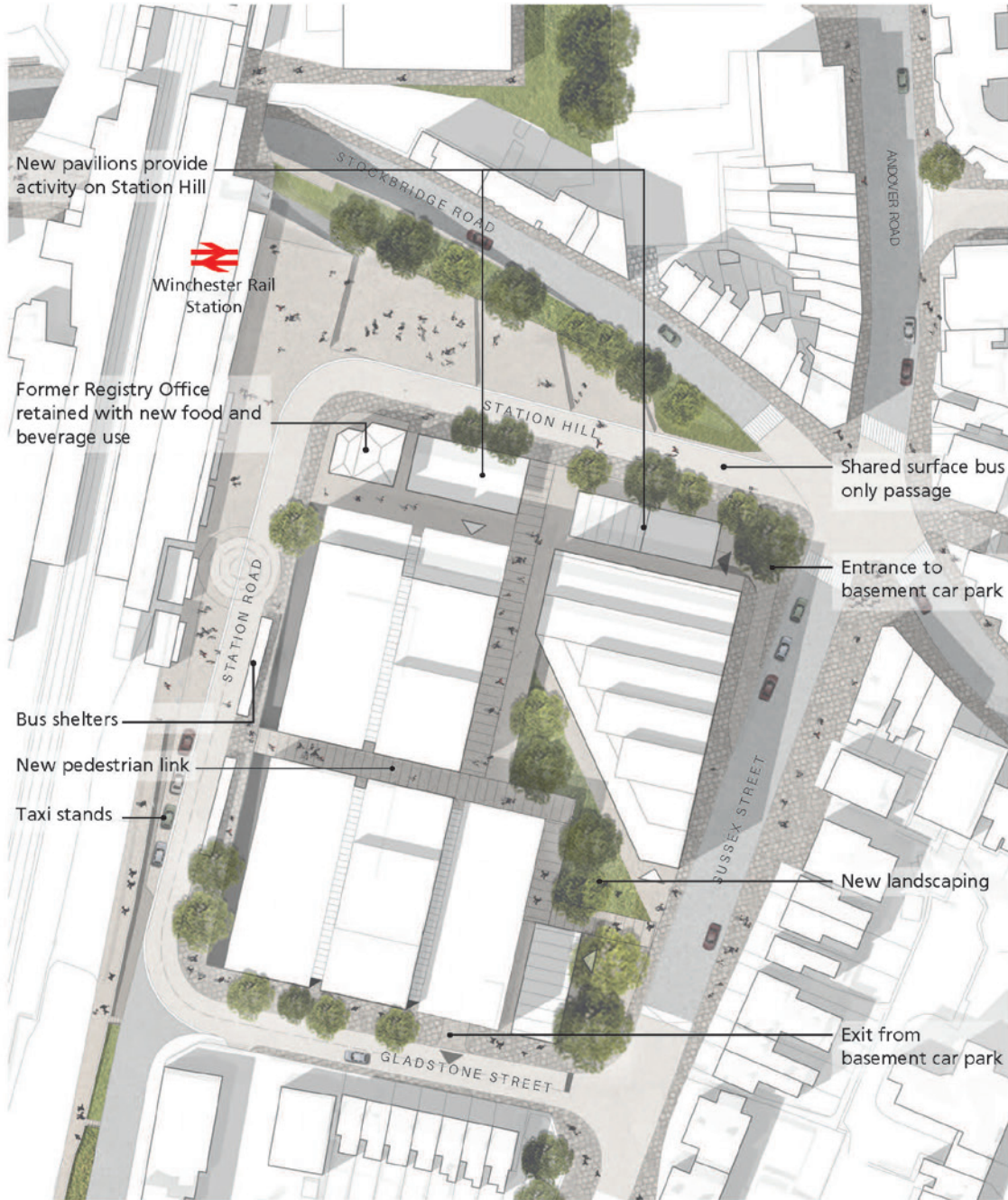
- Upgraded/extended pedestrian space
- Potential changes to traffic network
- Junction improvements - traffic management and pedestrian crossings
- Potential new active frontage
- Potential new green frontage
- Potential new frontage/enclosure
- Potential pedestrian route
- Public green space existing
- Private green space existing
- Tree existing
- Tree proposed
- Green space for improvement
- Feature wall to aid wayfinding
- Carfax and Cattlemarket sites

KEY PROJECTS

- A Station Hill
- B Station Road/Upper High Street
- C Stockbridge Road/Cranworth Road
- D Station Car Park/Andover Road



8. Carfax Emerging Framework



9. Sketch of the Carfax site



Sketch of the new diagonal pedestrian route through the site with the Hampshire Records Office on the right



Sketch of the revitalised former Registry Office at night

10. Cattlemarket Emerging Framework



Lifschutz Davidson Sandilands



11. Sketch of the Cattlemarket site



Aerial sketch of the emerging proposals for the Cattlemarket site looking northwest

Thank-you

for attending this exhibition, your views are important to us.
Please complete our survey, which is available online at:

www.winchester.gov.uk/stationapproach

6.0 Appendix A - stakeholder letters

6.1 City of Winchester Trust

Winchester Heritage Centre

32 Upper Brook Street
Winchester
SO23 8DG
01962 851664
www.cityofwinchestertrust.co.uk

secretary@cityofwinchestertrust.co.uk

Chairman: Keith Leaman



21st March 2018

Councillor Steve Miller
Chair
Cabinet (Station Approach) Committee
Winchester City Council

By email

Dear Councillor Miller

**Station Approach:
Feedback following the Stakeholders' Workshop on the 5th March 2018 and the Drop-in
Information Events**

Thank you for inviting the City of Winchester Trust to the Station Approach Stakeholders' Workshop on the 5th March 2018. Please will you thank Zoe James and Ian Charie for allowing the Trust a little more time to submit its formal comments.

You will see that we have copied in members of the design team and your officers and would welcome the opportunity to discuss further some of the matters raised.

We would like to congratulate the design team for producing two good documents; in particular the Trust considers the Public Realm Strategy to be an excellent piece of work, although we do not understand how assurances can be given to ensure that the public realm works, immediately around the Carfax site, will take place at the same time as the development on the site (see comments below).

The Trust is concerned that the proposals relating to traffic movement put forward in the Public Realm Strategy precede the findings and proposals of the HCC/WCC Winchester Movement Strategy and therefore may not be accepted as viable solutions by HCC. At the Stakeholders' Workshop, Steve Jenkins from i-Transport said that the proposals put forward by the Public Realm Strategy had been discussed with HCC Officers who were largely in support. We hope this is the case. The Trust believes that any development on the two sites will only be supported by the community if it can be shown that it is accompanied by real benefits to the public realm and that overall pedestrian movement is significantly improved and given a higher priority than vehicle movement.

The Masterplan Framework document is also a good piece of work, although the Trust has some serious concerns about the components of the development and the distribution of the components over the two sites (see comments below).

PRESIDENT
Professor Joy Carter DL
VICE PRESIDENTS
Sir Donald W Insall CBE FSA RWA FRIBA FRTPi SPdip(Hons)
Capt Antony Skinner RN



THE CITY OF WINCHESTER TRUST LTD
www.cityofwinchestertrust.co.uk
Registered in England No 609812
Registered Charity No 251798
Supported by Winchester City Council

Before setting out our concerns we would like to make an important point about the drop-in sessions and the exhibitions and the public feedback forms.

Public consultation and feedback forms

The Trust considers that the amount of information available at the public exhibition was lacking. In particular very little information was given about the amount and type of car parking proposed for the two sites. More information is given in the documents, but this information was not displayed comprehensively at the exhibitions.

The feedback form is superficial. The questions in it are not specific about elements of the Public Realm Strategy or the Masterplan Framework and instead are limited and extremely general. There were only three opportunities to write down views about the proposals, and question 1, for example, only encouraged you to complete the free-text box if you strongly agreed or disagreed that the proposals would 'provide an appropriate gateway to Winchester'. Presumably if you wanted to 'agree', 'neither agree or disagree' or 'disagree', the views expressed would be discounted.

It has to be said that the Trust has had reservations about other feedback forms for other main developments within Winchester, and because of this is loath to use them, as they appear to be designed to relate solely to specific issues the Council wants feedback on, rather than as a means of allowing the public to set out freely the concerns that they may have.

Public Realm Strategy

This document is a thorough analysis of problems currently experienced with traffic in surrounding streets and places and the difficulty pedestrians experience getting to and from the city and to and from major places of work and study. It recognises that vehicle movement is given a much higher priority than pedestrian and cyclist movement and puts forward sound and innovative solutions for improving the public realm, traffic priorities and traffic directions.

Some of the significant public realm improvements are directly related to the Carfax site proposals (i.e. those at Station Hill, Station Road, the Carfax junction improvements, Sussex Street, Gladstone Street). These proposed works will bring enormous benefits to visitors to Winchester, workers and the local community. The improvements will provide an appropriate and dramatic arrival to Winchester and importantly provide much better connections to the city centre. Normally the implementation of surrounding works to the public realm is expected to take place contemporaneously with the implementation of the new buildings on the site, and would be secured by way of Section 106 and Section 278 legal agreements. These agreements work on the basis that the developer/landowner funds the surrounding public realm works.

However, it is the Trust's understanding that as the Council owns the site, normal legal agreements cannot be applied. This is because the Council cannot enter into an agreement with itself. The Trust would therefore wish to see another mechanism put in place which will make sure that the immediate public works around the Carfax site are implemented at the same time as the building works.

Private car parking

It is clear that the city roads around and approaching the Station are congested and something radical needs to be done to resolve all the negative aspects that vehicles produce: pollution (Winchester is a declared Air Quality Management Area), noise, obstructions for pedestrians and unsightliness, which includes all the traffic management paraphernalia that has been erected over

the years. It therefore seems senseless proposing development which will increase the number of cars on these busy streets. Winchester City Council needs to think much more creatively. This is an opportunity to do something about it, rather than always satisfying the demand that there will be for more car parking.

The Trust believes that the starting point should be not to increase car parking at all in this area, so no parking should be provided for the offices on the Carfax site. This is a highly sustainable part of the city, being close to trains, buses, park and ride buses and close to where people live. People can get to work by other means (by using public transport and park and ride facilities, and by cycling and walking) and there is no need for additional car parking to be provided for any of the offices, work places, shops and cafés. So far as parking provision for housing is concerned, it is reasonable and practicable for a car club to be provided, ideally on the Cattle Market site, so residents have access to a car but with fewer spaces needed than for owner-driven cars.

The Trust appreciates that there is likely to be demand for car parking from new employers and new residents, and because the developer (in this case the Council) will want to realise higher financial returns, there will be pressure to provide it. But this is not a sustainable reason to provide car parking, and in the Trust's view it would not be a responsible position to take. Demand should never be confused with need.

Providing car parking on these sites will be very expensive and will increase build costs considerably. On the Carfax site, indeed on both sites, all car parking will have to be located below street level to ensure good townscape is achieved and to ensure that there will be active frontages at street levels around the sites. Your own architects (LDS) stated at the stakeholders' workshop that providing car parking below ground is inordinately expensive and will raise the build costs considerably.

New workers should be discouraged from travelling to the Station Approach area by car and new residents should be discouraged from keeping cars in the area. There are opportunities to encourage sustainable means of alternative travel including car-sharing initiatives and car clubs and these should be explored.

Of course there will always be a few people who cannot be persuaded to use more sustainable means of transport. To satisfy the few, even after the development takes place, there will be significant public car parking provision in the area and in addition, two large Network Rail car parks, which appear to be virtually empty outside of peak times.

Public Car Parking

The City of Winchester Trust believes that no public car parking should be provided on the Carfax site and that it should only be provided on the Cattle Market site. The Cattle Market site is ideally placed for Park and Walk where there are opportunities to provide good way-marked pedestrian routes into the city centre, through the Hyde area.

Providing public car parking only on the Cattle Market site will ensure that cars coming in from the north will not have to cross the Carfax junction. As the proposals stand at the moment, cars would not be able to access the Carfax site without a circuitous and tortuous route travelling south along Sussex Street, north up Upper High Street and east down Gladstone Street to get to the slip road into the car park on the Carfax site. If the proposed two-way traffic flows are implemented on Sussex Street, which the CWT supports, then this would be even more difficult.

By not providing public car parking on the Carfax site and by making the Carfax junction pedestrian-friendly, it is likely that traffic coming into the city down Romsey Road will be reduced.

Offices

A lot was said at the stakeholders' workshop about a demand for A1 office development in Winchester and that this should be 'single plate' (i.e. with large level floors). We were assured by Alex Lifschutz (LDS) that this could be accommodated on the Carfax site and still respect the sloping site and achieve active frontages at all surrounding street levels. It has to be said that the Trust is not so optimistic that this will be achieved. It wasn't achieved with the earlier Station Approach schemes.

The Trust believes that the demand for Grade A offices is uncertain. There is a trend for smaller offices which has come about through flexible working patterns and home working preferences. The Trust believes that the demand for Grade A offices and the amount of office development being proposed needs to be tested, and new evidence should be provided to verify that the amount and size of the offices being proposed will in fact be needed when the Carfax development is delivered. What we don't want is speculative office development lying empty when there is a certain demand for residential development and a certain need for affordable housing within the city.

On the Carfax site the trust would like to see less office space and some housing development (see next section). An appropriate place for residential development on the Carfax site is Gladstone Street.

The Trust believes that smaller office development (i.e. less prestigious than Grade A offices) should be provided on the Cattle Market site above the retail at the junction of Worthy Road with Andover Road.

Whatever type of office accommodation is provided, because of the uncertainty in its demand for the future, it must be designed to be flexible. The buildings provided need to be easily and cheaply adapted for the needs of different sized businesses and also for a change of use to say residential.

Housing

It is unclear from the Masterplan Framework how much affordable housing will be provided. The figures given in the Masterplan Framework are 50 or 90 units. The Trust strongly believes that a full quota of affordable housing should be provided on the sites (i.e. 40%), rather than being provided elsewhere with a financial contribution.

There should be residential development on both sites. Housing on the Carfax site will make it a safer and friendlier site during the evenings and at the weekends. It will not be deserted once the offices have closed. Also, there will be more chance that the cafés and restaurant and pub will thrive if there is housing on this site.

Townscape

The Masterplan Framework proposes dense development on both sites. While a high density of development would be justified on these sustainable city centre sites, the scale proposed needs to be tested in townscape terms before designs are progressed.

The study undertaken by Tibbalds in 2014 (Winchester Station Approach Development Assessment), proposed an assumed amount of development for each site. However, this was an assessment and not based on verifiable views. The figures in the Tibbalds document were used in the Station Approach Winchester City Council Design Brief and these figures have been used in the current Masterplan Framework.

Although the Masterplan Framework includes some information on 'Wider Townscape Views' (which are photographs taken towards the sites from long distant public places), before the proposals are taken any further, the scale of development needs to be tested by verifiable views. This is a tried and tested process, which will show if the scale of development proposed will fit satisfactorily into its citywide context. Verified views will allow proposed scale of development to be tested in street views as well as from distant views. This process has been used for all major city centre developments over the years and should be used for the Station Approach proposed developments.

Archaeology

Little, if anything, is said about archaeology within the Masterplan Framework document. An archaeological investigation/exploration of a site within Winchester will often reveal significant archaeological constraints that will have cost implications. If this process is left to a late stage it can mean that schemes have to be revised and savings have to be made somewhere which could lead to a lower quality development overall.

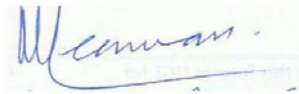
The Trust believes that an archaeological investigation of the two sites needs to take place without delay, so that implications can be evaluated. This is particularly the case with the Carfax site, which the Trust understands is to be fast tracked.

Conclusion

Whereas the two documents are in many ways to be applauded, there are a number of points, some fundamental, that need further examination and resolution before the Trust can support the proposals.

The Trust would be very pleased to meet the Station Approach design team to discuss its concerns and to develop possible solutions. Please do get in touch if you would like to meet.

Yours sincerely



Keith Leaman
Chairman

Copies (by email) to:

Alex Lifschutz, Lifschutz Davidson Sandilands
Nikolai Metherell, Lifschutz Davidson Sandilands
Vicky Wagner, Publica
Ciron Edwards, Icen
Brita von Schoenaich, Bradley-Hole Schoenaich Landscape Architects
Guillaume Baltz, Bradley-Hole Schoenaich Landscape Architects
Steve Jenkins, i-Transport
Carolyn Organ, Barton Willmore
Ian Charie, Winchester City Council
Zoe James, Winchester City Council

Station Approach March 2018 Proposals

WinACC response

Summary

There is much in the proposals that we welcome. We would also like to see these significant changes:

1. Demonstrate co-ordination with the findings of the Winchester Movement Strategy
2. Removal of all parking from the Carfax site (except for parking for people with reduced mobility).
3. Abandonment of the one-way busway option; this will cause harmful delays to inbound bus journeys.
4. Explicit designs for cycling to be added to the proposals for “walking routes”.
5. Relocation of the proposed taxi pick-up point to accommodate the high numbers of taxis and reduce conflict with buses.
6. Comprehensive standards for low-carbon building design.

We give further details and set out our reasons below.

WinACC’s hopes for the scheme

WinACC believes that renewal of the area has the potential to encourage the reduction in carbon emissions in Winchester by:

- Encouraging modal shift to rail travel by giving the station a higher profile, making it easy and enjoyable to use and making it easier to access by non-car modes of transport.
- Facilitating better public transport interchange.
- Facilitating pedestrian and cycling access to, and egress from, the station by improving existing access routes and improving others and, in particular, by improving conditions for pedestrians and cyclists who have to negotiate the Carfax Junction.
- Improving pedestrian and cycling permeability for those who need to cross the area.
- Discouraging car access to the station, and car use generally in the town.
- Contributing to the removal of car parking from the central zone.
- Ensuring that the volume and movement of private vehicles does not deter cyclists and pedestrians from moving in and around the area
- Ensuring that the construction of the buildings in the area meets high standards of low-carbon development.
- Ensuring that use of the buildings and infrastructure will require the minimum of energy consumption.

Features of the current proposals we welcome

We support the following where they are firm proposals, and hope that options will be adopted where they do not yet have the status of firm proposals:

- The creation of a high-quality pedestrian and cycling route along Station Road to lead through a redesigned Upper High Street and through Westgate, on the assumption that the Winchester Movement Strategy will return Sussex Street to two-way traffic throughout.
- The upgrading of the link between Station Road and Andover Road.
- Other proposals for pedestrian routes in Section 3.3 on p39 of the Public Realm Strategy (we hope that these will be developed for both cycling and walking, including those labelled 'potential').
- The creation of a large high quality square to the east of the station.
- The redistribution of public space in favour of pedestrians and cyclists at the expense of motor vehicles.
- The improvement of the diagonal route across the Carfax site (avoiding zigzags which pedestrians are likely to ignore).
- Retention of reusable buildings (the Winchester Club Building, the elevated building overlooking Worthy Lane, the former Registry Office) thereby minimising infrastructure destruction.
- The improvement in crossing arrangements to the west of the station at the junction of Stockbridge Road and Cranworth Road; the addition of a slope connecting the pedestrian underpass and the west station car park would be a useful facility for cyclists and school children avoiding the road tunnel, and an important backup for wheelchair users should the proposed lift break down.
- Changes proposed for Andover Road.

Changes and additions WinACC would like to see

1. Demonstrate co-ordination with the findings of the Winchester Movement Strategy

The success of a number of the proposals will depend on how far the Winchester Movement Strategy is able to reduce the volume of traffic around the station, especially in City Road, Jewry Street and around Westgate.

- In particular, the detailed arrangements and designs at Carfax Junction, on Sussex Street and on City Road will need to be developed in conjunction with the Winchester Movement Strategy.
- Robust research is needed to identify current parking behaviour across the two sites, especially to identify the impact that the proposed changes will have on the Carfax Junction, City Road and Sussex Street in particular and the whole of the City Centre in general. Data may be available through the work on the Winchester Movement Strategy; if not, a full survey of journey origins and routes taken would be required.

2. Parking

We suggest there should be no parking provision on the Carfax Site, apart from limited parking for disabled people:

- This is an ideal location for car-free development. It is an excellent opportunity for WCC to take a lead in setting the standard for city centre development focussed on public transport nodes by providing a model for car-free development.
- More parking spaces here are likely to encourage greater congestion along Romsey Road, discourage use of the South park-and-ride, and increase the dangerous levels of pollution at the eastern end of Romsey Road.
- If the Gladstone Street entrance option were pursued, it is likely to encourage more cars from the north to cross Carfax Junction.
- The levels of parking proposed will increase the costs of the proposals, and, if below ground will require extensive excavation (and thus archaeology), and if within the buildings on the upper floors are likely to make them more bulky.
- Good rail access to the site will obviate the need for the conventional (high) levels of parking provision.
- There is already sufficient parking elsewhere for cars coming from the south (eg, Tower Street, station car park west, South park-and-ride, Chesil Street). The west-side station car park offers good access from the south along Chilbolton Avenue and Stockbridge Road, avoiding congested parts of the centre.
- The demand for parking at Gladstone Street has reduced since the increase in parking charges.
- Rail travellers can use the station car parks; and there is considerable cheap capacity for the wider public there on Saturdays.

We consider that parking on the Cattle Market site should continue to play its role in intercepting cars entering the city from the north:

- It enables cars to park at the point of entry to the city without causing congestion and pollution in the centre of the city.
- On week-days Worthy Lane and Cattle Market car parks are usually filled to capacity so reduction should be considered only when public transport is improved and plans for North park-and-ride have been implemented.
- The potential of the “coach park” car park should be explored, and its potential for intercepting cars coming in from a Kings Worthy direction, especially now that the few remaining coaches may be moved elsewhere.

3. Impact on Bus Services

We would like more work to be done on how these proposals will affect bus services. The bus services directly affected by changes on Station Hill and Station Road should be clearly identified (such as routes 4, 5, 46, 63, 66, P&R, Rail Replacement Services). The volume of services run at busy times needs to be considered in the design of the new facilities and their impact on pedestrians and cyclists. Buses, and the people travelling on them to catch a train, should not be held up in congestion created by cars.

The anti-clockwise one-way bus system option raises major problems and we consider that it is likely to be detrimental to bus services:

- Buses going towards Winchester would have to go along Sussex Street, Station Hill, Station Road, Gladstone Street, and Sussex Street a second time before turning right into City Road.
- Journey times could increase by at least five minutes, and involve queuing on Sussex Street twice.
- The indirect nature of the route is likely to irritate passengers and tarnish the image of bus services.

Only approximately half of the bus services in the station area travel along Station Hill/Road. We hope that the proposals will include improvements in signage and routes taken by people connecting between trains and the bus services that run along Stockbridge Road, Andover Road and Worthy Lane. Improved pedestrian access to the stops on City Road serving all nearby routes both into and out of town would help here.

4. Walking and Cycling

The proposals in section 3.3 of the Public Realm Strategy include a comprehensive set of possible improved and new routes shown on a map on p37 in section 3.2. However, they are referred to as 'pedestrian' routes and spaces. We would like it be made clear that wherever possible these are also 'cycling' spaces and routes.

Selected routes to the east of the railway have been highlighted and discussed in detail. Some potential routes to the west of the railway are also extremely important and we would like them to be dealt with in more detail in a similar way:

- from the west station car park directly to Brassey Road
- from the west station car park to the Jolly Farmer on Andover Road
- from Upper High Street Bridge roundabout to the west station entrance.

The route along Tower Road and Staple Gardens is already a cycle route, currently the only legitimate direct cycle route from the station to the area just south of the High Street. The diagonal route across the Carfax Site would lead directly on to this. It would be a missed opportunity if this diagonal route were not also to be made a cycling route.

5. Taxi Pick-up Point

It is unlikely that the southern end of Station Road would be able to accommodate everything proposed: a widened footpath/cycleway, two directions of bus stops and the queue of taxis. Most evenings there are often 25 or more taxis waiting outside the station, many with their engines running. We would like priority to be given to buses, walking and cycling and hope that the scheme will explore another location for the taxis, perhaps outside the west station entrance, beside Sussex Street or Gladstone Street, or in the east station car park.

6. Low Carbon Building Design

We hope that the buildings will be designed so that energy and carbon emissions will be reduced as far as possible in both their construction and operation. This could involve:

- Roof aspects that will enable successful photovoltaic and thermal energy production; it would be ideal to mirror the roof profile of the Records Office.
- Some capacity for battery storage.
- Linking with or creating a district heating scheme.
- Extremely good insulation standards; especially if the offices are to be Grade A.
- Shops and entrances to other buildings to be equipped with automatic doors.
- Low energy climate control systems.

WinACC
19 March 2018

6.3 Winchester CTC



Winchester City Council

Via email
stationapproach@winchester.gov.uk

Sue Coles
Winchester CTC, part of Cycling UK
7 Ruffield Close
Winchester, SO225JL
Tel: 01962 864479
Email info@winchesterctc.org.uk

Station Approach March 2018 Proposals

Dear Sir/Madam,

Cycling UK (formerly known as CTC) is the national cycling charity that promotes all forms of cycling, protects the interests of existing and would-be cyclists, and inspires people of all ages, backgrounds and abilities to discover the joys of cycling. Winchester CTC is the local group of Cycling UK.

The following comments relate to solely to the cycling-related elements of the proposals.

General comments

Absent from the document is robust evidence that the proposals for Station Approach will be coordinated with the findings of the City of Winchester Movement Strategy. This should be a priority in the next iteration of the documents.

The introduction to the Public Realm Strategy state:
"The improvement of pedestrian and cycle links in the vicinity of Winchester Station has been established by WCC as a priority for the Winchester Station Approach Public Realm Strategy to address."

Your documents acknowledge that current access to and from the station area for cyclists is poor, requiring cyclists to make long detours, mix unnecessarily with motor vehicle traffic or dismount. The Station Approach development is an opportunity to remedy that.

It is disappointing, therefore, that the encouraging words from the Stakeholder Engagement in Autumn 2017 have not been translated into any reality in the emerging Public Realm Strategy or the Master Plan.

Section 3.3 of the Public Realm Strategy includes proposals for improved and new routes. However, on the Overview of Opportunities map in Section 3.2 on Page 37 and elsewhere, they are referred to as pedestrian routes. These routes should be designed as pedestrian and cycling routes.

In addition, these are primarily routes to the east of the station and little attention is given to the west of the station. Although outside the development



site, the development will impact on the ability of cyclists to cycle to and from station, the proposed development and the wider City Centre along the current Stockbridge and Andover Road radial routes, e.g.

1. Pedestrian/cycle route from and to Peter Symonds College (Brassey Road)
2. Pedestrian/cycle route to the Jolly Farmer on Andover Road

It is important, that they are considered as part of the impact of the proposed development on cyclists.

The following comments are split between those relating to onsite and those off-site.

On-site:

Route across the Carfax site

The original proposals for a wide diagonal pedestrian and cycle link across the Carfax site have been replaced by a narrow, zigzag route that is designated as a pedestrian route. This should be re-designated as a pedestrian/cycling route and unnecessary zig-zags eliminated. We believe that this can be achieved without compromising the decision to retain the former Registry Office (which we welcome)

In addition, this diagonal route could link up with the existing cycle route to central Winchester along Tower Road.

Route across the Cattle Market

Similarly the proposed route from opposite Tesco Express to Worthy Road, a route already used by both pedestrians and cyclists, is now referred in the Master Plan as a pedestrian route. This is a crucial link for cyclists. The narrowness of the existing walled path opposite Tesco Express is clearly not suitable for cyclists but the proposed route from Andover Road to Worthy Lane should be designated as a pedestrian/cycle route. This route has been proposed as part of the Corridor Studies conducted by Hampshire County Council in connection with the Barton Farm development proposals. It would allow cyclists to cycle to and from the existing Leisure Centre, the Art College and the City Centre without using the Carfax junction, which even with an improved design will represent a barrier to some cyclists.

Off-site or on public highway

Access to and from the station

The final design should allow cyclists to cycle to and from the station and/or the east-side cycle parking on direct, convenient routes (north and south) without the need to dismount. This will encourage more station users wishing to access the east side of the station to cycle rather than take their car.



We support the proposal to redesign Station Hill to limit its use to public transport, cyclists and pedestrians.

Based on the assumption that Sussex Street will become two-way, we support the proposal to create a direct, safe cycle route along Station Road to link with the Upper High Street and the Westgate.

Station to Andover Road

The existing link from the station to Andover Road near the new University Accommodation should be improved and signed for both cyclists and pedestrians.

The strategy document shows a pedestrian route running round the southern and eastern edges of the multi-storey car park on the east side of the station. This was proposed as a pedestrian/cycle route a couple of years ago, but unfortunately requires substantial groundworks and reinforcement to make it viable. It was superseded by a plan to provide a better, wider, cheaper shared-use route around the west side of the car park. The space was to be created by moving back the Network Rail boundary fence. Prior to the change of regional rail franchise, South West Trains had discussed this with Network Rail and received a positive reaction. It only needs South Western Railways to take up the project and move it forwards.

Sussex Street:

We support the proposal that Sussex Street should be two-way (this depends upon its inclusion in the City of Winchester Movement Strategy). The existing footway on Sussex Street is already wide and we suggest that new cycle lanes are created and so provide a cycle route between the new route to the station (across the Carfax site) – see above – and the entrance to the existing Tower Road contra-flow cycle lane.

Carfax Junction

This junction is already heavily congested and traffic flows through the junction are likely to increase given the development at Barton Farm.

We are concerned that the proposal to locate most of the car parking on the Carfax site will generate even more traffic at the Carfax junction. We, therefore, do not support this proposal.

We support the proposal to add advance stop lines (ASLs) on each arm of the junction. The depth of the reservoir should be designed to take account of the manoeuvres cyclists need to make when entering and leaving the ASL; it should also allow space lengthwise for cycle trailers or child-carrying cargo trikes (increasingly popular). Wherever possible, there should be dedicated lead-in lane but if the width of the Stockbridge Road arm prevents this, the ASL should be provided without lead-in lane on this arm of the junction.



Andover Road

We note that the project team has proposed a downhill bus lane on one side and an uphill cycle lane on the other side. Whilst we would welcome this, we are not sure that there is adequate width for it. Any uphill cycle lane should be of adequate width (to current highway standards) and the downhill bus lane should be available to cyclists.

To improve access from Andover Road to the station please consider a route to the west of the east side station car park.

Cycle routes west of the station

The proposals identify several routes east of the railway line and provided that the reference to pedestrian routes is re-worded to pedestrian/cycle routes, we support these routes in principle but would wish for input into the final design of such routes to ensure that they are fit for purpose.

However, the proposals make no reference to cycle routes west of the station. These are equally important and we suggest that detailed investigation is required of the following:

1. From the west-side car park to Brassey Road
2. From the west station car park to the Jolly Farmer on Andover Road
3. From Upper High Street Bridge roundabout to the west station entrance

Our comments highlight the importance of treating cyclists as a distinct group. There are often synergies with the requirements of pedestrians but in some cases their needs differ. In addition, there is a risk that if the term "pedestrian" is used as a convenient shorthand for non-motorised routes, the final design will be pedestrian only and cyclists excluded. This would run counter to the priority specified by Winchester City Council to which reference is made above.

The detailed design for non-motorised routes is crucial. It is important to provide adequate space for shared or segregated pedestrian/cycling routes and so avoid unnecessary conflict. For that reason, it is important that there is proper consultation with cycling representatives at early stage.



Yours sincerely,

Sue Coles
On behalf of Winchester CTC, part of Cycling UK



Delivery | Design | Engagement | Heritage | Planning | Sustainable Development | Transport

Flitcroft House | 114 - 116 Charing Cross Road | London | WC2H 0JR

www.iceniprojects.com |  [iceni-projects](https://www.linkedin.com/company/iceni-projects) |  [iceniprojects](https://twitter.com/iceniprojects)