Public Document Pack

Meeting	Cabinet Committee: Regeneration
Date and Time	Wednesday, 7th June, 2023 at 10.00 am.
Venue	Walton Suite, Guildhall, Winchester

Note: This meeting is being held in person at the location specified above. Members of the public should note that a live video feed of the meeting will be available from the council's YouTube channel (youtube.com/WinchesterCC) during the meeting.

A limited number of seats will be made available at the above named location however attendance must be notified to the council at least 3 working days before the meeting. Please note that priority will be given to those wishing to attend and address the meeting over those wishing to attend and observe..

AGENDA

PROCEDURAL ITEMS

1. **Apologies**
   To record the names of apologies given.

2. **Disclosure of Interests**
   To receive any disclosure of interests from Members and Officers in matters to be discussed.
   Note: Councillors are reminded of their obligations to declare disclosable pecuniary interests, personal and/or prejudicial interests in accordance with legislation and the Council's Code of Conduct.

3. **To note any request from Councillors to make representations on an agenda item.**
   Note: Councillors wishing to speak about a particular agenda item are required to register with Democratic Services three clear working days before the meeting (contact: democracy@winchester.gov.uk or 01962 848 264). Councillors will normally be invited by the Chairperson to speak during the appropriate item (after the Cabinet Member's introduction and questions from other Cabinet Members).

Members of the public and visiting councillors may speak at decision days on a specific item due for decision, provided they have registered to speak three working days in advance. Please contact Democratic Services by close of play **on Thursday 1 June 2023** via democracy@winchester.gov.uk or (01962) 848 264 to register to speak and for further details.

BUSINESS ITEMS

4. **Public Participation**
NB members of the public are required to register with Democratic Services three clear working days before the meeting (contact: democracy@winchester.gov.uk or 01962 848 264).

5. **Minutes of the previous meeting held on 9 March 2023** (Pages 7 - 12)

6. **Chairperson's announcements**

7. **Station Approach - Results of Capacity Study & next steps (less exempt appendix)** (Pages 13 - 244)

8. **Central Winchester Regeneration (CWR) update - presentation** (Pages 245 - 254)

9. **CWR risk register** (Pages 255 - 256)

10. **EXEMPT BUSINESS:**
To consider whether in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

    (i) To pass a resolution that the public be excluded from the meeting during the consideration of the following items of business because it is likely that, if members of the public were present, there would be disclosure to them of 'exempt information' as defined by Section 100 (I) and Schedule 12A to the Local Government Act 1972.

11. Station Approach - Results of Capacity Study & next steps (exempt appendix) (Pages 257 - 378)

(CAB3407(R) Exempt Appendix C)

Laura Taylor
Chief Executive

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30 May 2023

Agenda Contact: Nancy Graham, Senior Democratic Services Officer Email: ngraham@winchester.gov.uk or phone 01962 848 235

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CABINET COMMITTEE: REGENERATION – Membership 2023/24

Leader and Cabinet Member for Asset Management (Chairperson) – Councillor Tod, Councillors Cutler, Learney and Thompson

Non-voting invited councillors: Councillors Bolton, Cramoysan, Edwards and Godfrey

In the event of any member of Cabinet not being available for a meeting of the Cabinet Committee another member of Cabinet may deputise where no conflict arises.

Quorum = 2 voting members

Terms Of Reference

Membership

The Committee's membership will be the Leader and Cabinet Member for Asset Management (Chairman), plus 3 other Cabinet members.

In the event of any member of Cabinet not being available for a meeting of the Cabinet Committee another member of Cabinet may deputise where no conflict arises.

In addition, it is proposed that the 4 other members (2 from each political group) be invited to attend and offer views at meetings of the Committee.

Delegated Matters

1. To oversee the Regeneration projects of the Council and to ensure that the objectives established by Cabinet are met, and in particular:

    (i) to exercise those financial management and procurement powers of Cabinet set out below in respect of the major regeneration projects;
    (ii) to agree the Project Plan and monitor progress of the project against that Plan including key milestones;
    (iii) to agree progression to the next stages of design as set out in the Project Plan;
    (iv) to ensure effective actions are in place to address key risks;
    (v) to consider and agree methods of consultation and engagement;
    (vi) to consider and agree a communication strategy.
    (vii) to approve, where applicable, the Outline, Strategic and Full Business Cases;

2. To exercise the powers of Cabinet under the Financial Procedure Rules in respect of each regeneration project.

3. To exercise the following powers of Cabinet under the Contract Procedure Rules in relation to the procurement of contracts for works, goods, software or services in connection with the Project:-

    (i) approval of price/quality evaluation criteria;
    (ii) approval of short-listing procedures, short-list selection and approved lists of contractors, including the authorisation of any departures from Contract Procedure Rules;
    (iii) award of Contract.

4. To consider and approve the submission of any planning applications to the council as Local Planning Authority to take forward the Project.

5. To agree any land disposals (including, sales, leases and grants of easements) at best consideration or where the undervalue does not exceed £100,000, to take forward the Project.

6. To agree any land acquisitions (including acquisitions of freehold/leasehold land, and easements) to take the Project forward, within the budget allowed for the Project.

Referred Matters

To advise Cabinet on:

7. Any proposals in which the limitations set out above in the Delegated Matters would be exceeded or where risks are considered needed to be raised with Cabinet.

To advise Cabinet and Council on:

8. Approval of a capital or revenue virement or supplementary capital or revenue estimate over £250,000.
9. Any other matter as considered appropriate by the Cabinet Committee

Public Participation at meetings
Representations will be limited to a maximum of 3 minutes, subject to a maximum 15 minutes set aside for all questions and answers.

To reserve your place to speak, you are asked to **register with Democratic Services three clear working days prior to the meeting** – please see public participation agenda item below for further details. People will be invited to speak in the order that they have registered, subject to the maximum time period allowed for speaking not being exceeded. Public Participation is at the Chairperson's discretion.

Filming and Broadcast Notification
This meeting will be recorded and broadcast live on the Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Access to Information Procedure Rules within the Council's Constitution for further information, which is available to view on the Council's website. Please note that the video recording is subtitled, but you may have to enable your device to see them (advice on how to do this is on the meeting page).

Disabled Access

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CABINET COMMITTEE: REGENERATION

Thursday, 9 March 2023

Attendance:

Councillors
Tod (Chairperson)

Ferguson	Learney
Learney	
Thompson	

Non-voting invited councillors

Councillors Edwards, Godfrey and Westwood

Apologies for Absence:

Councillors Cunningham

Other members in attendance:

Councillors Green and Read

Video recording of this meeting

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1. **APOLOGIES**

Apologies were received as noted above.

2. **DISCLOSURE OF INTERESTS**

Councillor Tod declared a personal (but not prejudicial) interest due to his role as a County Councillor.

3. **PUBLIC PARTICIPATION**

Timothy Montagu (Oram Arbour's residents' association) and Phil Gagg (WinACC Transport & Planning Action Group) spoke regarding report CAB3399(R) and their comments are summarised under the relevant minute below.

4. **MINUTES OF THE PREVIOUS MEETING HELD ON 7 FEBRUARY 2023**

RESOLVED

That the minutes of the previous meeting held on 7 February 2023 be agreed as a correct record.

5. **CHAIRPERSON'S ANNOUNCEMENTS**

Councillor Tod had no announcements to make.

6. **STATION APPROACH PROJECT - RESULTS OF EARLY ENGAGEMENT & FACT FINDING**
(CAB3399(R))

Councillor Tod introduced the report which detailed the results of the initial stakeholder and wider public engagement. He referred to a communication received from Cycle Winchester requesting that the reference to cycling be made more explicit which could be addressed at the meeting.

The Project Lead gave a presentation on the results of the consultation which had taken place between August and October 2022. The presentation was available on the council's website here The Project Lead stated that a number of detailed comments had been received which would be more relevant to the next stage of the project (if it were to proceed) and these would be saved.

Two people spoke during public participation as summarised briefly below.

Timothy Montagu (Oram Arbour's residents' association)
Mr Montagu clarified that his comments were not a formal response from the residents' association. He echoed the comments made by others during the public consultation (as reported in the presentation) regarding the importance of history, heritage, green spaces, lighting and transport. He also highlighted the importance of improving the connectivity of the station to the high street area, including the idea of restoring two-way traffic on Sussex Street. He queried whether there was a demand for more office space in the current economic climate. He also believed that the cadet force building could be better located elsewhere and whether the council was working with the owners of Cromwell House and the former Denplan offices.

Phil Gagg (WinACC Transport & Planning Action Group)
Mr Gagg generally welcomed the approach in the report, particularly the link with decarbonising travel. He emphasised that the current station location was the only practical place for a new inter-transport exchange to be situated and the importance of a proper two-way interchange between bus and train travel. He highlighted the aim of ensuring easy access to the city centre, to linking with proposals within the Winchester Movement Strategy and proposals for access to the Central Winchester regeneration area. He stated that the consultation response indicated many more people wanted to see pedestrian, cycling and bus access improvements in the area, compared to those wishing to improve access by car and hoped that the scheme would deliver what people wanted, including younger people.

The Project Lead responded to the comments made during public participation, including on the following points:

(a) Confirmation that the project team were working closely with Hampshire County Council, including on the consultation regarding Sussex Street;

(b) Market analysis and discussions with Winchester BID had confirmed demand for high quality office space which met the latest requirements.
(c) Discussions were being held with the Ministry of Defence and the other owners of the properties mentioned.
(d) The importance of an effective transport interchange was recognised.
(e) It was acknowledged that the consultation response were skewed towards the older generation and further work would be undertaken to discover younger people's views.

The Project Lead responded to Members' questions as summarised below:

(f) The process for developing the strategic outline case which would be submitted to Cabinet in July 2023. This would include the aim to prioritise alternative forms of transport, such as cycling, walking and public transport.
(g) The design stage could also look at concerns raised during the consultation regarding safety.
(h) Emphasising that as a long-term project it would be managed in distinct phases and requirements, such as car parking, might change as the project developed.
(i) The current policy of National Rail was to retain all car parking at stations but the council would take a holistic approach to car parking provision to ascertain demand from residents and businesses.
(j) Technical studies were being undertaken to determine if the project was viable for the council to take forward, either on its own or collectively with National Rail. If both parties agreed to take the project forward, a collaborative agreement would be required.
(k) How the latest consultation differed from those carried out previously, including in its method and scope and the new matters being raised.
(l) The importance of managing expectations and sometimes conflicting views.

Cabinet agreed to the following for the reasons set out above and outlined in the report.

RESOLVED:

1. That the outcome of the initial stakeholder engagement indicating a high level of interest and broad support for the Station Approach project be noted.

2. That the results of the consultation on draft development principles demonstrating overwhelming support and a keen desire to continue to be involved in shaping any potential developments as the project progresses be noted.

3. That a further report will be received later this year incorporating the conclusions of the capacity study and other technical works undertaken into a Strategic Outline Case setting out options for how this project may be progressed. This will be scrutinised prior to a Cabinet decision.

7. **KINGS WALK CONTRACT AWARD**
(CAB3400(R))

Councillor Tod introduced the report and emphasised the importance of ensuring meanwhile uses, particularly as the preferred development partner had indicated that the Kings Walk area would not be one of the first areas to be redeveloped under the wider scheme proposals. He confirmed that the proposed approach was supported by the preferred development partner for Central Winchester regeneration and tenants.

The Project Lead explained the reasons for the approach recommended and responded to Members' questions as summarised below.

(a) The difference between the scope of the works proposed in this contract compared to the contract scope previously proposed.
(b) The improvements to the Kings Walk area already undertaken and that these had been positively received by tenants.
(c) The likely timescale for the project with the work anticipated to be completed by the end of summer 2023.

Cabinet agreed to the following for the reasons set out above and outlined in the report.

RESOLVED:

1. That an exception to the council's Contract Procedure Rules in accordance with paragraph 41 be approved to enable a direct award of the contract to Leaves Construction, subject to agreement to carry out the revised scope of works within the approved budget.

2. That the Head of Programme Central Winchester Regeneration in consultation with the Service Lead – Legal, be authorised to arrange for all the necessary agreements with the provider to be entered into on behalf of the council in accordance with Article 14 of the council's constitution.

3. That expenditure of up to £301,000 under Financial Procedural Rule 7.4 be approved.

8. **FRIARSGATE MEDICAL CENTRE PLANNING APPLICATION (VERBAL UPDATE)**

The Project Lead gave a presentation updating Members on the current situation regarding the planning application relating to the former Friarsgate medical centre. The presentation was available on the council's website here

The Project Lead responded to Members' questions as summarised below.

(a) Confirmed that no decisions had yet been made but the intention of the presentation was to provide an update on possible proposals.
(b) The proposed approach could include shallow archaeological digs, which could include an education element by involving relevant students.

(c) The council's archaeology officer, together with Patrick Ottaway (external) archaeological consultancy, were fully involved in discussions.
(d) The proposals would include information display boards and might include mobile display units.

RESOLVED:

That the presentation be noted.

The meeting commenced at 2.00 pm and concluded at 4.00 pm

Chairperson

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CAB3407(R)
CABINET

REPORT TITLE: STATION APPROACH PROJECT – RESULTS OF CAPACITY STUDY AND NEXT STEPS

07 JUNE 2023

REPORT OF THE LEADER OF THE COUNCIL AND CABINET MEMBER FOR ASSET MANAGEMENT: Cllr Martin Tod

Contact Officer: Emma Taylor Tel No: 07980 732199

Email etaylor@winchester.gov.uk

WARD(S): ST PAUL, ST BARTHOLOMEW

PURPOSE

The area around Winchester Railway Station, known as Station Approach, is an important gateway to the city and has been identified in the Local Plan as a site worthy of regeneration (Local Plan WIN5-7, emerging Local Plan W8).

In July 2022, Cabinet agreed a new approach to be undertaken to determine whether a viable project could be brought forward at Station Approach. This involved a number of work streams including working with adjacent landowners, embarking on a comprehensive and active engagement with the community and undertaking a capacity study.

In March 2023, Cabinet Regeneration Committee received a report (CAB3399R) setting out the results of the initial engagement and consultation with local residents and key stakeholders.

This report provides the results of the capacity study that was undertaken between October 2022 and March 2023.

RECOMMENDATIONS:

That Cabinet Committee:

1. Note the outcome of the capacity study indicating that there are currently opportunities to bring forward a potentially viable scheme.

2. Agree that a further report will be submitted to a future Cabinet later this year incorporating the conclusions of the capacity study and other technical works undertaken into a Strategic Outline Case setting out options for how this project may be progressed.

IMPLICATIONS:

1 COUNCIL PLAN OUTCOME

1.1 Tackling the climate emergency and creating a greener district

This project provides the opportunity to realise a connected sustainable development that contributes to one of the council's key ambitions to be carbon neutral. This project will look to ensure any development proposals uphold and strengthen our commitment to tackling the climate emergency and sustainable transport. The re-use of this brownfield site and its role as a transport interchange / public transport hub provides economic, social and community benefit and further supports this aim.

The railway station provides an important hub for trains, local bus services, Park & Ride, taxis, pedestrians and cyclists and we will further improve facilities and integration working in conjunction with the county council and train operators. This project will integrate the offer of different and connected transport nodes supplemented with enhanced facilities making it a truly green travel hub for existing and new/potential users.

1.2 Homes for all

Housing in our district is expensive and young people and families are moving further afield because they are unable to find suitable accommodation they can afford. Supported by the Local Plan to ensure the right mix of homes is built for all sectors of our society, including young people, this project will consider the market and evaluate the possibility of residential uses across the sites. If residential use is appropriate, the council will ensure that any development provides affordable housing and homes at fair market value.

1.3 Vibrant local economy

Work patterns, commuter habits and the way people use city centres are changing. This project will make a vital contribution to Winchester's future economy – helping to deliver the council's objective for a vibrant green economy and ensuring that Winchester's centre continues to thrive.

The city of Winchester is an important source of district employment and we need to ensure that we have the right places for businesses to relocate/expand and start-up that will provide employment opportunities. We will be guided by market analysis and grow the economy by building, where appropriate, attractive commercial buildings that will realise economic, environmental and social benefits for our residents and compliment the work being progressed by the Central Winchester Regeneration project.

1.4 Living well

The council is committed to enabling and promoting improved cycling and walking in line with the Winchester Movement Strategy (WMS) and Local

Walking and Cycling Infrastructure Plan (LCWIP). This project will promote greater use of sustainable transport in line with the WMS. But it will not just be a 'good place to move through': the project's focus on high quality design and positive place-making will ensure that it is a 'good place to be' with regeneration of this area providing opportunities for significant improvement to the public realm.

1.5 Your services, your voice

The Station Approach project will provide the public with genuine opportunities to participate in shaping the future development of the area. The opportunity for active, positive public consultation has been included by outlining the process of consultation and all the points along the journey where public views will be captured. Feedback will be given and where views are used to shape the development of any scheme that comes forward as a result of the council's activities, this will be fully identified.

The project has undertaken an initial round of consultation and engagement from August to October 2022 to understand stakeholder views on the development principles of the project as well as current uses and future aspirations for the area. The consultation received over 1000 responses across the completed surveys and interactive map comments. The feedback received has been incorporated into the options explored as part of the capacity study and will continue to inform any future master planning exercise. The project is committed to continued engagement throughout any future stages to allow stakeholders to remain a vital part of the process.

2 FINANCIAL IMPLICATIONS

2.1 A £1m budget for additional project delivery resources to support regeneration work in the district was approved by Cabinet in October 2021. £254,000 of this budget has been allocated to Station Approach for the 1st phase of this project.

2.2 Whilst this report does not identify further funding requirements at this stage, when the Strategic Outline Case is considered by Cabinet, if the council wishes to progress to the next stage, further funding for the development of delivery options and an Outline Business Case will be required.

2.3 An Outline Business Case would explore both the financial implications of losing existing income streams on the council owned parts of the site (i.e., car parking revenue from the Gladstone Street and adjacent leased car parks, Cattle Market and Worthy Lane; property rents received from the former Registry Office etc.) – as well as options to replace them in other areas – and the costs of / income from future options for the site.

2.4 As well as being commercially viable any scheme proposed for Council owned sites will need to be affordable to the Council. This will be explored at Outline Business Case stage.

3 LEGAL AND PROCUREMENT IMPLICATIONS

3.1 The capacity study was procured following a competitive process in compliance with the city council's Contract Procedure Rules and the Public Procurement Regulations 2015.

3.2 This report provides the outcomes of the capacity study and therefore contains no direct legal or procurement implications.

4 WORKFORCE IMPLICATIONS

4.1 External resources have been procured, as set out in paragraph 3.1 above, to undertake the capacity study as follows:

External Support	**Company**
Capacity Study	Haworth Tompkins
Commercial/Cost Consultancy	IKON

4.2 Project management continues to be led by the council's interim Project Lead and Project Manager, supported by contracted consultants. Teams from across the council are engaged in this project e.g., property, legal, communications. Ongoing staffing for all services, including regeneration projects, are included in annual budgets or individual business cases. The Strategic Outline Case that is being developed will set out implications for future resourcing should the decision be taken to progress the project further.

5 PROPERTY AND ASSET IMPLICATIONS

5.1 The council is a significant landowner in the Station Approach area. These landholdings consist of Gladstone Street car park and leased parking adjacent, together with the former registry office, Cattle Market and Worthy Lane car parks. Whilst there are no implications at this stage of the project there will be issues to consider as the project progresses and options are identified, such as how many and when parking spaces could be released to enable development and whether the council chooses to dispose of assets for development, enters into a joint venture partnership or self develops. Please refer to paragraph 11.10 which identifies the project area and land ownership.

6 CONSULTATION AND COMMUNICATION

6.1 An external public affairs agency Meeting Place Communications (MPC) was appointed in April 2022 to support the council in developing a communications

and engagement strategy for the project. The strategy was approved by Cabinet in July 2022 ref CAB3399(R). A period of initial consultation was undertaken from August to October 2022.

6.2 In July 2022, Cabinet ref CAB3399(R) agreed that a cross party Reference Group be established to provide early and regular engagement as the project develops. The Reference Group has been established and acts as a sounding board, drawing on external experts as necessary and required to provide specialist advice and guidance to the project team.

7 ENVIRONMENTAL CONSIDERATIONS

7.1 The regeneration of Station Approach will contribute towards the council's policy commitment to be carbon neutral and deliver an exemplar connected sustainable development that provides environmental as well as social and economic benefits. All proposed development will be required to achieve Biodiversity Net Gain in accordance with relevant legislation and planning policy.

7.2 Development proposals in this vital transport hub will need to promote sustainable transport to, from and around the city. Walking, cycling, public transport and other environmentally friendly urban mobility methods will be encouraged.

7.3 The business case will address sustainability principles outlined in relevant policies including the National Planning Policy Framework, Local Plan, City of Winchester Movement Strategy, Parking and Access Strategy, Winchester Green Economic Development Strategy and Vision for Winchester.

7.4 In developing the proposals for Station Approach advice will be taken from the council's sustainability officers, and other specialist consultants as required. A cross-party reference group has been established for the project that will include environmental expertise.

8 PUBLIC SECTOR EQUALITY DUTY

8.1 An equalities impact scoping on the public consultation and engagement strategy has been undertaken to ensure that our approach engages as many residents and stakeholders as possible. This has been incorporated into the communications and engagement strategy.

8.2 An equalities impact assessment will accompany the Strategic Outline Case which is currently being developed.

9 DATA PROTECTION IMPACT ASSESSMENT

9.1 Due regard has been given to the council's obligations under the Data Protection Act 2018 and General Data Protection Regulation (GDPR) 2018, it is considered that a Data Processing Impact Assessment (DPIA) is not required for this report.

9.2 All data collected as a result of procurement and consultation and engagement for the project is held in accordance with the Data Protection Act 2018 and the General Data Protection Regulation (GDPR) 2018.

9.3 The council's Public Affairs Consultants, MPC, have provided their policy regarding Data Protection and it conforms to the Data Protection Act 2018 and the GDPR 2018. MPC will adhere to their policy in all matters relating to the protection of data gathered from engagement and communications activities. This has been set out in the contract specification.

10 RISK MANAGEMENT

10.1 The council's current overall risk appetite is defined as 'moderate' - '*Tending towards exposure to only moderate levels of risk in order to achieve acceptable outcomes*'

10.2 However, the council recognises that there are inherently greater risks associated with regeneration projects and is open to innovative ways of working to pursue options that offer potentially substantial rewards, despite also having greater levels of risk. It is acknowledged that should the project progress beyond Outline Business Case, the risk profile will increase. The council will mitigate risk through following best practice project management methodology and using H M Treasury green book appraisal for evaluating viability, affordability and value for money.

10.3 The Project has a separate risk register which is managed by the Project Manager and maintained in line with the council's current Risk Management Policy. This will be submitted to Cabinet with the Strategic Outline Case later in the year.

10.4 Key risks include:

a) Lack of support and engagement from Stakeholders. To treat and manage this risk, the council has procured a Public Affairs consultancy to ensure that public and stakeholder views are actively sought and inform the development proposals. They have prepared a comprehensive communications and engagement strategy for this purpose and conducted a very successful first round of engagement with the public. This supports the 'listening better' focus of the refreshed council plan. Stakeholder views have been incorporated into the capacity study options explored.

b) Global, national and local economic climate and social hardship. The consequences of the pandemic, war in Ukraine and cost of living crisis have brought significant challenge to our local communities and to the council. Costs of construction materials and energy have also increased. There is genuine concern that a scheme that is deemed acceptable and appropriate is not financially affordable at this time and the project may need to be paused until the economic climate

improves. The council will continue to use evidence-based decision making and have the courage to stop the project if it is deemed unable to be successfully delivered at this time. We will ensure the council is transparent to the public and stakeholders about the reasons for not pursuing the project if that turns out to be the case.

c) This project was re-started after London & Continental Railway Property (LCR) approached the council with a proposal to explore Network Rail (NRIL) and the council's collective landholdings to establish if a viable regeneration opportunity existed. There is a risk that the council will need to re-address their strategy for development and how to proceed with this project if NRIL decide not to develop their landholdings at this time.

10.5 Other risks are:

Risk	Mitigation	Opportunities
Financial Exposure - At this very early stage in the project there is an acceptable risk that the council may begin the process and find that it is unable to present a viable scheme	Use of programme and project management methodology and the approval of each stage at the gateway point will ensure resources are only released one stage at a time.	There is an opportunity to understand the aspirations of stakeholders in determining how to revitalise this important gateway to the city.
Financial – risk that there are not sufficient funds for next stage of project	Set aside sufficient funds in earmarked reserves to undertake master planning and develop Outline Business Case. Build in gateway stop points in order to manage potential affordability challenges.	Consider how the council might be able to share costs with other landowners in the area
Exposure to challenge - from getting the process wrong (at this stage of the project this risk is considered to be minimal)	Work with legal, planning and procurement colleagues to ensure adherence to the correct process.	Opportunity to present a thorough and well-planned consultation strategy for the whole potential lifecycle of the project – learning from other projects
Innovation	Seek and engage the right project and design team.	The interactive map on the project website continues to offer helpful insights into the strength of feeling regarding various suggestions for

		uses around the site and opportunities for improvements that could be made regardless of the project outcome.
Reputation – The council builds expectation and is then unable to deliver	Ensuring that residents and stakeholders are brought along the journey as the project progresses and provided with information and feedback in a timely manner.	Opportunity to introduce new ways of working and managing regeneration projects that will enhance the Council's reputation.
Risk that the project could fail	Work with a multi-skilled team with sufficient expertise to determine the best options for the area in a controlled iterative process in order to develop a scheme that is viable, deliverable with public support and is planning compliant	To provide a process that has sufficient gateways to control release of funding and provides enough information to make sound, evidence based decisions
Risk on whether the future uses proposed (e.g., commercial) remain relevant/whether there is a demand post-pandemic	Undertake market analysis to ensure that future uses proposed have demand from the market. Ensure that key studies are updated so as not to rely on pre-covid assumptions.	Opportunities to liaise with other developments and organisations within the city to provide solutions that bring city wide benefits
Achievement of outcome – risk that benefits will not be achieved	The creation and implementation of a benefits management strategy will form part of the output of future stages if the project is taken forward.	The council has the opportunity to explore all the available options that incorporate public aspiration, improvement of existing infrastructure and the development of a viable scheme within the constraints of the sites.
Property Risks	None at this stage	
Community Support – risk that the approach does not fully engage with the public and other interested parties in	A communications and engagement strategy has been developed with our public affairs consultants. The council have	A full and comprehensive communications and engagement strategy will allow for wider public consultation and greater

developing options for the site resulting in lack of support for the project	consulted and engaged with residents and stakeholders in order to inform the capacity study options explored.	understanding of public aspiration for the site. A thorough consultation and engagement process will continue throughout the masterplan period should Cabinet agree to proceed to Stage 2.
Timescales – risk of delay to project	A project plan has been developed and will be monitored by the Project Board.	Ensure that the programme considers the impact of other developments within the city.
Project capacity	External advisors for stage 1 have been appointed.	Opportunity for knowledge transfer into the Council.

11 SUPPORTING INFORMATION:

11.1 In 2021, Winchester City Council were approached by London & Continental Railway Property (LCR), who are working in conjunction with Network Rail (NRIL), to look at sites in the vicinity of railway stations that could benefit from regeneration. LCR are regeneration experts with notable successes in areas such as King's Cross in London.

11.2 The council have agreed to explore opportunities to understand if a viable scheme can be progressed for the Station Approach area, allowing for the best possible use of the land as it interacts with its surroundings on our respective adjacent landholdings. The council has entered into a Memorandum of Understanding (MOU) with Network Rail and LCR to facilitate this.

11.3 The council is not obliged to work with LCR and Network Rail and therefore if after exploration we decide that it would be more advantageous to develop our landholdings alone then we can do so. However, our view is that a joined up plan for the area will produce greater regeneration benefits and therefore we are currently pursuing that route.

11.4 In addition, if after exploration either party conclude that a viable scheme cannot be brought forward at this time, it may be appropriate to pause the project and revisit it when circumstances change or continue in a phased way. A decision on whether to continue to collaborate with Network Rail/LCR and the nature of that collaboration will be taken when the Strategic Outline Case is considered later this year.

11.5 The council has held early discussions with partners including Hampshire County Council to improve understanding of the various strategies and policies which may help shape any proposed development and how the site's regeneration can help support these objectives – for example, the Winchester Movement Strategy, The Vision for Winchester, Parking and Access Strategy and Air Quality Management Area.

11.6 The council has procured specialist communications consultants, MPC, to help us engage better with the public and our stakeholders. A Communications and engagement strategy was drafted and approved by Cabinet in July 2022. See CAB3349 attached in background documents.

11.7 Market Research

The council commissioned its strategic advisors Jones Lang LaSalle (JLL) to undertake market research to understand how the demand may have changed due to the pandemic. They provided a highest value and best use analysis of the sites held by the council.

This has provided an important insight into the current demand for commercial and other uses and any gaps in the city centre market that the regeneration of Station Approach could address. It is considered important to highlight opportunities that are not necessarily based upon purely the most financially rewarding for the council but support the council's wider priorities and desire to deliver a high-quality development, with a strong sense of place, which benefits the community as well as the city's economy.

This analysis has been fed into the Capacity Study to inform the options that could be explored.

11.8 Public engagement and consultation

Meeting Place Communications (MPC) were appointed to deliver a comprehensive strategy for engagement and consultation during the early stages of this project.

At the heart of this strategy is the desire for meaningful community engagement. This has involved listening to the community and discussing development principles prior to commencing any work on development options.

MPC supported Winchester City Council to engage residents and stakeholders in a consultation period from 01 August to 23 October 2022 leading to over 1,000 individual responses across the completed survey forms and website contributions. This has provided a helpful insight into what local stakeholders want from this important area of the city. The comments received have been fed into the Capacity Study to inform the options that could be explored.

A full description of the methodology, initiatives used and detailed results from each part of the survey and interactive map comments can be found in the background document section at the end of this report - CAB3399(R).

11.9 Parking Usage and Forecasting Study

Key to any development proposals at Station Approach will be a parking plan that takes into account the provision of a new Park and Ride facility to the north of the city, the Winchester Movement Strategy and the Parking and Access Strategy.

City Science were commissioned jointly by Winchester City Council and Hampshire County Council. This work has updated the previous parking studies that were undertaken before the pandemic and considers parking and rail use behaviours post covid, including those associated with return to work, and how this will likely shape levels of future demand for parking spaces. This work will assist in determining what parking can be released for development and when.

The future state test results of the report concluded that the removal of Gladstone Street car park could be implemented now, subject to Cabinet approval, as there is sufficient capacity in other existing city centre car parks to accommodate a redistribution of displaced parking.

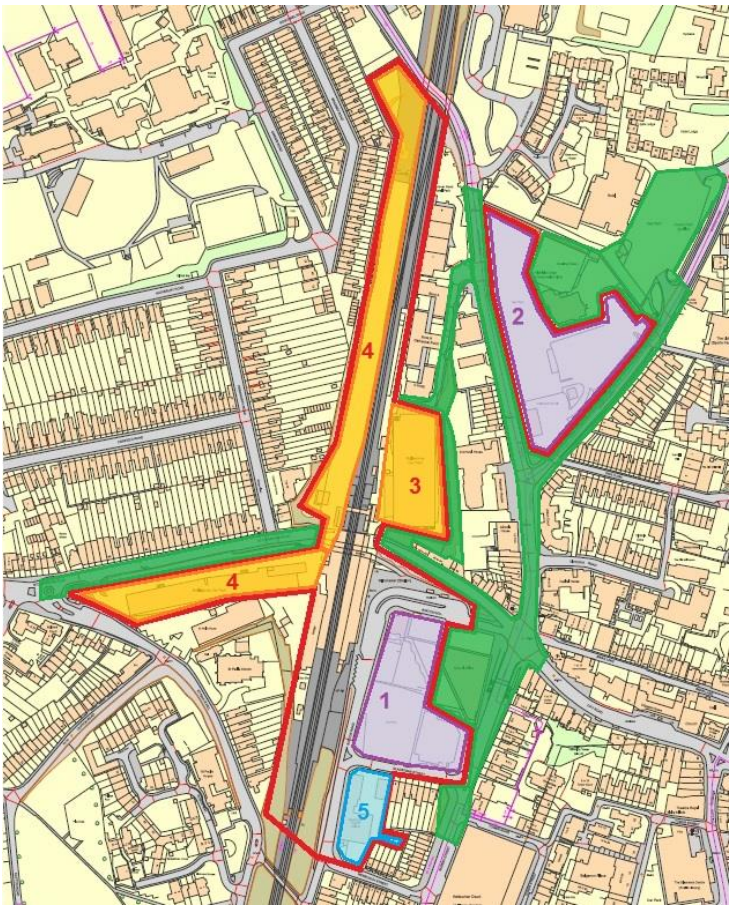
With regards to reallocating parking at Cattle Market car parks, this requires more detailed consideration particularly in terms of the redistribution and the role of a new strategic northern Park & Ride. Forecasts indicate that prior to the removal of all parking on Cattle Market it is likely that a northern Park & Ride and Kings Barton Park & Ride will need to be in place. However, if the Winchester Movement Strategy were to implement traffic reduction measures supported by associated traffic modelling that indicated further options might be available, the council could re-consider earlier development of this site.

The Winchester Car Parking usage and Forecasting Study Final report can be found in Appendix C.

11.10 Capacity Study

A capacity study of the sites within the Station Approach area has been undertaken to inform whether a viable scheme can be developed which meets the aspirations of stakeholders and the local community. The results of this study are summarised in section 12 below.

The area in scope for the capacity study consists of:



Map key:

Within Scope:

1. The **Carfax Site** – Gladstone Street car park, the leased parking adjacent and the former register office and to the south of Hampshire County Council's Records Office (owned by WCC).
2. The **Cattle Market and Worthy Lane car parks** (owned by WCC).
3. The **multi-storey car park to the East** of the Station (owned by NRIL, operated by South Western Railway - SWR)
4. **Car parking along the western** side of the railway line and the multi-storey car park to the West of the station (owned by NRIL, operated by SWR)

Outside Capacity Study Scope:

5. Other potential sites in the vicinity which could include working with other partners/landholdings, if they are supportive, which will assist in bringing forward a potentially broader comprehensive scheme for the whole area.

All areas within the redline boundary remain within the scope of the project but have been limited to the landholdings on each numbered site (1-4) for the purposes of the capacity study.

Areas shaded in green:

This indicates that the project will consider how these areas can integrate and connect better with public realm improvements within the redline as well as considering how connectivity between these areas can be enhanced. Some of these areas are being considered for improvement separately through the Winchester Movement Strategy (WMS). In co-operation with the WMS the council would consider interventions in these areas that would enhance the whole, but they are not part of the project redline or for largescale development by the project.

12 CAPACITY STUDY RESULTS

12.1 INTRODUCTION

A multi-disciplinary team led by architects Howarth Tomkins was procured to undertake the capacity study from October 2022 to March 2023. Supporting consultancy was provided by transport consultants, Systra, heritage consultants, Heritage Architecture, and cost /commercial consultants, IKON (comprising Lambert Smith Hampton (LSH) and Cast Consultancy)

The study focussed on four key sites around Winchester Station:

- Carfax
- Cattle Market
- Station East
- Station West

The capacity study explores the ‘art of the possible’ and is intended to help define the constraints and opportunities of the four sites and provide high level testing of the development capacity and commercial viability of each, as part of the groundwork for future development briefs.

It must be noted that the capacity study results do not constitute designs for future development. Rather, the study considers the evidence - the market conditions, costs, market demand, stakeholder aspirations, council priorities and planning parameters to show the types of development that could realistically be pursued.

The sites are primarily used for car parking and as such are generally open, without much built form although Network Rail sites have single storey parking decks. All sites are in a key positions within the area offering good potential for development that could contribute significantly to the urban environment, in this key gateway to the city.

The capacity study has explored a number of different uses for each site and provided a helpful guide to understanding constraints, including the financial costs associated with their development.

Development appraisals have confirmed that the current economic environment is challenging for development due to high build costs that are now on average 25% higher than two years ago.

The full report, providing details of methodology and assumptions can be found in Appendix A.

12.2 RESULTS

12.2.1 Summary of Key Findings

The findings of the capacity study together with the stakeholder consultation suggest that even in these challenging economic times a potentially viable scheme could be brought forward on both the Carfax and Cattle Market sites for a number of uses. These uses consist of a mix of commercial workspaces including ancillary food and beverage provision, student accommodation and a multi-storey car park.

Residential uses, including 25% affordable housing, were modelled and currently have a negative impact on viability. However, sensitivity analysis suggests that an uplift in land value or a decrease in build costs would have a positive impact on residual land value. As this is a long term project, spanning multiple years, it is anticipated that current macro-economic conditions will change and residential use could be brought forward in the future.

Furthermore, once the economic climate is more favourable the schemes will produce greater residual land values that could support increased benefits such as public realm improvements.

For Network Rail (NRIL) sites, the most credible scheme analysed was for the Station East site for commercial offices. However, this was currently showing a marginal viability and further complicated by a challenging site (access road, context, trees, and railway) and passenger parking requirements.

IKON have undertaken development appraisals on each option, to establish whether the project is commercially viable. These development appraisals are commercially sensitive and as such contain exempt information as defined by Section 100 (Part 1) of Schedule 12a of the Local Government Act 1972, by virtue of paragraph 3 which is information relating to the financial or business affairs of any particular person (which includes the authority holding that information). The development appraisals are contained within the exempt report at Appendix C and will be discussed in part 2 of the meeting.

12.2.2 Site Analysis:

Land use in the centre of Winchester and around the Station Approach Area is varied with a wide mix of uses and building types. All four urban brownfield sites are complex with multiple, varied constraints – including neighbours, shapes, topography, archaeology, existing parking requirements and heritage

constraints. These sites also provide potential to improve the town centre through high quality place-shaping, connectivity, improvements to walking and cycling routes and well-designed public realm.

Landownership within the site consists of Winchester City Council and Network Rail owned land parcels. Adjacent to the Carfax site is the Hampshire Records Office, now Grade II listed, owned by Hampshire County Council.

The initial public engagement has been used to define the options explored to ensure that they considered stakeholders views and provided a balance of what is agreeable (townscape/ stakeholders), acceptable (planning) and financially viable (affordable).

12.2.3 Heritage and Character

Due to the rich character and history in Winchester, understanding the heritage and impact on heritage assets was a key component of the capacity study. The four sites are based within three identified Townscape Character Areas (TCA's), giving each site a unique set of key considerations.

Heritage Architecture were tasked with providing accurate oversight of the heritage and character elements of each proposed option. Their comments have helped to shape the options being considered and provided useful opportunity and risk profiles. Their full report is available as appendix 4.2 in the capacity study report (Appendix A to this paper).

12.2.4 Connectivity, Transport and Movement

Transport is one of the key considerations for all of the sites within the study area; Winchester Rail Station acts as a major gateway to the City, however it is acknowledged that at present the environment (including some existing development) does not maximise the potential to facilitate sustainable movement, and create spaces which are attractive to residents, those visiting for work or study, and other visitors.

The development of the different options for each of the sites was undertaken with an over-arching aim of complementing and facilitating successful delivery of the Winchester Movement Strategy (WMS). The current strategy has three key aims:

- Reduce city centre traffic;
- Support healthier lifestyle choices; and
- Invest in infrastructure to support sustainable growth.

SYSTRA were commissioned to evaluate and prepare commentary with regards to transport matters relating to the different site development options prepared by Haworth Tompkins and provided comments in relation to the following transport topics:

- Site access (pedestrians, vehicles and servicing activity, including access for the less mobile and disabled)
- Connectivity (including site through-movement where appropriate)
- Estimated trip generation calculations (using TRICs) for each land use within the option
- Commentary on parking requirements (car and cycle) based on the TRICS data as evidence of future demand
- Public Transport access (Bus, rail and taxi)
- Hampshire County Council (HCC) Highways feedback and aspirations of the Winchester Movement Strategy

Detailed commentary was received for each site and incorporated into the capacity study outcomes. A full report of these findings is available as appendix 4.3 in the capacity study report (Appendix A to this paper).

12.2.5 Optioneering process

For each of the 4 sites, following site analysis, Haworth Tompkins carried out an options appraisal exercise to test different block layouts, massing, uses and quantum of development.

Across the sites, the different uses tested were residential (apartments and houses), student housing, commercial workspace/office (including some F&B) and makerspace/workshops. These were based on the highest value and best use options provided by JLL and the results of the public consultation.

These options are illustrated within the appended report (Appendix A) for each site.

Each option was reviewed by the Design Team at Haworth Tompkins, specialist consultants, NRIL, LCR and the council, and assessed against a range of criteria including:

- Townscape and massing
- Heritage impacts
- Stakeholder views from engagement feedback
- Parking, transport and connectivity
- Mix of uses within and across sites
- Flexibility and adaptability
- Viability and development economics
- Risk

Development viability appraisals were undertaken on several options for each site, and then iteratively on recommended options. This work is set out in detail in a separate IKON viability document which is exempt from public viewing due its commercially sensitive nature.

In each case, the strongest option or options were selected by consensus to be taken forwards, to be refined through subsequent design and viability

iterations. The resultant options are shown in detail for each site in the appended report (Appendix A).

12.2.6 Carfax Options

Of the options tested, option 3Bv4 (commercial, small food and beverage (F&B) with the diagonal desire line) and 3Bv3 (commercial, small F&B and residential with the diagonal desire line) were the strongest options and developed further. Option 1A (Commercial, small F&B – LDS scheme reduced) was retained due to the first iteration demonstrating financial viability.

The design options include the following elements:

- Aimed to create a pedestrian permeable site, with routes across the site, satisfying the desire line to the Town Centre from the Station
- High quality public realm created along the routes and within the centre of the site
- Retained as many trees as possible, including some of the silver birches at the centre of the site
- All options are set back from the Hampshire Records Office
- Active ground floor frontages to commercial blocks, particularly on street facades
- Lower density schemes than the previous LDS scheme, with more broken up massing and upper storeys that are set back
- Site slopes up towards the south creating some semi-basements
- Frontages are set back to create generous pavements
- A mixture of commercial and residential
- Residential and lower rise uses opposite the residential buildings on Gladstone Street
- Loading bays have been proposed on the street and within the carpark for deliveries to the development
- Some parking on site, reducing traffic to the site

Carfax 1A - LDS REDUX

Carfax 3Bv3 - Commercial and residential

Carfax 3Bv4 - Commercial diagonal

12.2.7 Cattle Market Options

Of the options tested, option 2Av2 (commercial, multi-storey carpark and student accommodation) and Option 3Bv4 (commercial and student accommodation) produced a positive residual land value and were therefore developed further.

These design options include the following elements:

- Created grain and block sizes that are sensitive to neighbours, with larger and more commercial on Andover Road, rising to the south to mark a key corner of the site.
- Created an east to west route across the site for pedestrians and bikes, reflecting the existing desire line / informal route.
- Massing is sensitive to the low-rise residential buildings at the south of the site on Worthy Lane.
- One-way vehicle access across the site, existing access on Worthy Lane with left turn exit onto Andover Road.
- Retained the vehicle access and views up to the Winchester Club from the new north to south route.
- Frontages are set back creating generous pavements and allowing for the provision of new street trees, planting and parking.
- Potential for a widened bus and cycle lanes on Andover Road.
- Level changes across the site are reflected with the new route across the site and also allows for some semi-basements.
- The inclusion of the multi-storey car park provides an option to release this site for development in advance of a northern park & ride being fully operational. It also provides an opportunity for re-providing car

parking currently located at Station East, should that site come forward for development.

- The multi-storey car park could be installed as a temporary structure, a timber frame structure or created to be repurposed once parking demand reduces to minimise the embodied carbon impact.

Cattle Market 2Av2 – MCP, Commercial and Student

Cattle Market 2Av3 – Student and Commercial

12.2.8 Station East Options

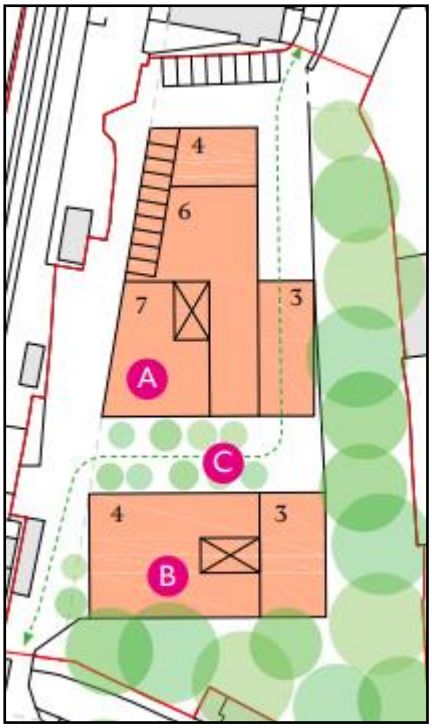
Of the options tested, options 1v2 (student accommodation) and 2Bv2 (commercial) were preferred and developed further.

These design options include the following elements:

- Considered commercial and student housing typologies as both are less sensitive to railway noise than residential.

- Retained existing trees and vegetation on the slopes to the east and south of the site.
- Created new street trees, planting and public spaces within the centre of the site and along new created routes.
- Improved the existing public realm and desire line across the site, the existing route that cut through a carpark is replaced with a new route running through the landscaped centre of the site.
- Massing responds to surrounding context, with higher storeys to the west and north of the site and cut-back upper floors.

Station East 01v2 - Student



Station East 01v2 - Commercial

12.2.9 Station West Options

The options tested on this site included use types such as residential, commercial / workspaces and makerspaces / workshops.

The options that were explored on this site were not considered viable and are not proposed to be developed further at this time.

12.2.10 Development Appraisals

Development appraisals were completed on all the options to determine which were commercially viable. The strongest performing options as well as some which contributed significantly to the council's priorities and the desires of public stakeholder were then further developed and additional appraisals completed to refine the outcomes.

Some options produced substantial negative residual land values and have therefore been discounted. Full details are set out in Appendix C (exempt). These development appraisals are commercially sensitive and contain exempt information as defined by Section 100 (Part 1) of Schedule 12a of the Local Government Act 1972, by virtue of paragraph 3 which is information relating to the financial or business affairs of any particular person (which includes the authority holding that information) The development appraisals are contained within the exempt report at appendix C and will be discussed in part 2 of the meeting.

12.3 CONCLUSION

Despite the current challenging economic climate and considering the constraints of each site, the capacity study has indicated that there are several options that produce a positive residual land value and could therefore be considered commercially viable. These could be explored further as part of a concept masterplan for the Station Approach area if the project progresses to stage 2.

13 NEXT STEPS

13.1 The timeline for stage 1 of the project below provides an overview of proposed activities that will result in the production of a Strategic Outline Case and a Cabinet decision on whether there is a potentially viable project to progress to the next stage.

During Stage 2, a concept masterplan would be produced that establishes a regeneration vision for Station Approach which sets out the ambition and priorities for the area. This will uphold the council's priorities, support the Winchester Movement Strategy and deliver the aspirations of stakeholders.

Milestone	Start Date	Comments
Cabinet Committee: Regen	07/06/23	Capacity study results
Members briefing	21/06/23 TBC	Cabinet report and Strategic Outline Case (SOC)
Scrutiny Committee	03/07/23	Thorough review of SOC prior to Cabinet decision
Cabinet - Strategic Outline Case (SOC)	18/07/23	Cabinet Decision – Go/No Go for Stage 2

14 BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

CAB3349 – Agenda item 9, page 23 – 47 CAB3349

CAB3399(R) – Agenda item 7, pages 13-84 CAB3399(R)

Other Background Documents:-

N/A

APPENDICES:

Appendix A – Haworth Tompkins Capacity Study Report

Appendix B – Winchester Car Parking usage and Forecasting Study Final report

Appendix C - Exempt IKON Viability Appraisal Report

WINCHESTER STATION APPROACH

CAPACITY STUDY REPORT

March 2023

HaworthTompkins

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CONTENTS

1.0 INTRODUCTION

1.1 INTRODUCTION AND EXECUTIVE SUMMARY

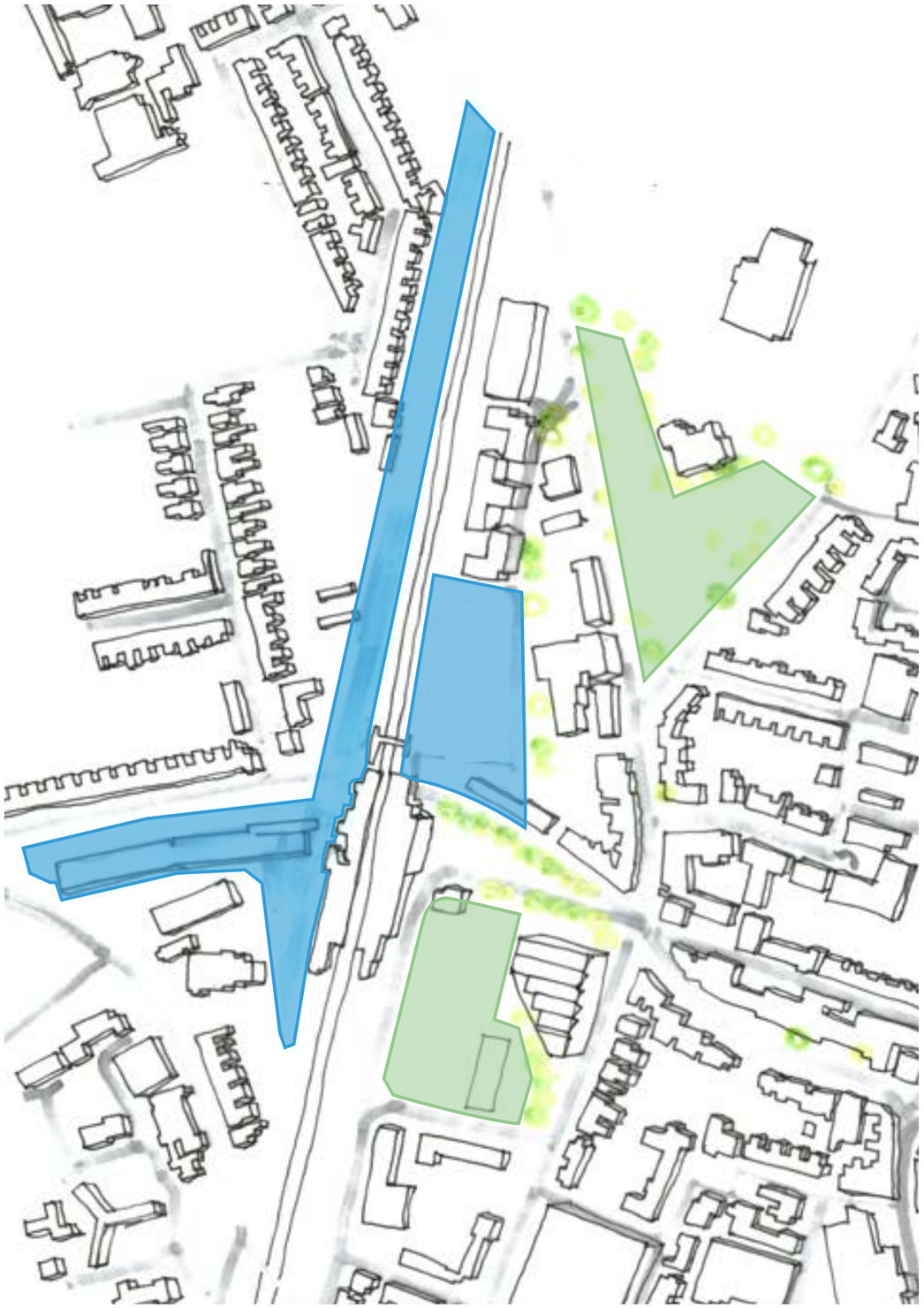
This Capacity Study Report for the Winchester Station Approach sites has been prepared by Haworth Tompkins, in collaboration with the team listed, for Winchester City Council (WCC), Network Rail (NRIL) and London & Continental Railways (LCR) between October 2022 and March 2023.

This study focussed on four key sites around Winchester Station: Carfax, Cattlemarket, Station East and Station West. The sites are generally quite open, without much built form, and sit at key positions in the area and so all offer good potential for development that could contribute significantly to the urban environment, in this key gateway to the city. Each site is currently primarily used for carparking, and so analysis of parking requirements and distribution has been a key aspect of the study.

This study is intended to help define constraints and opportunities of the four sites, and provide high level testing of the development capacity and commercial viability of each, as part of the groundwork for future development briefs. As such the project will contribute towards the Council's overall vision for the area as a vibrant mixed-use quarter, which makes best use of land, promotes green travel, and supports a sustainable local economy for Winchester.

This document is split into two parts; the first of these summarises the baseline data that has been gathered, including high-level vision, general development parameters for the wider area, heritage assessment, and parking and transport assessments. The second section illustrates the range of capacity study options that were developed by the team for each site for commercial viability testing, and the preferred options from these.

In Parallel during 2022 WCC have been carrying out public engagement exercises, the findings of which have been fed into the Capacity Study work as it progressed. The intention from here, during the remainder of 2023 is that the outcomes of the Study will be fed back to stakeholders and community and then a Strategic Outline Case developed by WCC, to be submitted to Cabinet for review later in the year. If approved by Cabinet, the project team will seek to procure a masterplan design team to take the project forwards. An indicative timeline for these and the next steps is shown in part 1 of the report.



HaworthTompkins

1.2 PROJECT TIMELINE

An indicative overall timeline for the project has been produced by WCC, as below:

Spring / Summer 2023:

- Feedback to community on consultation and capacity study findings
- Create strategic outline business case

Spring / Summer / Autumn 2024:

- Community and stakeholder engagement on masterplan

Spring / Summer 2025:

- Full business case developed

Autumn / Winter 2022:

- Initial consultation on vision
- Capacity study informed by feedback and technical input

Autumn / Winter 2023:

- Procurement of masterplanners

Winter 2024:

- Cabinet report on development and delivery options
- Outline business case refined

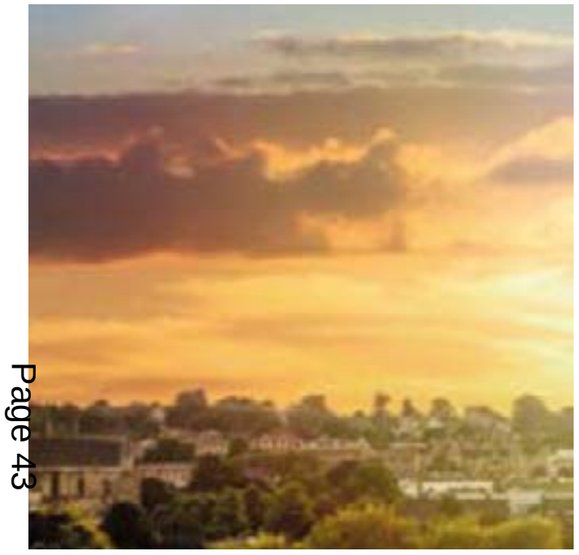
Winter 25 onwards:
Depending on what is decided in the full business case we might consider:

- Submitting a planning application or;
- Identifying a development partner to prepare and submit the planning application

1.3 DEVELOPMENT PRINCIPLES

The following overarching development principles have been agreed by Winchester City Council and will guide any developments around Station Approach.

Connected Sustainable Development:



- WCC goal to be a carbon neutral city by 2030
- Any redevelopment to be exemplar sustainable, low-carbon
- Promote sustainable transport including pedestrian and cycling access
- Promoting vibrant and diverse communities
- Creating healthy places for people and planet; supporting the local economy
- Support biodiversity and greening

Development for Winchester's Future:

- Appropriate site mix to reinforce and complement Winchester's town centre and economic future
- Support affordable housing needs
- Promote an inclusive and accessible environment
- Development proposals should demonstrate consideration for how the scheme can promote public value principles

High quality design, positive Placemaking:

- Respecting Winchester townscape and character
- Enhancing public realm ensuring attractive, safe, and accessible design
- High quality architectural design
- Consider important local views, preserve and enhance Winchester's heritage

Co-creating with residents, businesses and stakeholders:

- Start the process with people
- Listen to and understand local stakeholder views through engagement and consultation
- Stakeholder engagement plan with clear objectives for consultation
- Understand public aspirations and balance opportunities for these site constraints.

2.0 SITE ANALYSIS
EXISTING CONTEXT

2.1 SITE LOCATIONS AND SURROUNDINGS

2.2 SITES

- Key sites around the station in the centre of Winchester
- All 4 are brownfield sites with development potential
- Urban complex sites with multiple, varied constraints
- Development needs to consider existing parking, which is the primary use on each site currently

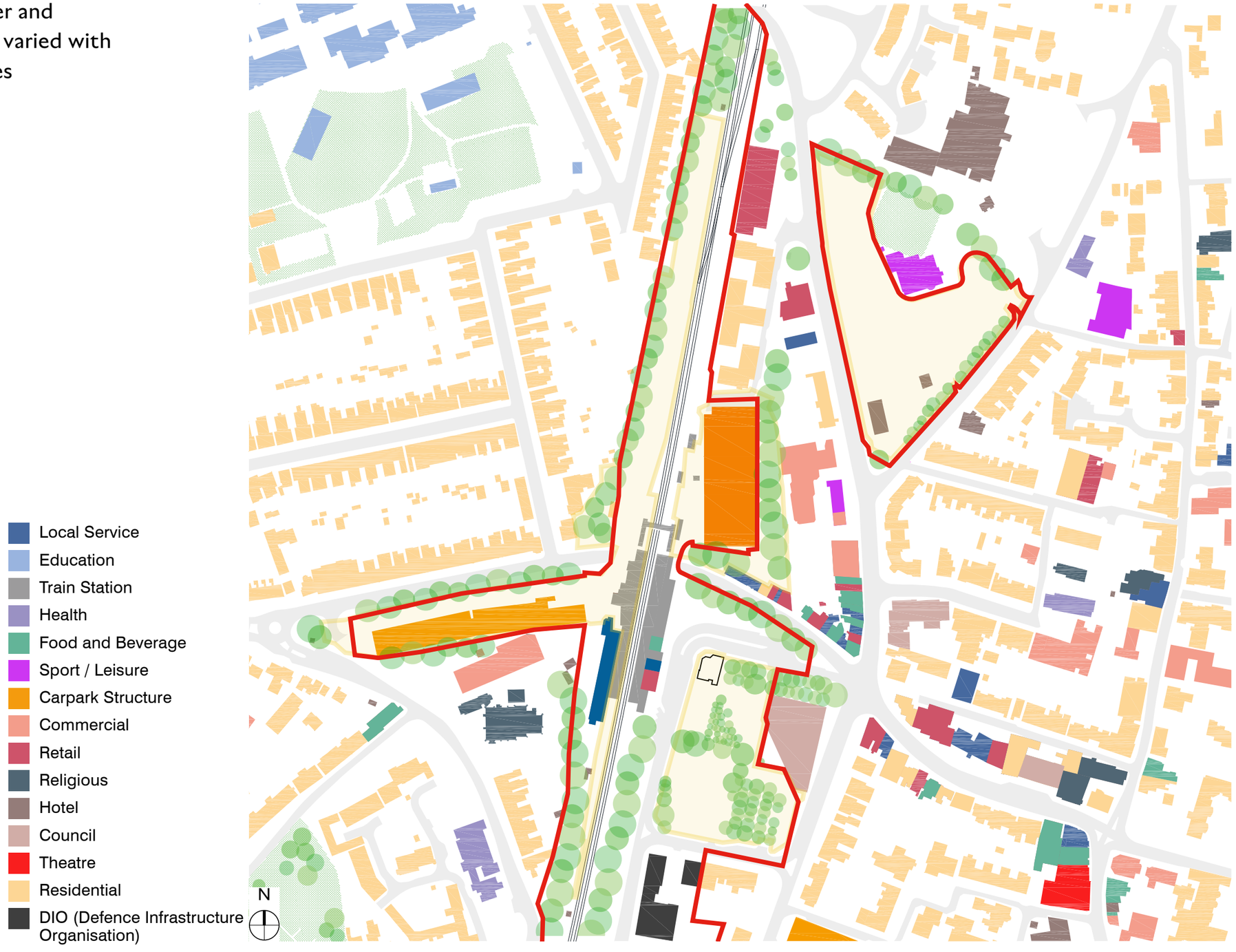
2.3 LAND OWNERSHIP

The Station approach area is divided between a number of land owners. Key land ownership was identified as:

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

2.4 LAND USE

Land use in the centre of Winchester and around the Sation Approach Area is varied with a wide mix of uses and building types



2.5 GREEN SPACE

The streetscape around the area is generally quite green, albeit there are areas of street which are lacking trees, such as the Andover Road area opposite the Cattlemarket site.

2.6 HERITAGE AND CHARACTER

Heritage Architecture Ltd have worked alongside Haworth Tompkins to provide high-level advice for the four identified sites within the Station Approach capacity study, using their knowledge and experience of the area to provide feedback and guidance on the schemes put forward.

Due to the rich character and history in Winchester, understanding the heritage and impact on heritage assets is a key component of the capacity study. The four sites are based within three identified Townscape Character Areas (TCA's), giving each site a unique set of key considerations.

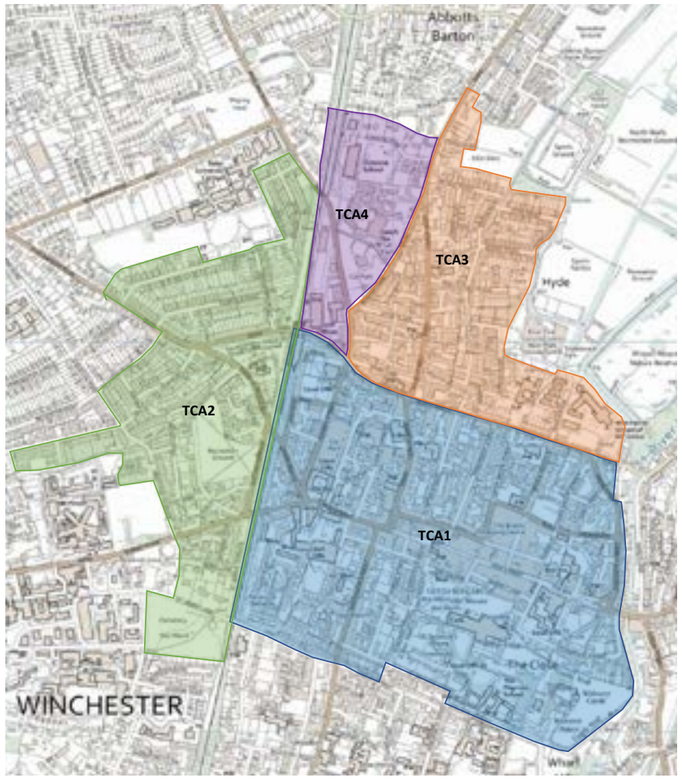
The following pages provide a summary of the heritage assessment work carried out. A full heritage report can be found in the appendix and assessments have been included for each site within the capacity studies section.

Winchester Railway Station and the four identified sites are located in close proximity to a number of listed buildings and scheduled monuments, as shown above.

This list of Heritage Assets all sit within 250m radius of the Railway Station (marked by red area)

- Winchester City Wall and associated monuments (Scheduled Monument)
- Remains of Northwest Corner of City Wall (Grade II)
- 55-63 Tower Street (Grade II)
- 38-42 Tower Street (Grade II)
- 19-22 Upper High Street (Grade II)
- Littlehales Memorial Drinking Fountain (Grade II)
- Garden Wall of Nos. 20 to 25 (Grade II)
- Old wall and Jacobean monument in Hyde Close (Scheduled Monument)
- Arch in Wall of No 25 (Grade II)
- Premises occupied by Richardson and Starling Ltd (Grade II)
- Hampshire Records Office (Grade II)
- St Paul's Church (Grade II)

There are many more listed buildings and scheduled monuments to the south, east and north of the site, outside of the red area, many of these sit within the conservation area.



Townscape Character Areas ('TCAs')

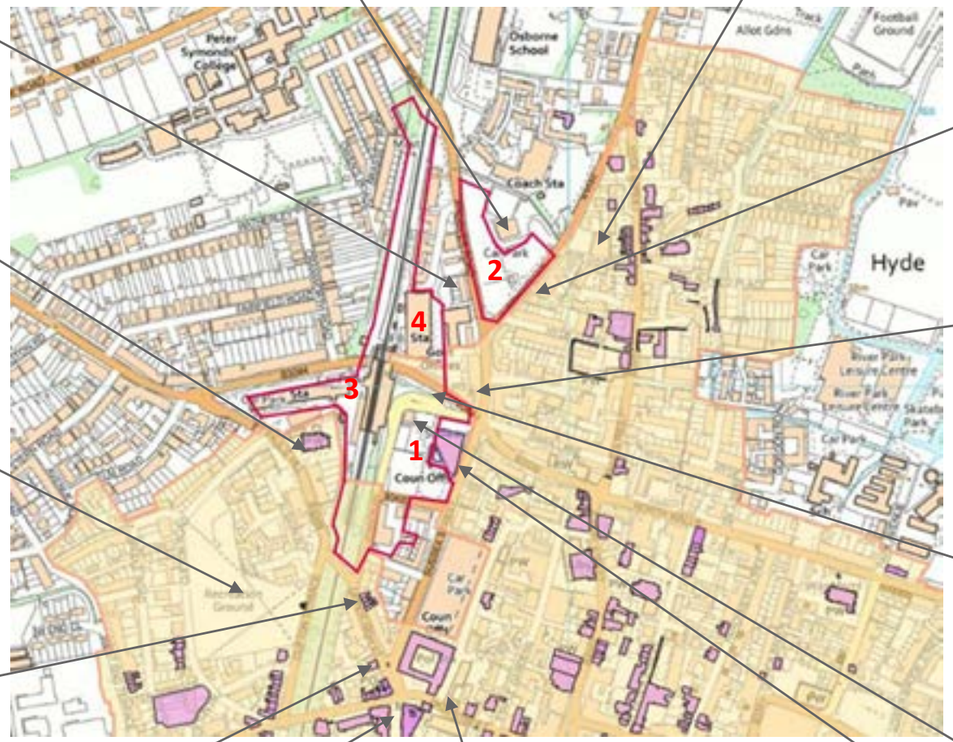
- TCA 1: Winchester Historic Core
- TCA 2: Oram's Arbour and Environs
- TCA 3: Historic Northern Suburbs
- TCA 4: Andover Road and Environs

The assessment is based upon the TCAs that are identified within the Winchester Townscape Assessment (Hampshire County Council, 2010 The character summaries from this document are reproduced here and have been updated where relevant to take account of any new development or other changes to the townscape character that have occurred since the assessment was undertaken.

2.6 HERITAGE AND CHARACTER - CONTEXT SNAPSHOT

Listed Building

Conservation Area



16-24 Andover Road, unlisted

Winchester Club (formerly Highfield House), unlisted

Lido Building

Worthy Lane

St Paul's Church GII

Oram's Arbour

Stockbridge Road / Andover Road

19-22 Upper High Street GII

Stockbridge Road

Westgate Hotel

Winchester Castle and associate buildings GI - GII

Queen Elizabeth Court GII

Hampshire Archives GII

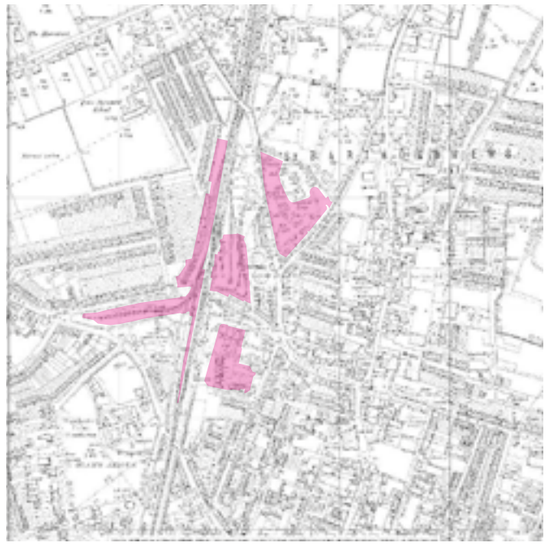
Former Registry Office, unlisted

2.6 HERITAGE AND CHARACTER - MAP REGRESSION

1810

1871 - 1872

1896 - 1897



1909

1939

1953 - 1954

1967 - 1975

2023

2.6 HERITAGE AND CHARACTER - HISTORIC FABRIC

2.7 PEDESTRIAN ROUTES AND CONNECTIVITY

All of the sites have the potential to improve the existing pedestrian routes and better the desire lines that run across them, as identified in the diagram below.

2.8 TRANSPORT – OPPORTUNITIES AND CONSTRAINTS

Systra have worked alongside Haworth Tompkins to provide transport analysis across the four sites. The next few pages provide a summary of their work, a full report can be found in the appendix, as well as assessments for each site within the Capacity Studies section.

Transport is considered to be one of the key considerations for all of the sites within the study area; Winchester Rail Station acts as a major gateway to the City, however it is acknowledged that at present, the environment (including some existing development) does not maximise the potential which exists in terms of facilitating sustainable movement, and creating spaces which are attractive to residents, those visiting for work, study, and other visitors.

The study brief recognises that the four main sites within the study area have different strengths and weaknesses (translating to opportunities and constraints), in terms of transport matters, these are summarised in the table opposite.

Study Site	Opportunities	Constraints
Carfax	• Extremely close proximity to Rail Station • Well connected to existing pedestrian networks • Located in close proximity to planned wider public transport (i.e. bus) upgrades • Close to local shops and services	• Existing access is via one-way system • Provision for cyclists has “gaps” • Competition in terms of on-street space for buses / taxis / general servicing • Gradients less friendly to cyclists and less mobile pedestrians
Cattlemarket	• Relatively close to Rail Station • Frontage on to Andover Road offers opportunities for new access creation • Proximity to existing residential areas offers choice of routes for pedestrians and cyclists to City Centre • Close to local shops and services	• Existing car park serves numerous uses which need to be considered as part of any redevelopment • Existing congestion on Andover Road • Limited on-street provision for cyclists • Need to preserve access for existing adjacent developments
Station East	• Close to Rail Station (no need to cross Andover Road) • Good access to other existing public transport facilities (i.e. bus stops) • Close to local shops and services • Opportunity to formalise and enhance existing informal “cut through” pedestrian routing to the Station area	• Existing access from Andover Road is physically constrained • Gradient changes between site and Stockbridge Road limit options for direct connections to the south • Limited on-street provision for cyclists • Existing structure will need to be demolished
Station West	• Directly adjacent to Rail Station • Opportunities to increase and enhance cycle provision (including cycle parking) • Existing routes beneath railway for pedestrians and cyclists for connectivity to City Centre	• Existing access routes from the north are via residential streets with significant on-street parking • Gradient changes from Stockbridge Road to the station area • Physical form of parts of site limit options for transport improvements / access • Need to cross railway to access bus services • Existing structure will need to be demolished

2.8 TRANSPORT - INTEGRATION WITH TRANSPORT POLICY

The development of the different options for each of the sites within the study area has been undertaken with an over-arching aim of complementing and facilitating successful delivery of the Winchester Movement Strategy (WMS). The current strategy has three key aims:

- Reduce city centre traffic;
- Support healthier lifestyle choices; and
- Invest in infrastructure to support sustainable growth.

As such, during options assessment for each site we have considered how each option would contribute toward these aims.

For the Carfax and Cattlemarket sites, it is recognised that there would be multiple benefits from reducing the overall amount of vehicle car parking currently provided, as this would contribute directly towards the reduction of traffic, not just in the immediate vicinity of the sites, but on the routes through the city. The location of all the study sites within walking distance of the main city centre, and in close proximity to the rail station (and its existing bus service provision) additionally makes a very strong case for the different options to seek to minimise car parking provision for the new development uses, and provide a prominent example of how the Council's policies in relation to transport, parking and climate change can be delivered via the development process.

For the Station East and West sites, the option development process has carefully considered the implications of the need to maintain the overall supply of car parking through any redevelopment of the sites in question, or otherwise requires Office of Road and Rail approval with supporting occupancy demand studies for any reduction. Any changes to parking allocations need to be based on station customer requirements. A key area of analysis has been the changes in vehicle trip distribution which would result from relocating some or all car parking from one of the Station sites to the other (or for certain options to a re-provision as part of the Cattlemarket schemes). The phasing of different development options is considered particularly important to these considerations and it has been noted that there would also be interconnections with proposals being developed by Winchester City Council and Hampshire County Council to fulfil the wider aspirations of the Movement Strategy. Notwithstanding these, it is considered that any redevelopment of either Station site should seek to be compatible with the stated Movement Strategy aims, and to maximise the benefits of redeveloping sites which remain some of the most sustainable City Centre locations.

2.8 TRANSPORT - WIDER PUBLIC REALM AND PLANNED TRANSPORT IMPROVEMENTS

It is also recognised that the site option development process should be integrated with the planning work being undertaken by both Winchester City Council and Hampshire County Council in relation to future transport infrastructure provision and upgrades. Part of this work is the aspiration to develop a multi-modal "hub" for sustainable transport in and around the station area, which would seek to increase the number and extent of bus services serving the station, increase provision for cyclists and make improvements to the pedestrian networks which connect both sides of the station into the local road networks. It is acknowledged that this would be expected in future to increase overall demand for bus movements and that certain changes to the existing one-way systems would potentially offer new and improved routings for bus services; therefore, the option development work has included consultations with WCC and HCC officers to obtain a better understanding of these concepts.

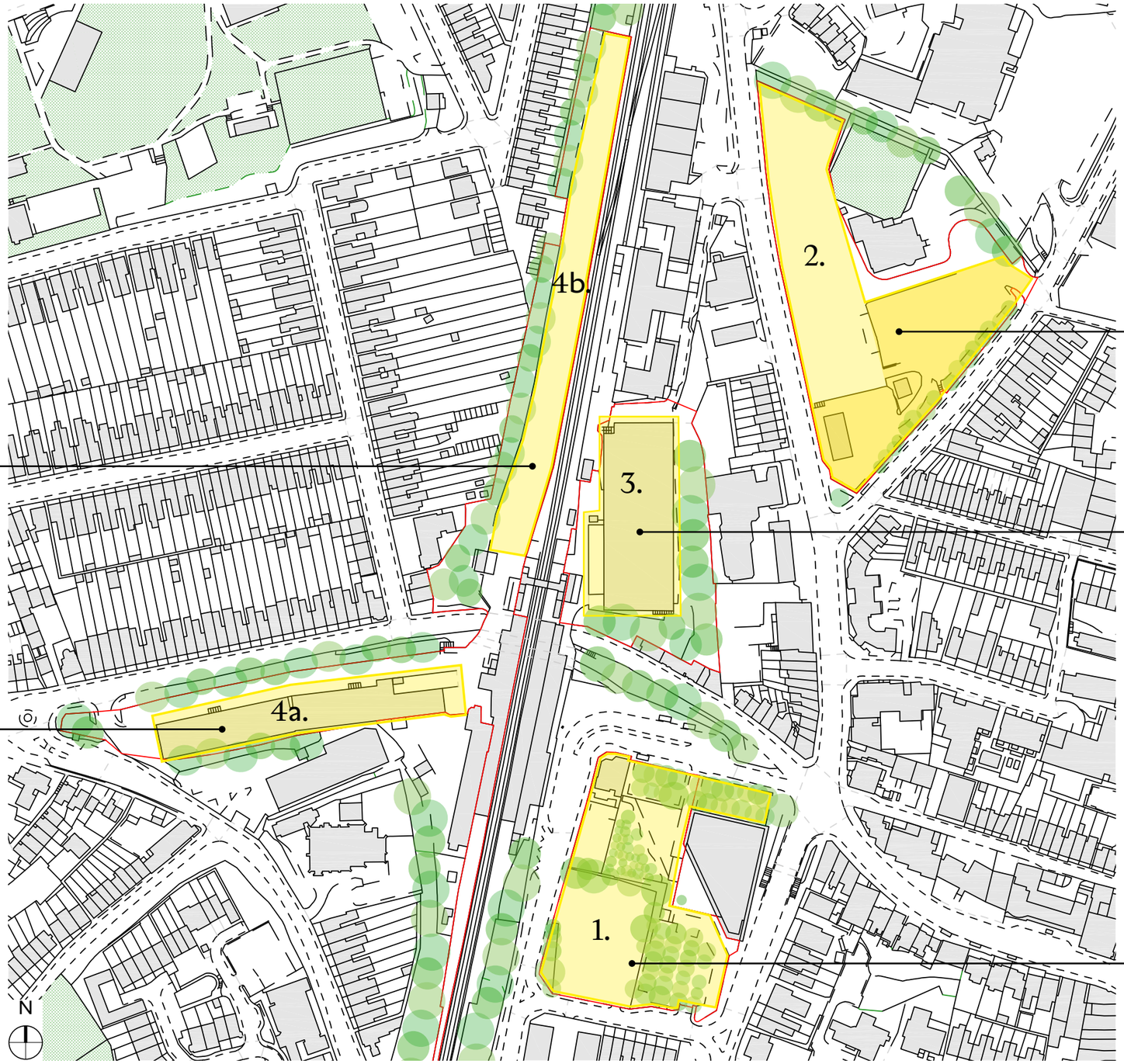
Further information on specific considerations for each site is provided in the commentary on individual options.

It is acknowledged there is a funding gap to fund such improvements.

The image above illustrates the range of elements included within the proposals - subject to successful funding being obtained.

2.9 CAR PARKING CAPACITY AND BRIEF - FATKINS REPORT

The Fatkins feasibility report was commisioned by Network Rail to understand parking requirements. In order to facilitate the release of land for development, options for re-provision of lost parking have been explored. The findings of this study have been used as a basis for this capacity study.



Site 4b. Station West

230 spaces
at surface

Site 4a. Station West

181 spaces
on single storey deck

Site 2. Cattlemarket

Cattlemarket

202 spaces
at surface

Worthy Lane

105 spaces
at surface

Site 3. Station East

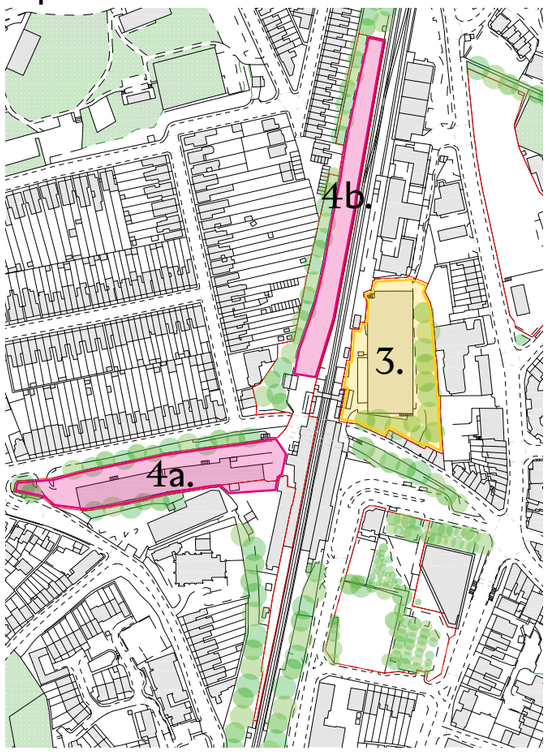
254 spaces
on two storey deck

Site 1. Carfax Site

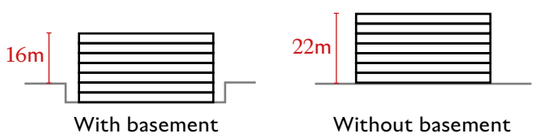
213 spaces
at surface

2.10 CAR PARKING OPTIONS ON NETWORK RAIL SITES

Option 1

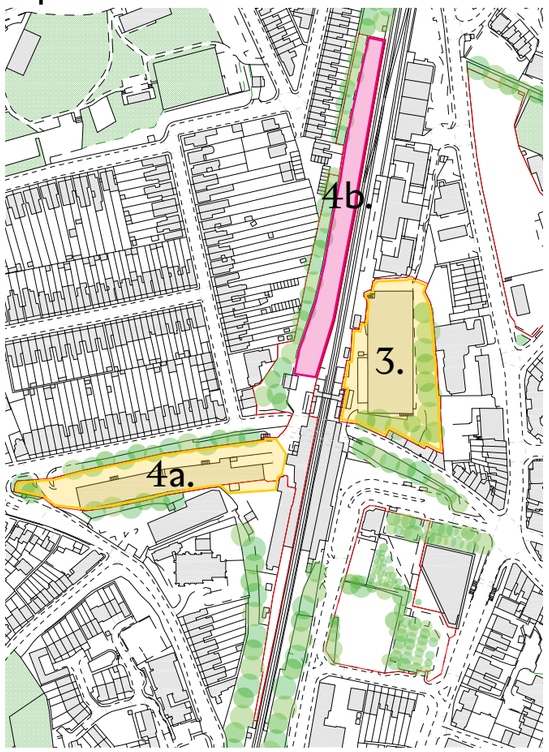


- Sites 4a. + 4b. - Available for development
- Site 3. - New 7 storey carpark - 688 spaces



- 688 total spaces
- Risk around increased vehicle access to Station East

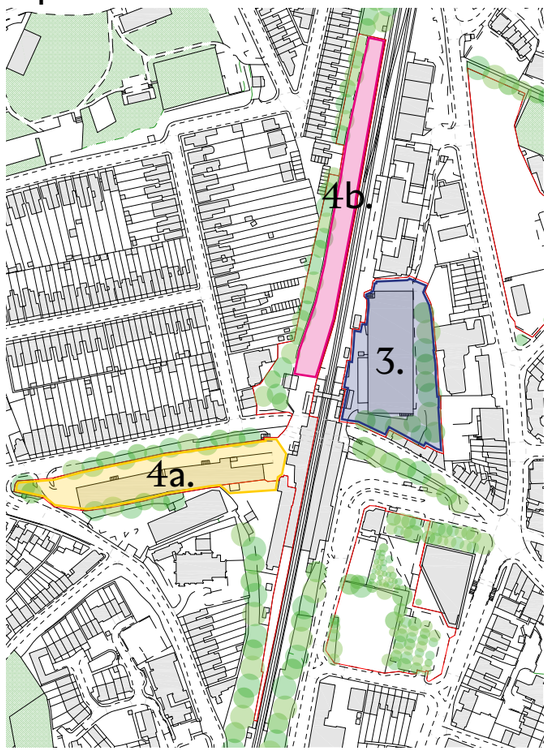
Option 2



- Site 4b. - Available for development
- Site 4a. - New 2 storey carpark - 273 spaces
- Site 3. - New 4.5 storey carpark - 483 spaces

- 756 total spaces
- A lot of work to free up relatively small site

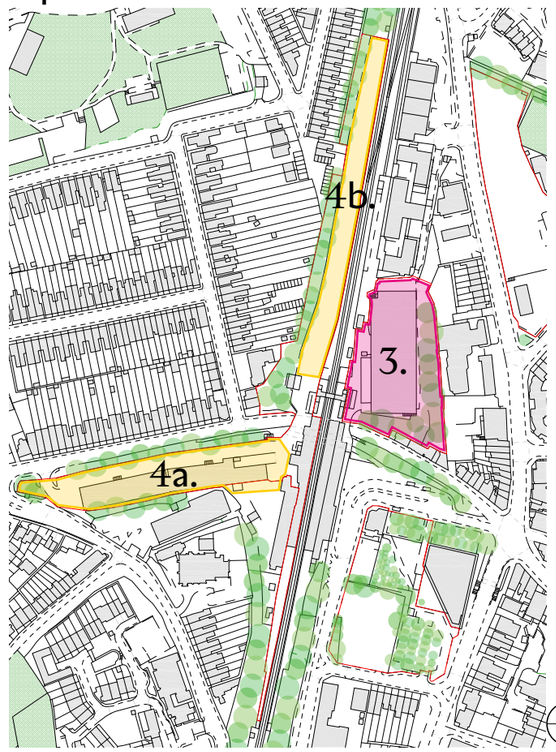
Option 3



- Site 4b. - Available for development
- Site 4a. - New 4 storey carpark - 355 spaces
- Site 3. - As existing, 2 storey carpark - 250 spaces

- 605 total spaces
- Loss of 60 spaces
- A lot of work to free up relatively small site

Option 4i + 4ii



Available for development New Build As existing

Option 4i

- Site 3. - Available for development
- Site 4a. - New 4 storey carpark - 355 spaces
- 4b. - New 2 storey carpark - 350 spaces

- Option 4i - 705 total spaces
- Previous parking architectural advice 2 storey carpark not viable on site 4b.

Option 4ii

- Site 3. - Available for development
- Site 4a. - New 4 storey carpark - 355 spaces
- 4b. - As existing - 230 spaces at surface

- Option 4ii - 585 total spaces
- Loss of 80 spaces
- Appears most viable option

2.11 WINCHESTER RESIDENTIAL DENSITY EXAMPLES

Analysis of three recently built residential schemes in Winchester shows density of approximately 90-150 units per hectare.

1. Knight's Quarter
- 208 units
- 23,662sqm site
- 88 units per hectare

- 1-2 bedroom apartments with landscaped courtyard garden and basement parking.

2. Victoria Court
- 27 units
- 1843sqm site
- 146 units per hectare

- 1-2 bedroom flats with landscaped courtyard garden and basement parking.
- 18 affordable rent and 9 shared ownership.

3. Chesil Lodge
- 52 units
- 4333sqm site
- 120 units per hectare

- Council-owned extra care scheme
- 1-2 bedroom apartments with communal facilities such as: restaurant, lounges, laundry and gardens

2.12 CONSULTATION PROCESSES

Public engagement carried out by WCC

- WCC public survey
- WCC site walks
- Interactive online map
- In person consultation events
- Newsletters
- Social media advertising
- Media Coverage

Statutory Stakeholder engagement by the Design Team

- WCC Planning - November 2022
- WCC Archaeology / Heritage and Sustainability - December 2022
- HCC Transport - November 2022
- WCC Councillors - October, November 2022, January 2023

3.0 CAPACITY STUDIES

3.1 OPTIONEERING PROCESS

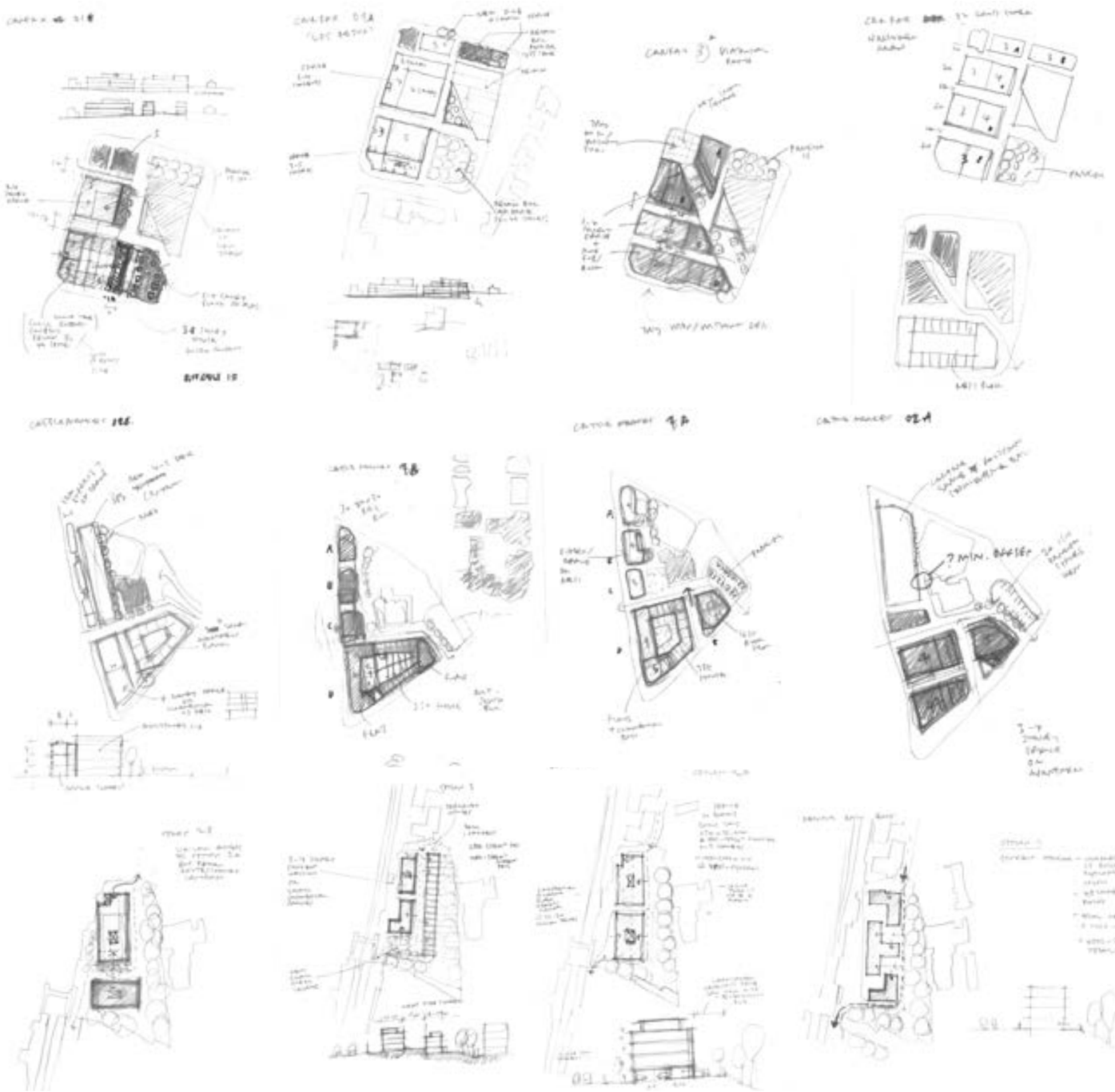
For each of the 4 sites, following site analysis, we carried out an options appraisal exercise to test different block layouts, massings, uses and quantums of development. In general, the different uses tested were residential (apartments and houses), student housing, commercial workspace/office (including some F&B) and makerspace/workshops.

A range of these options are illustrated within this report, for each site. Each was reviewed by the Design Team and Client group, and assessed against a range of criteria including:

- Townscape and massing
- Heritage impacts
- Stakeholder views from engagement feedback
- Parking, transport and connectivity
- Mix of uses within and across sites
- Flexibility and adaptability
- Viability and development economics, risk

Quantitative viability appraisals were run by property agents Lambert Smith Hampton on several options for each site, and then iteratively on preferred options. This work is set out in detail in a separate LSH viability document.

In each case, the strongest option or options were selected by consensus to be taken forwards, to be refined through subsequent design and viability iterations. The resultant recommended options are shown in detail for each site.



3.2 TYPOLOGIES AND EXAMPLES

These pages illustrate examples of the different uses and building typologies used in the capacity study and viability appraisals.

Low-rise housing

Apartment blocks

Student accomodation

3.2 TYPOLOGIES AND EXAMPLES

These pages illustrate examples of the different uses and building typologies used in the capacity study and viability appraisals.

Workspace

Workshops

Modern multistorey carparks

3.3 STREETSCAPE PRECEDENTS

Precedent images showing examples of good quality public realm / streetscape improvements, including: wayfinding signage, planting and urban greening, street trees, furniture, small-scale public squares.



Small-scale squares




Street trees and greening





Street furniture and wayfinding signage

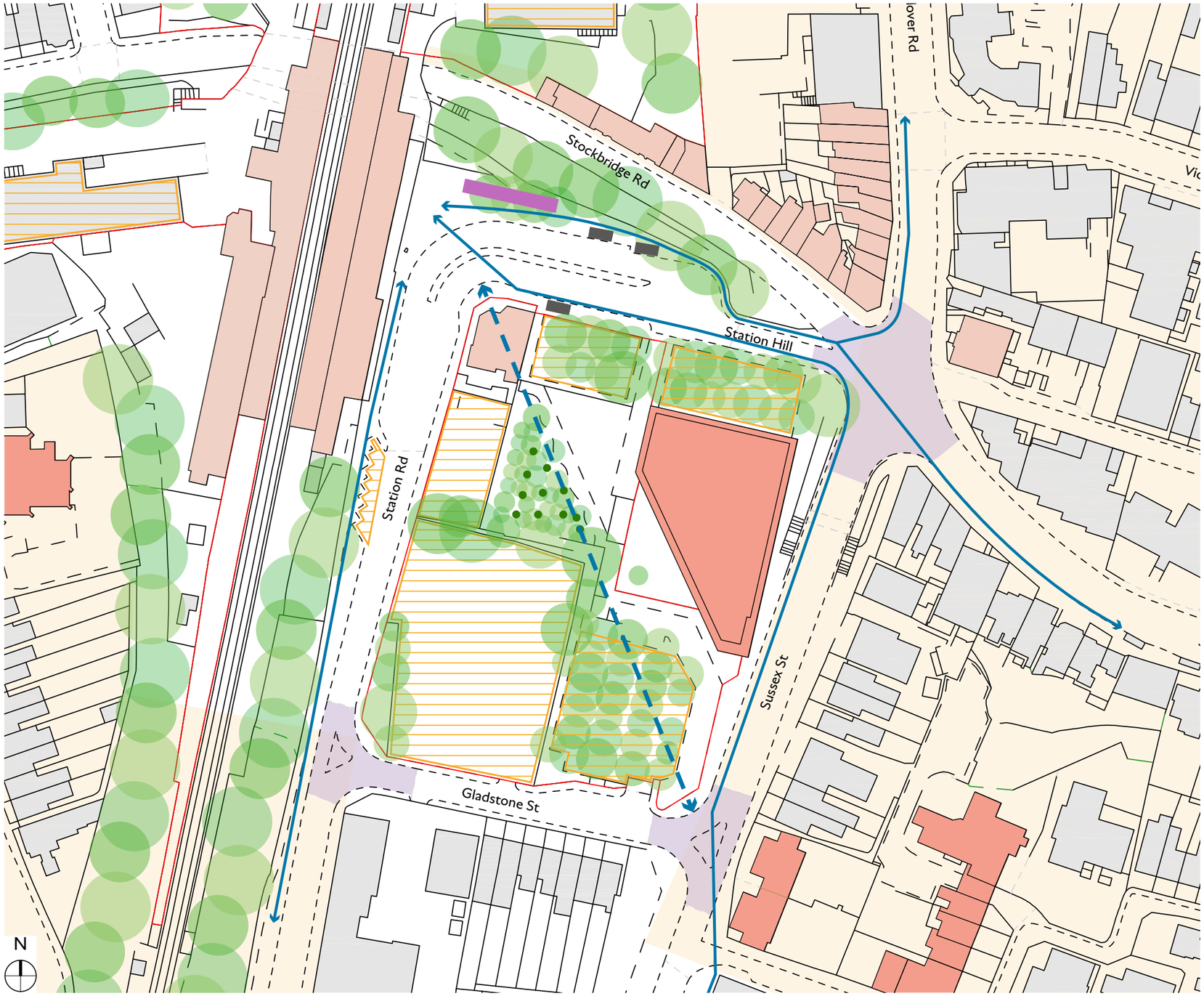
3.4 EMERGING SITEWIDE CONNECTIVITY

Within our proposals for each site, we have looked to improve wayfinding, permeability and connectivity to support and encourage green travel. This illustrative composite plan shows how a future block pattern could look if Carfax, Cattlemarket and Station East were all developed.

3.5 CARFAX - SITE ANALYSIS

Key site parameters:

- Current carparking provision: 213 spaces on surface
- Historic registry office located on the corner opposite the Station
- Site slopes up towards the south
- Low-rise residential properties opposite the site on Gladstone Street
- Silver birches within the centre of the site
- Grade II listed Hampshire Record Office building and lower-level garden
- Many trees located within the carpark at the southeast of the site
- Key desire line cuts through the middle of the site, heads towards the Town Centre
- Current lack of permeability across the site as current route is overgrown, hidden and unwelcoming



3.5 CARFAX - EXISTING SITE

3.5 CARFAX - TECHNICAL FEEDBACK

Transport

- The Carfax site lies in very close proximity to the rail station; as such, it also has potentially very good access to bus and taxi service,
- There are established walking and cycling routes into the city centre. These elements all strongly correlate with the aspirations set out in the emerging WCC Local Plan policies to deliver development which is not car-dependent.
- The site has frontages on to Gladstone Street, Station Road and Station Hill. The presence of the former registry office on the north-west corner of the site limits the potential for access from Station Hill, therefore access to the site is expected to be taken from Gladstone Street or Station Road.
- A majority of the options seek to retain part of the existing car park and its vehicular access from Gladstone Street; this area would also provide parking and drop-off for vans and potentially mid-sized vehicles.
- It has been identified from discussion with HCC that the existing residential properties on Gladstone Street are serviced on-street and the same approach is considered acceptable in principle for the southern edge of the Carfax site; this aligns well with the residential option where the main residential block would front on to Gladstone Street.
- For commercial properties, options for either allowing occasional parking by large vehicles within the site (reversing in from Station Road) or the provision of an inset bay on Station Road for occasional large vehicle servicing are both considered feasible in principle.
- Movement into the site is expected to be limited to essential access for the emergency services.
- The proposed overall reduction in vehicle parking at the Carfax site would be expected to result in a reduction in vehicle trips associated with the site, benefitting pedestrians and cyclists using the existing street networks.
- The positioning of the proposed buildings has considered the future needs of the area, ie - the option to remove the existing traffic island to improve bus turning capabilities.

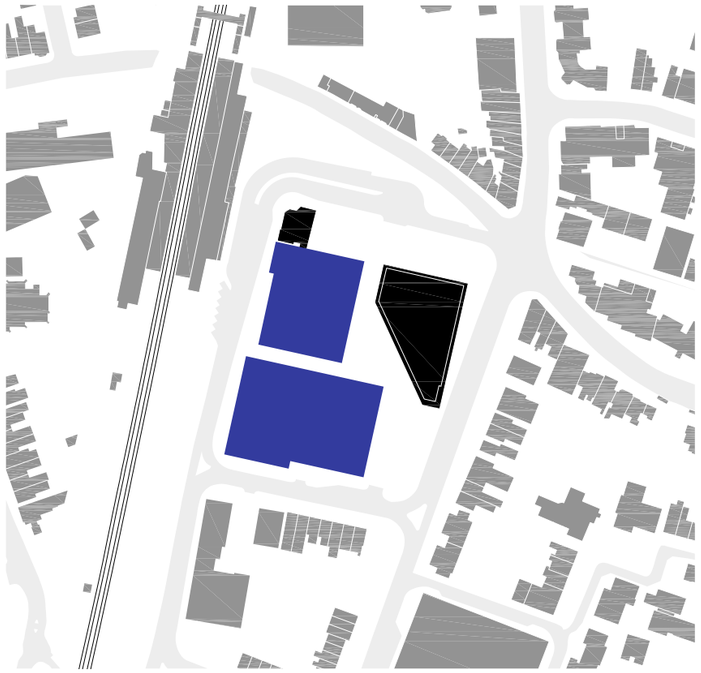
Heritage

Key considerations:

- There is inter visibility between the site and the Grade II Listed St Paul's Church in the winter months. In summer months there is screening due to dense foliage.
- Relative close proximity of this site to the Winchester City Centre means that development on this site may result in change to the setting of some highly sensitive heritage assets.
- Consideration should be given to the fine-grain residential buildings on Gladstone Street and Sussex Street, some of which falls within the Winchester Conservation Area.
- This site has a direct boundary with Hampshire Records Office (Grade II) and the locally significant former Registry Office, and these buildings should be given consideration in any forthcoming schemes.
- The site was historically developed and there is an opportunity inherent in developing this site to re-introduced urban grain to replace a low-quality gap in the townscape.

3.5 CARFAX - COMPARATIVE GRAIN TESTS

Grain is relatively bulky and large in comparison with surrounding context and other new build, dense, urban schemes such as Fish Island.

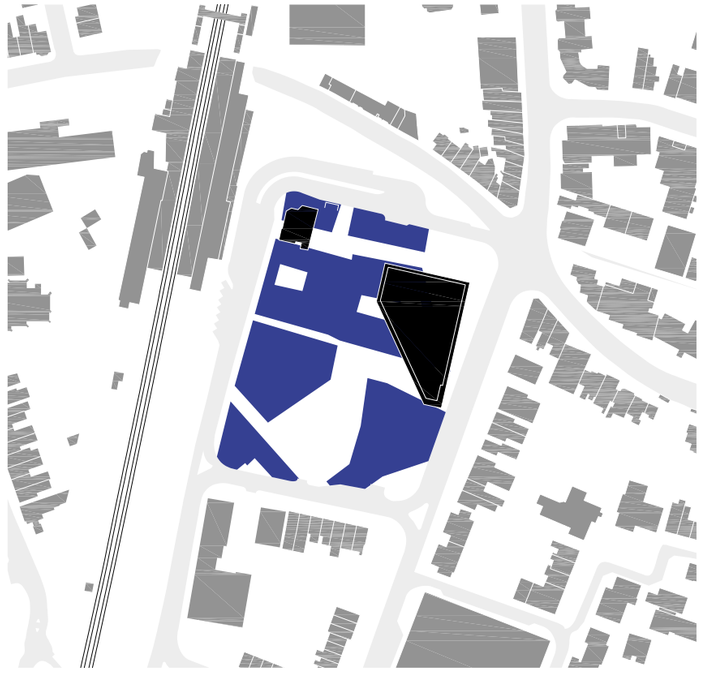


LDS Scheme

Fish Island, London

Haworth Tompkins

Winchester Terrace



Ham Yard, London

Grain comparisons

Existing buildings

HaworthTompkins

3.5 PREVIOUS LANDSCAPE DESIGN

This drawing shows the illustrative stage 3 public realm design developed by the previous planning application for Carfax – note this is outside the Carfax site redline that has been considered in our study. It is comprehensive in scope and dependent on funding, for which the funding source is currently unknown.

This demonstrates the kind of public realm improvements that would be explored at the master planning stage to complement any develoment on the site.

HaworthTompkins

3.5 CARFAX - OPTIONEERING

Of the options tested, option 3B was preferred and developed. Option 1A was retained due to the first iteration demonstrating financial viability. The design options include the following elements:

- Aimed to create a pedestrian permeable site, with routes across the site, satisfying the desire line to the Town Centre from the Station
- High quality public realm created along the routes and within the centre of the site
- Retained as many trees as possible, including some of the silver birches at the centre of the site
- All options are set back from the Hampshire Records Office
- Active ground floor frontages to commercial blocks, particularly on street facades
- Lower density schemes than the LDS scheme, with more broken up massing and upper storeys that are set back
- Site slopes up towards the south creating some semi-basements
- Frontages are set back to create generous pavements
- A mixture of commercial and residential
- Residential and lower rise uses opposite the residential buildings on Gladstone Street
- Loading bays have been proposed on the street and within the carpark for deliveries to the development
- Some parking on site, reducing traffic to the site

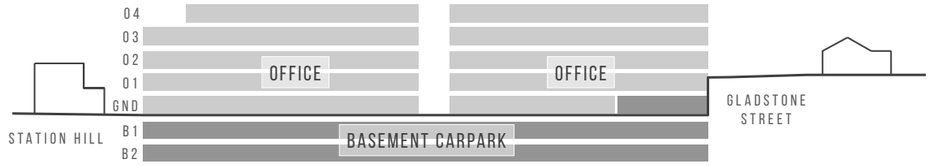
Option 01A - 'LDS Redux'

Option 02 - 'Cross Streets'

Option 03A - Diagonal Route

Option 03B - Diagonal Route Resi

3.5 CARFAX - LDS SCHEME

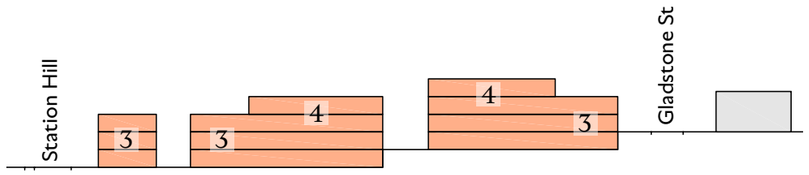


Changes made from previous LDS scheme:

- Reduction from 17,000sqm GEA to 14,000sqm GEA
- Height reduced by approximately 1 storey
- Mass has been broken up, smaller blocks, finer grain, more modelling
- More open spaces and trees retained
- Parking reduced from 300 spaces to around 40

3.5 CARFAX SITE - OPTION 1A - 'LDS REDUX'

Plan 1:1000 @ A3



- Similar to LDS preferred option, but reduced height by 1 storey on average

Carfax 01A - 'LDS Redux'

	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Workspace	GEA (sqm)
G-1		-	-	643	643
G+0	203	280	1617	1751	3851
G+1	203	280	1617	1751	3851
G+2		280	1617	1107	3004
G+3			802	771	1573
Totals	406	840	5653	6023	12922

A. New F+B and small office above

B. Office 3-4 storeys

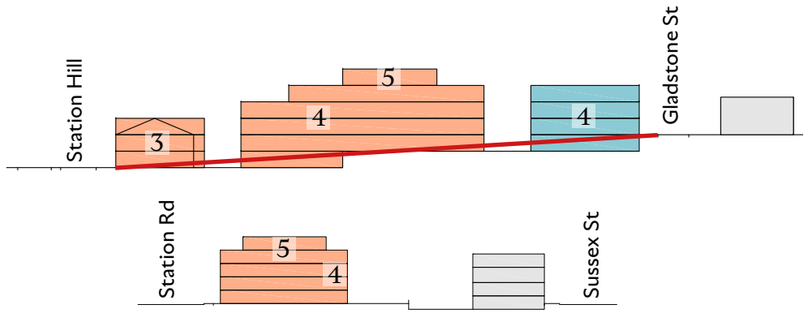
C. Office 3-4 storeys

D. Retain some trees and existing carpark, estimated 40-50 spaces

HCC proposals for the removal of central islands to allow for bus improved bus turning. Work outside of scope

3.5 CARFAX - OPTION 3B v3

Plan 1:1000 @ A3



Carfax 03B.2

Level	Retained F+B	Block A Workspace	Block B Workspace	Block C Residential	Total GEA (sqm)
G+0	203	756	1523	1293	3775
G+1	203	756	1523	1293	3775
G+2		756	1523	1293	3572
G+3		407	1395	467	2269
G+4			479		479
Totals	406	2675	6443	4346	13870

Resi units: 46

A. Office 3-4 storeys

B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, a set-back fifth storey has been added

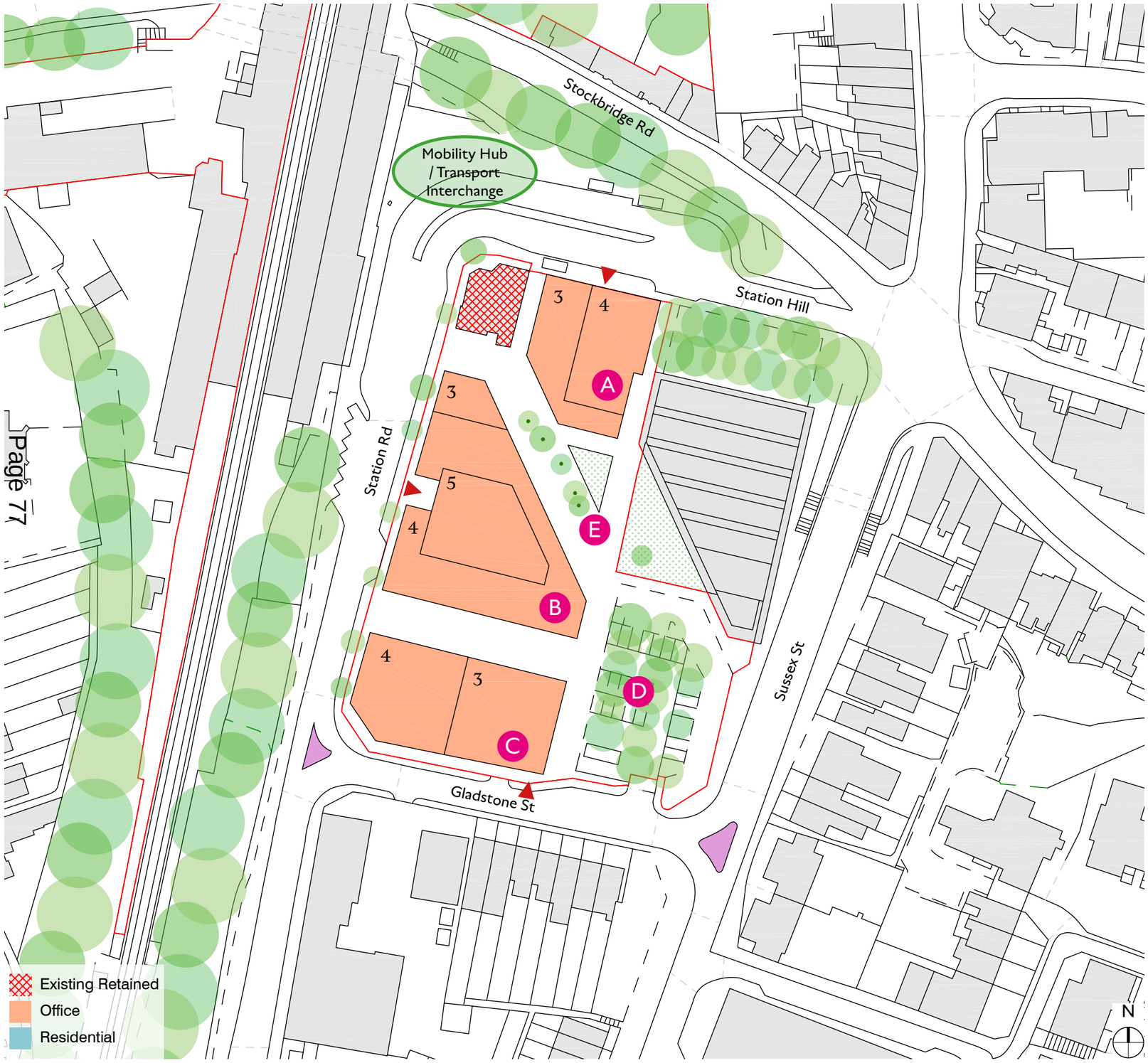
C. Residential block, 3-4 storeys

D. Some trees and parking to be retained, approx. 40-50 spaces

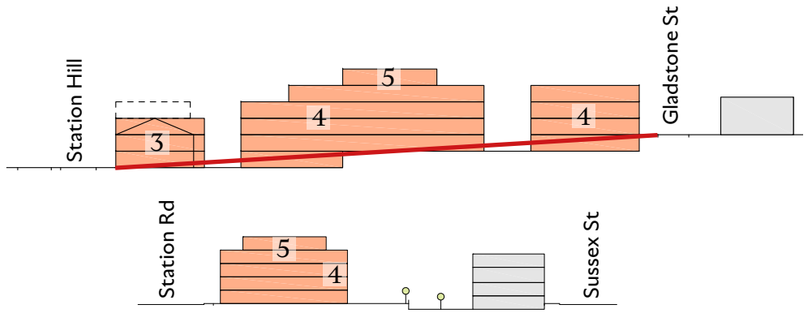
E. Row of silver birches to be retained in the center of the site

HCC proposals for the removal of central islands to allow for bus improved bus turning. Work outside of scope

3.5 CARFAX - OPTION 3B v4 COMMERCIAL



Plan 1:1000 @ A3



Carfax 03B Commercial

Level	Retained F+B	Block A Office	Block B Office	Block C Office	Total GEA (sqm)
G+0	203	756	1523	1022	3504
G+1	203	756	1523	1022	3504
G+2		756	1523	1022	3301
G+3		407	1395	514	2316
G+4			479		479
Totals	406	2675	6443	3580	13104

A. Office 3-4 storeys

B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, top floor set back

C. Office block, 3-4 storeys

D. Some trees and parking to be retained, approx. 30-50 spaces

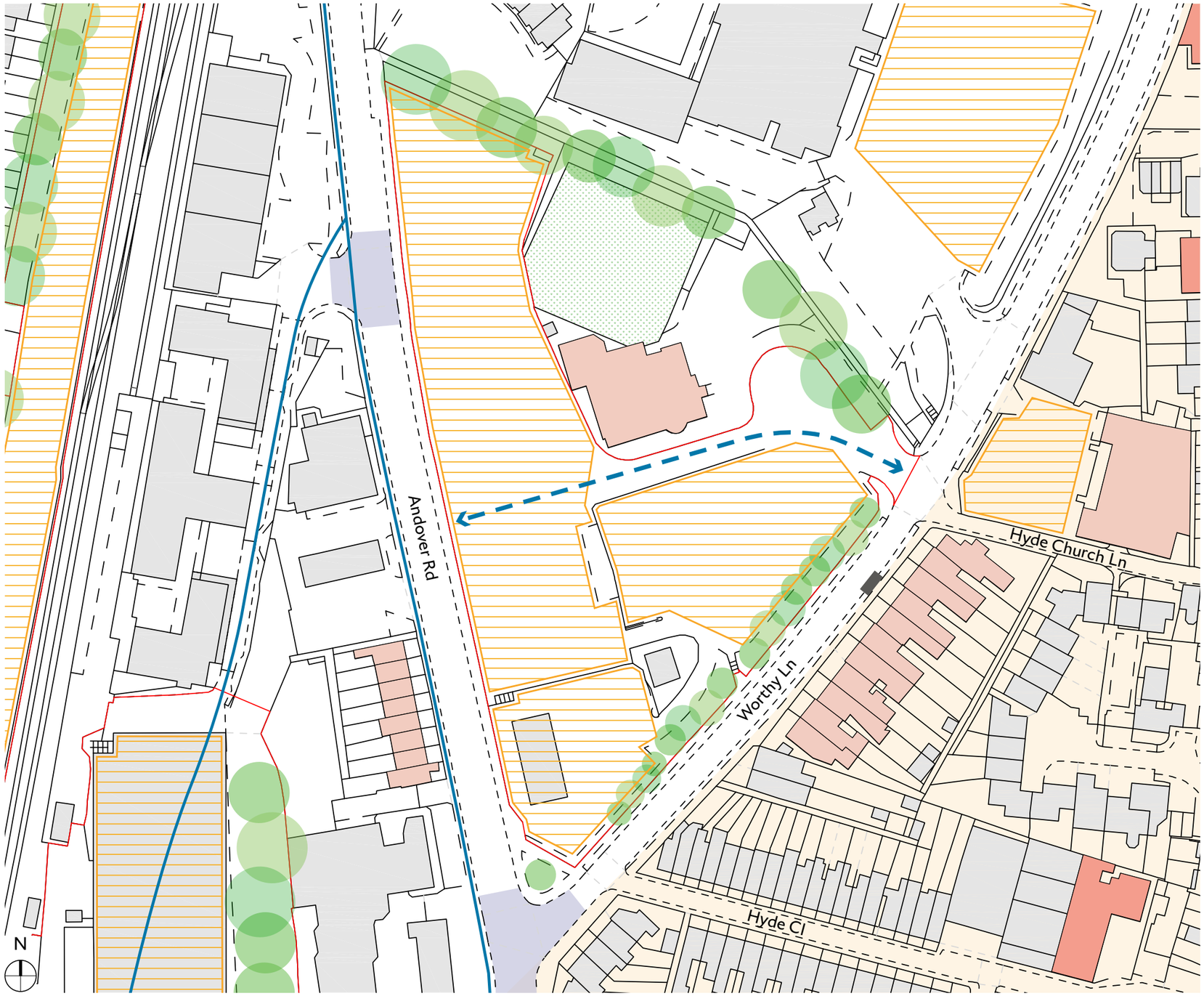
E. Row of silver birches to be retained in the center of the site

HCC proposals for the removal of central islands to allow for bus improved bus turning. Work outside of scope

3.5 CATTLEMARKET / WORTHY LANE - SITE ANALYSIS

Key site parameters:

- Current carparking provision: 307 spaces on surface
- Low-rise residential Victorian terraces opposite site on Worthy Lane
- Small section of low-rise residential Victorian terraces along Andover Road, opposite the southern tip of the site
- Cycling and walking desire line across the middle of the site linking Worthy Lane to Andover Road
- Winchester Club building and bowls court at the centre of the site
- Winchester Club requires vehicular access and retains rights over a portion of the Cattlemarket car park
- Line of trees along the south-eastern portion of the site along Worthy Lane
- Level changes across the site, northern section steps down at the centre of the site
- Views from the top of the site at Andover Road towards Winchester Cathedral and the Town Centre are important views to be considered
- Southern tip of the site is a prominent viewpoint from the bottom of Andover Road
- Landmark tree at southern tip of the site



3.6 CATTLEMARKET / WORTHY LANE - EXISTING SITE


1

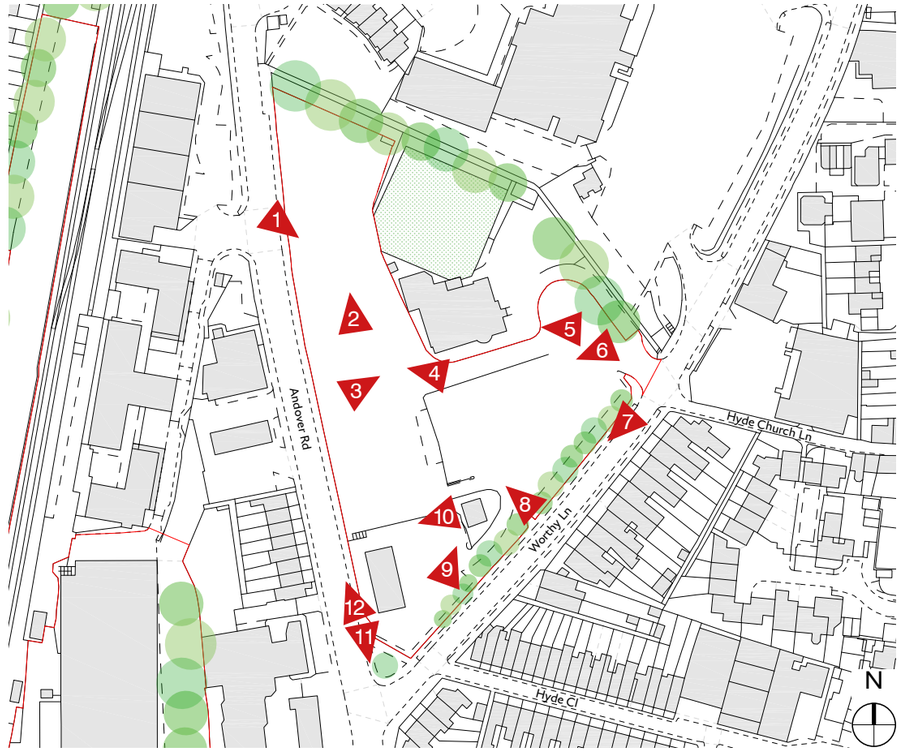

5


9


2


6


10




3


7


11


4


8


12

3.6 CATTLEMARKET - TECHNICAL FEEDBACK

Transport

- The site takes vehicular access from Worthy Lane at its south-eastern corner
- There is potential for an additional access point to be provided directly on to Andover Road; it is recognised that this would need to be compatible with HCC's emerging proposals for a new southbound bus lane (discussed further below).
- This access point would be left-turn only to prevent the route becoming a rat-run
- The site has considerable frontage on to Worthy Lane and Andover Road which offers a number of options for future pedestrian and cycle access points.
- Winchester Club takes its access from the existing Worthy Lane access point and that this needs to be retained as part of any development scheme.
- On-street servicing from Andover Road has been excluded as an option in the development process and as such the layout of new buildings within each option has been considered with regards to the need for access for vehicle servicing within the site itself.
- Movement through the site is constrained by a lack of access at the northern end (this is complicated by existing level differences at the northern edge of the site).
- There is a footpath route which runs along the northern edge and passes through the adjacent car park for the Winchester Hotel, opportunities to connect to this footpath are currently limited.
- Facilitating movement through the site for pedestrians and cyclists would potentially improve access to Hyde Church Lane, the recreation grounds and Wildlife reserves to the east of the site.
- Until a Northern Park & Ride is operational, it is likely that some existing public car parking will need to be retained on Cattle Market. If Station East or Station West sites were to be developed, car parking on Cattle Market could be considered to offset this loss.

Heritage

Key considerations:

- There is intervisibility between northwest corner of the Cattlemarket site and the historic townscape. The site has always been open historically, and the view needs to be considered from northwest corner of Andover Road coming into the city (this is a Roman Road and historic entrance to city – an important entrance view).
- The elevated position is a concern, care needs to be taken to avoid new buildings dominating the low-rise, fine domestic scale buildings that fall within the Conservation Area on Worthy Lane to the east.
- There is less dense, bulkier development to the north which could be referenced in forthcoming scheme on this site.
- There is a variety of uses and building typologies in this area, when compared to other sites (which sit next to an area of consistent townscape character and consistent small-scale residential buildings). As such, this site has greater capacity to accommodate a variety of building forms

3.6 CATTLEMARKET - OPTIONEERING

Of the options tested, options 01A and 02A were preferred and further developed. Option 01A is not currently financially viable. These design options include the following elements:

- Created grain and block sizes that are sensitive to neighbours, with larger and more commercial on Andover Road, rising to the south to mark a key corner of the site
- Created an east to west route across the site for pedestrians and bikes, reflecting the existing desire line and current informal route
- Massing is sensitive to the low-rise residential buildings at the south of the site on Worthy Lane
- One-way vehicle access across the site, existing access on Worthy Lane with left turn exit onto Andover Road
- Retained the vehicle access to the Winchester Club with views up to the club from the new north to south route
- Frontages are set back creating generous pavements and allowing for the provision of new street trees, planting and parking
- Potential for a widened bus and cycle lanes on Andover Road
- Level changes across the site are reflected with the new route across the site and also allows for some semi-basements

Option 01A

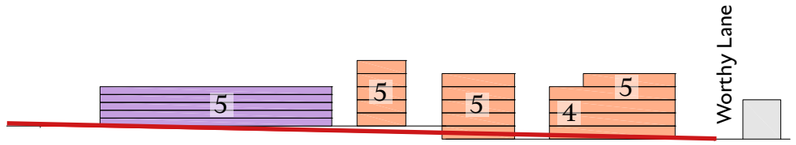
Option 01B

Option 02A

Option 02B

3.6 CATTLEMARKET - OPTION 2A v2

Plan 1:1000 @ A3



Cattlemarket 02A v2

	Block A	Block B	Block C	Block D	Block E	Total
Level	Carpark	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	1284	349	1037	1376	1003	5049
G+1	1284	349	1037	1376	1003	5049
G+2	1284	349	1037	1376	1003	5049
G+3	1284	349	1037	1376	554	4600
G+4	1284	349	628	679		2940
Totals	6420	1745	4776	6183	3563	22687

Resi units: 38

A. 5 storey, ramped multistorey carpark (2.4m storey height). 50+ spaces per floor, approx 270 spaces total.

B. 5 storey commercial block

C. Commercial block, 4 storeys with set back 5th storey

D. 4 storey commercial block with 5th storey stepping up on the corner

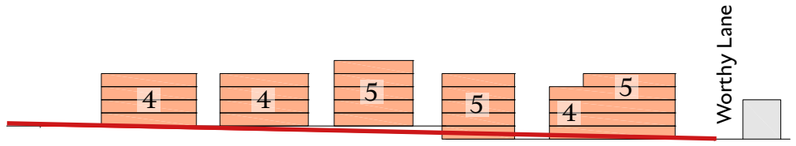
E. 3 storey residential block / student accomodation

- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site with loading bay north of block C

Potential for carparking along Worthy Lane

3.6 CATTLEMARKET SITE - OPTION 2A v2 COMMERCIAL

Plan 1:1000 @ A3



Cattlemarket 02A v2 Commercial

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Block E Workspace	Block F Residential	Total GEA (sqm)
G+0	346	420	585	1037	1376	1003	4767
G+1	346	420	585	1037	1376	1003	4767
G+2	346	420	585	1037	1376	1003	4767
G+3	346	420	585	1037	1376	554	4318
G+4			585	628	679		1892
Totals	1384	1680	2925	4776	6183	3563	20511

Resi units: 38

A. 4 storey commercial block
B. 4 storey commercial block
C. 5 storey commercial block
D. Commercial block, 4 storeys with set back 5th storey
E. 4 storey commercial block within 5th storey stepping up on the corner
F. 3-4 storey residential block

- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site

Potential for carparking along Worthy Lane

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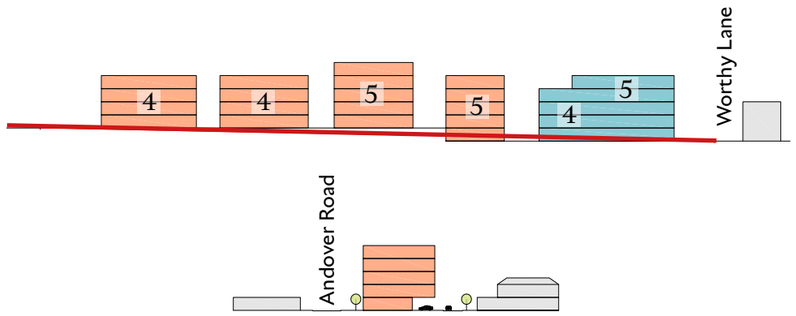
3.6 CATTLEMARKET SITE - OPTION 2A v3 COMMERCIAL / STUDENT



Cattlemarket 02A Updated

	Block A	Block B	Block C	Block D	Block E	Block F	Total
Level	Workspace	Workspace	Workspace	Workspace	Student Housing		GEA (sqm)
G+0	255	266	403	890	1321	801	3936
G+1	437	462	582	890	1321	801	4493
G+2	437	462	582	890	1321	801	4493
G+3	437	462	582	890	1321	362	4054
G+4			582	539	526		1647
Totals	1566	1652	2731	4099	5810	2765	18623

Student housing units: 285

A. 4 storey commercial block with parking at ground

B. 4 storey commercial block with parking at ground

C. 5 storey commercial block with parking at ground

D. Commercial block, 4 storeys with set back 5th storey

E. 4-5 storey student accomodation block with 5th storey stepping up on the corner and courtyard for daylighting to rooms

F. 3-4 storey student accomodation block with courtyard for daylighting to rooms

- All blocks set back 4m from redline to create wide pavements with planting.
- One-way vehicle access across the site
- 35-40 parking spaces along service road, underneath overhanging blocks

Potential for carparking along Worthy Lane

Plan 1:1000 @ A3

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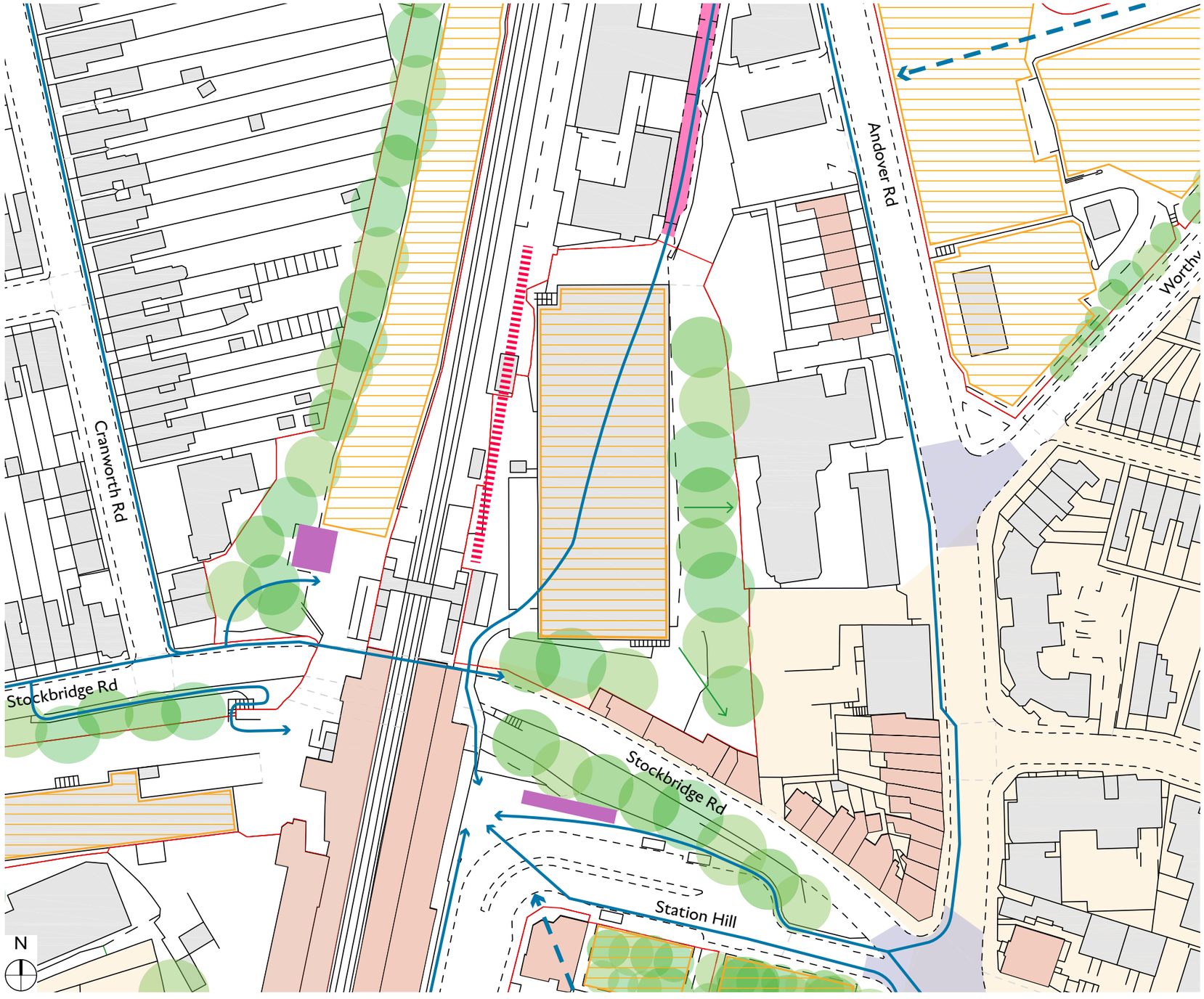
3.7 STATION EAST - SITE ANALYSIS

Key site parameters:

- Current carparking provision: 254 spaces in 1 deck multistorey carpark
- Hard edge and railway noise from the tracks that run along the west of the site
- Network Rail require a constant access route to the tracks along west edge of the site
- Student housing to the north
- Desire line runs across the site and used currently as a faster route to the Station
- Constrained, single-track, access route from the north that cannot be widened
- Low rise commercial buildings at the bottom of the slope at the south of the site
- Steep slopes with trees to the east and south of the site
- Pedestrian access only at south west



3.7 STATION EAST - EXISTING SITE


1


5

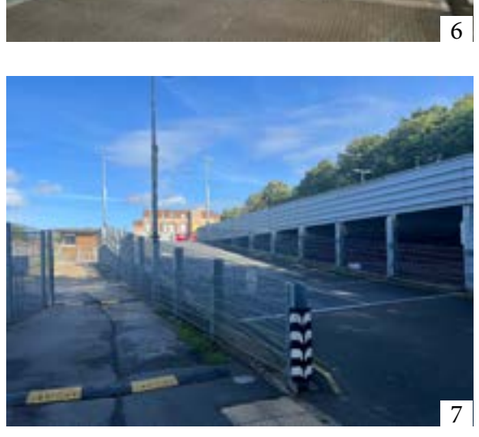

9


2


6


10


3


7


11


4


8


12

3.7 STATION EAST - TECHNICAL FEEDBACK

Transport

- The site currently takes vehicular access from Andover Road. The existing access point does not have a right-turn lane and this has been identified as a potential constraint if vehicular trip numbers at the site were to increase in the AM and PM peaks – see Fatkins report.
- There is pedestrian access to Stockbridge Road to the south of the site.
- The site is relatively self-contained as it lies behind residential properties on Andover Road and is bounded by the railway on its western side.
- There is pedestrian activity with people cutting through the existing car park to move between Andover Road and the Station, as this is a quicker and shorter route than continuing on Andover Road and approaching via Station Hill. It is assumed that pedestrian connectivity to the station would be maintained and improved as part of any redevelopment.
- Until the northern park and ride site has been developed, the current brief from Network Rail is that existing public car parking on Station East and Station West will need to be retained at current capacity - as such if either Station East or Station West were to be redeveloped, the parking on that site would need to be reprovided.
- The nearest bus stop to the site is a southbound bus stop adjacent to Worthy Lane.
- The rail station and its associated bus stops are a 5 minute walk from the centre of the site.
- From the initial discussions with HCC, there is potential for the range of bus services serving the rail station to increase in future.

Heritage

Key considerations:

- This site is comparatively more sheltered and isolated, with fewer immediate heritage constraints.
- There are some potential views from the elevated railway station into this site.
- The Andover Road has an uphill gradient to the north of the site, which would allow for views into the site. But, these are to the north of the site is less sensitive in heritage and townscape terms than the areas to the south or east.
- Forthcoming schemes should consider that the suburban terraces bordering the site to the north are of a domestic scale.
- The south-east part of the site is adjacent to the conservation area.

3.7 STATION EAST - OPTIONEERING

Of the options tested, options 01 and 02B were preferred and developed. These design options include the following elements:

- Considered commerical and student housing typologies as both are less sensitive to railway noise than residential
- Retained existing trees and vegetation on the slopes to the east and south of the site
- Created new street trees, planting and public spaces within the centre of the site and along new created routes
- Improved the existing public realm and desire line across the site, the existing route that cut through a carpark is replaced with a new route running through the landscaped centre of the site
- Massing responds to surrounding context, with higher storeys to the west and north of the site and cut-back upper floors

Development of this site requires parking capacity to be provided elsewhere eg:

- Parking reduction post Covid
- New 4 storey carpark on Station West
- Park and Ride

Option 01

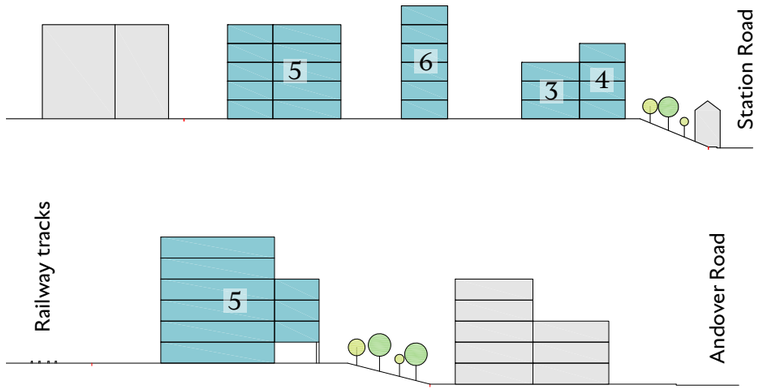
Option 02B

Option 03

Option 02B Resi

3.7 STATION EAST SITE – OPTION 01 v2 – RECOMMENDED OPTION

Plan 1:1000 @ A3



Station East 01 v2

	Block A	Block B	Block C	Total
Level	Student Accomodation			GEA (sqm)
G+0	341	516	483	1340
G+1	341	599	483	1423
G+2	341	599	483	1423
G+3	341	599	228	1168
G+4	341	516		857
G+5		516		516
Totals	1705	3345	1677	6727

Student accomodation units: 224

Student Housing

Adaptation of existing typology to the north

A. 5 storey student housing

B. 3 - 6 storey student housing, with the 3 storey section raised a storey to accomodate a route underneath

C. 3 - 4 storey student housing

- Small amount of parking provided at north edge of site, including a van loading bay, approx. 5 spaces

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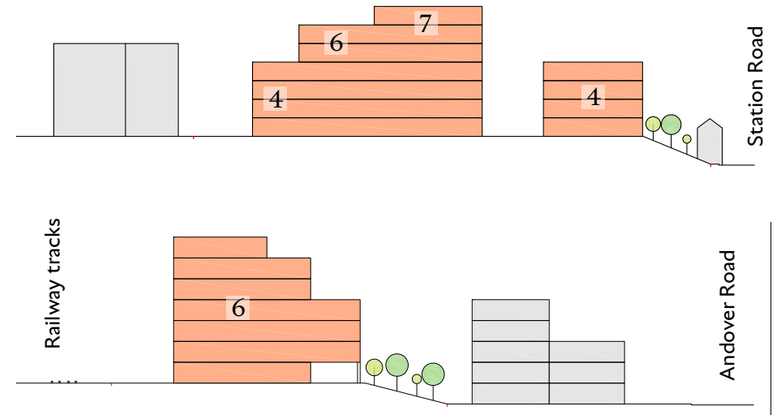
3.7 STATION EAST SITE - OPTION 02B v2 - PREFERRED OPTION



Station East 02B v2

Level	Block A Workspace	Block B Workspace	Total GEA (sqm)
G+0	992	867	1859
G+1	1341	867	2208
G+2	1341	867	2208
G+3	1341	625	1966
G+4	928		928
G+5	928		928
G+5	382		382
Totals	7253	3226	10479

A. 3-7 storey workspace with ground floor parking, approx 18 spaces
- A 3 storey section extends over and covers the pedestrian route

B. 3-4 storey office / commercial

C. Shared landscape area

Plan 1:1000 @ A3

HaworthTompkins

3.8 STATION WEST SITE ANALYSIS / CONSTRAINTS

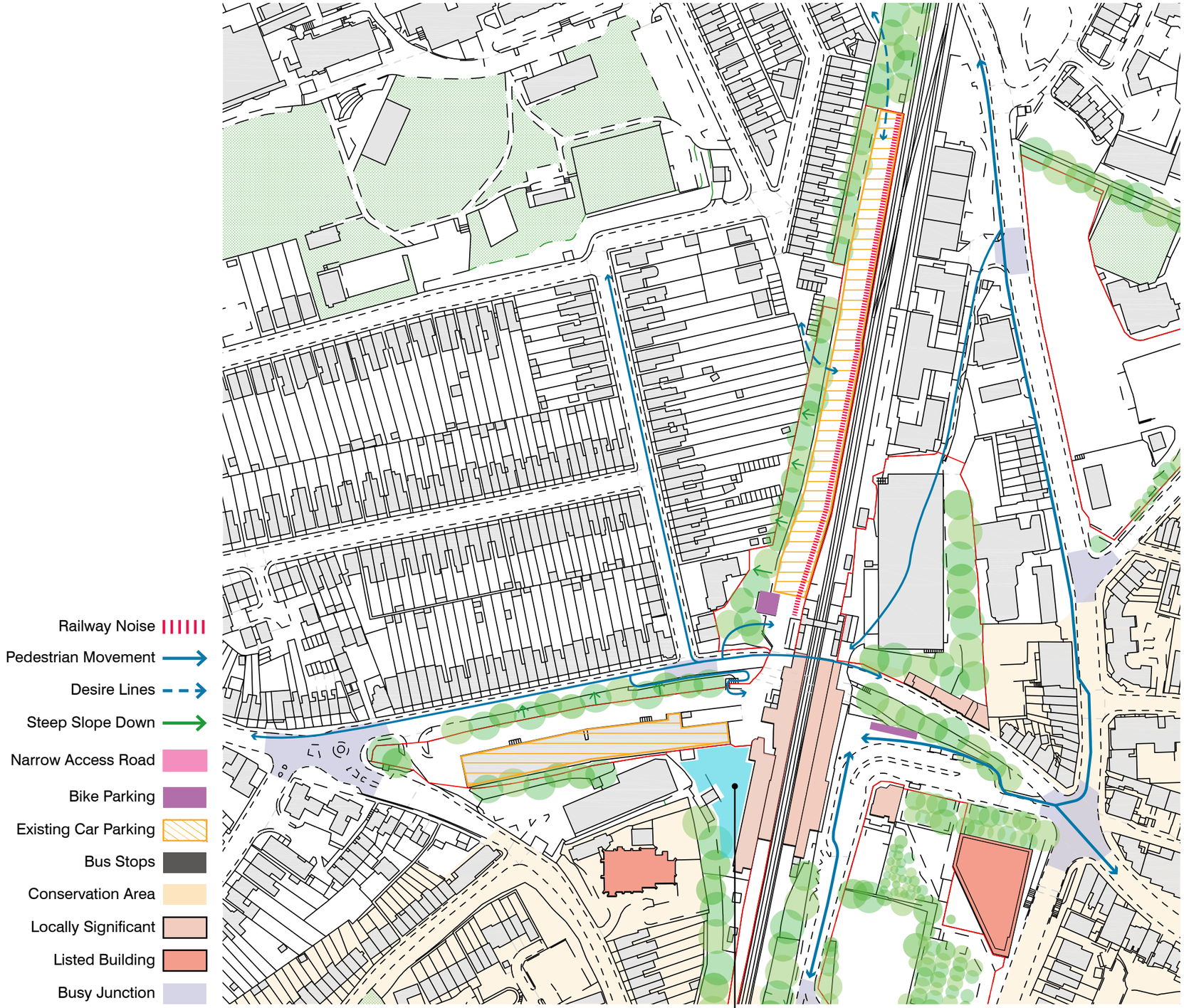
Key site parameters:

North

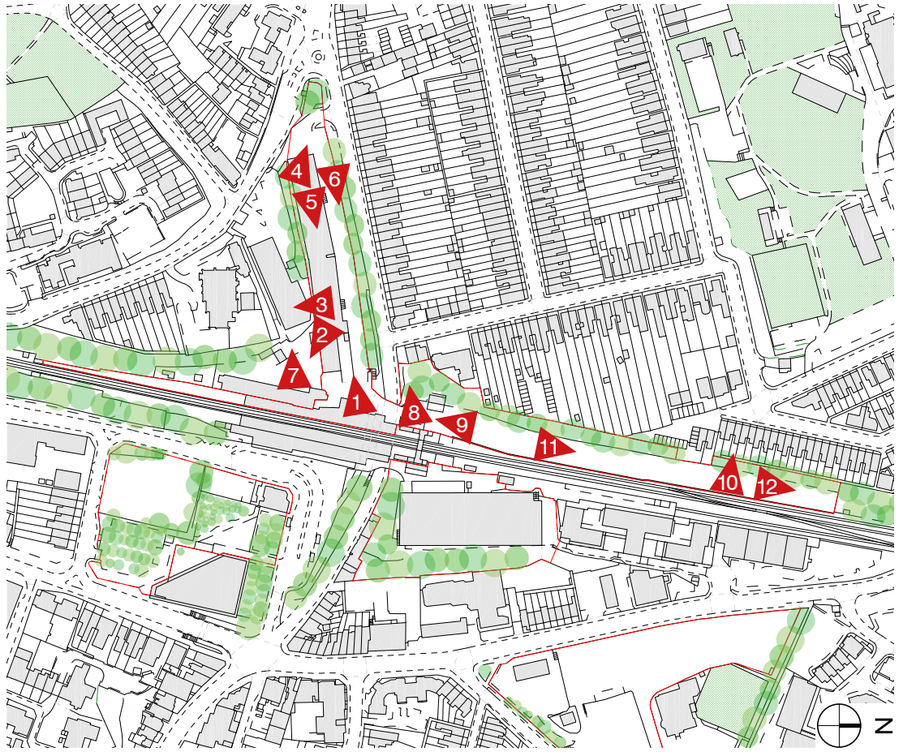
- Current carparking provision: 230 spaces at surface
- Long, thin site creates massing constraints
- Requires access to phone mast at the north and must accommodate a service zone to the tracks to the east
- Bike hub located at the southern end
- Desire lines to access the site in the midde of the western edge and at the north
- 2-3 storey houses and gardens to the west
- Site slopes steeply down at the western edge
- Pedestrian steps linking to Stockbridge Road at the south

South

- Current carparking provision: 181 spaces in single deck carpark
- Existing office block to the south of the site requires a setback
- Workshops at the east of the site require constant yard access
- No clear pedestrian route to the Station
- Vehicle access required to the northern part of the site
- Site slopes down on southern side
- Northern part of the site has trees and slopes down to Stockbridge Road
- Morning drop offs and pick ups to the Train Station result in high vehicular movement



3.8 STATION WEST - EXISTING SITE



3.8 STATION WEST - TECHNICAL FEEDBACK

Transport

- The site currently takes vehicular access from Stockbridge Road adjacent to its junction with St Paul's Hill. There is a considerable level change as the site and the station are set at a higher level than Stockbridge Road, which dips down to meet the existing railway tunnel.
- The Station West site consists of two sub-sites, 4a and 4b.
- Site 4a is a long linear site with limited width which currently accommodates surface level commuter car parking as two long areas of horizontal bays served by a single access route.
- Site 4b is an existing multi-storey car park also serving commuter parking.
- The site is primarily accessed via the surrounding residential street network on the western side of the railway.
- There is good connectivity for pedestrians and cyclists to the eastern side of the railway (and the main City Centre), either via Stockbridge Road itself or the separate pedestrian underpass which cyclists can use if dismounted
- Due to the more residential nature of the streets to the west, there is less in the way of formal provision for cyclists on the western side of the railway.
- Until the northern park and ride site has been developed, the current brief from Network Rail is that existing public car parking on Station East and Station West will need to be retained at current capacity - as such if either Station East or Station West were to be redeveloped, the parking on that site would need to be reprovided.
- The nearest bus stops to the site are those serving the railway station; these can be reached on foot and by cycle via the underpass which carries Stockbridge Road under the railway.
- There is a further pedestrian route accessed via the station itself which is not restricted behind the ticket gateline and can therefore be used by members of the public when the station is open.

Heritage

Key considerations;

- This site has the potential to have an impact on St Paul's Church, Grade II, due to direct intervisibility.
- Consideration should be given to the small, fine grain buildings to the north which have a sensitive, low-rise suburban character.
- Proposals should consider that whilst the site sits outside of the Winchester Conservation Area, it could obstruct views into the conservation area from streets to the north and west, such as views towards St Paul's Church.

3.8 STATION WEST - OPTIONEERING

The options that were explored on this site were not considered viable and are not proposed to be developed further.

Northern site: Option 01
Commercial workshops

Northern site: Option 02
Residential houses and gardens

Northern site: Option 03
Student accomodation

Southern site: Option 01A
Commercial workspace

Southern site: Option 01B
Commercial workspace

Southern site: Option 02
Residential appartment blocks

Southern site: Option 03A
Residential terraced housing, with gardens

Southern site: Option 03B
Residential terraced housing, with gardens

3.9 CONCLUSIONS + NEXT STEPS

The conclusion from the options study was that:

- All 4 sites offered good potential for a range of development options, albeit the northern part of Station West was much more constrained then the other three.
- A mix of uses should be delivered, both within each site and across all 4 sites, to support urban aims and reduce risk of 'monoculture' on sites
- Viability economics was challenging for all 4 sites, due mainly to in the current economic climate and the recent significant increases in construction costs, which have not seen equivalent increases in sale or rental values of either residential or commercial property. This was particularly so for northern part of Station West, due to the narrow nature of the site and significant massing/transport constraints.
- Commercial and student housing typologies tended to be more commercially viable than residential or workshops/makerspace uses. Building residential floorspace, even when tested at 25% Affordable, is causing a net negative impact on overall residual land values.
- As such any development would need to work hard to find the balance between the requirements of townscape, transport, heritage and public opinion and he realities of commercial viability / development economics.

In parallel, during 2022, WCC have carried out public engagement exercises, who's findings have been fed into the Capacity Study work as it progressed. The intention from here is that the outcomes of the Study will be fed back to stakeholders and community and a Strategic Outline Case developed by WCC to be submitted to Cabinet later in the year. If approved by Cabinet, the WCC project team will seek to procure a masterplan design team to take the project forwards. An indicative timeline for these and the next steps is shown in part 1 of the report.

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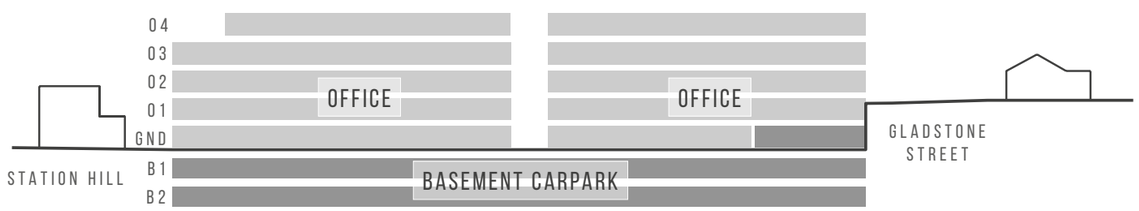
4.0 APPENDIX

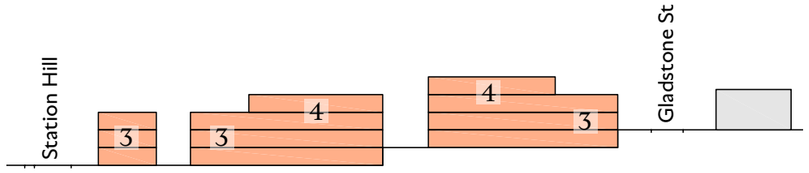
4.1 DESIGN DEVELOPMENT

CARFAX SITE - LDS PREVIOUS SCHEME 2019

- 17,820sqm Office floor space
- 300-340 parking spaces, arranged over 2 floors of basement parking



CARFAX SITE - OPTION 1A - 'LDS REDUX'



- Similar to LDS preferred option, but reduced height by 1 storey on average

Carfax 01A - 'LDS Redux'

Level	Retained F+B	Block A Workspace	Block B Workspace	Block C Workspace	Total GEA (sqm)
G-1		-	-	643	643
G+0	203	280	1617	1751	3851
G+1	203	280	1617	1751	3851
G+2		280	1617	1107	3004
G+3			802	771	1573
Totals	406	840	5653	6023	12922

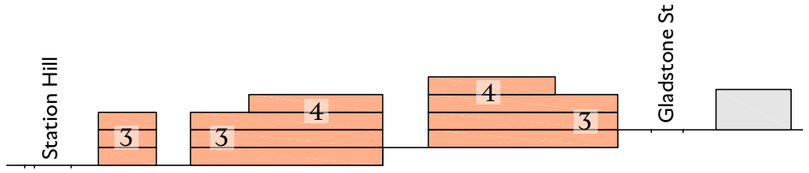
A. New F+B and small office above
B. Office 3-4 storeys
C. Office 3-4 storeys
D. Retain some trees and existing carpark, estimated 40-50 spaces
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

HaworthTompkins

CARFAX SITE - OPTION 1A.1 - 'LDS REDUX' - REDUCED PARKING

Plan 1:1000 @ A3



- Similar to LDS preferred option, but reduced height by 1 storey on average

Carfax 01A - 'LDS Redux'

Level	Retained F+B	Block A Workspace	Block B Workspace	Block C Workspace	Total GEA (sqm)
G-1		-	-	643	643
G+0	203	280	1617	1751	3851
G+1	203	280	1617	1751	3851
G+2		280	1617	1107	3004
G+3			802	771	1573
Totals	406	840	5653	6023	12922

Potential changes adds approx. 1500sqm GEA

New GEA: 14422sqm GEA

A. New F+B and small office above
B. Office 3-4 storeys
C. Office 3-4 storeys
D. Potential for 3 storeys of extra massing over the carpark, around 500sqm per floor, 1500sqm total extra GEA
E. Small amount of carpark retained on the edge of site, estimated 10-15 spaces
Central Islands to be removed to allow for bus movements

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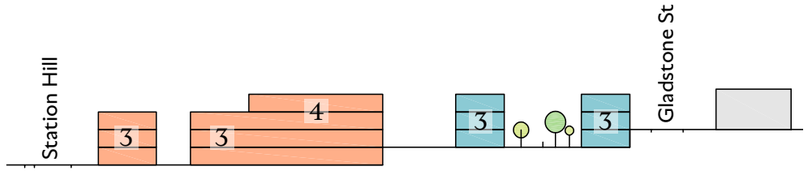
CARFAX SITE - OPTION 1B - 'LDS REDUX + RESI'



Approx 100 residential units per hectare.

Carfax 01B - 'LDS Redux Resi'

	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	280	1617	1142	3242
G+1	203	280	1617	1142	3242
G+2		280	1617	1142	3039
G+3			802	676	1478
Totals	406	840	5653	4102	11001

Resi units: 43

A. New F+B and small office above

B. Office 3-4 storeys

C. Residential 3 storey townhouses with gardens, two wings of 4 storey flats

D. Retain some trees and existing carpark, estimated 40-50 spaces

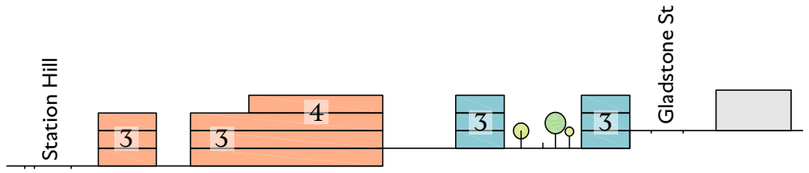
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

HaworthTompkins

CARFAX SITE - OPTION 1B - 'LDS REDUX + RESI' REDUCED PARKING

Plan 1:1000 @ A3



Approx 125 - 150 residential units per hectare.

Carfax 01B - 'LDS Redux Resi'

	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	280	1617	1142	3242
G+1	203	280	1617	1142	3242
G+2		280	1617	1142	3039
G+3			802	676	1478
Totals	406	840	5653	4102	11001

Resi units: 43

Potential changes adds approx. 1500sqm GEA

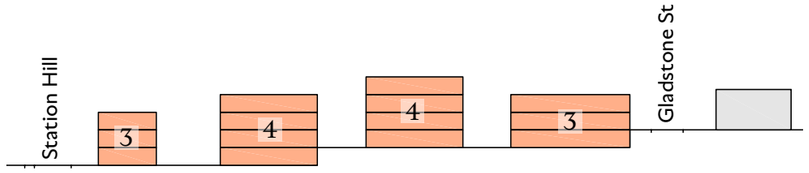
New GEA: 12501sqm GEA

A. New F+B and small office above
B. Office 3-4 storeys
C. Residential 3 storey townhouses with gardens, two wings of 4 storey flats
D. Potential to extend 3 storey residential block over carpark, approx 1500sqm extra GEA
E. Small amount of carpark retained on the edge of site, estimated 10-15 spaces
Central Islands to be removed to allow for bus movements

HaworthTompkins

CARFAX SITE – OPTION 2 – CROSS STREETS

Plan 1:1000 @ A3



Carfax 02 - Cross Streets

Level	Retained F+B	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Total GEA (sqm)
G+0	203	280	817	835	1037	3172
G+1	203	280	817	835	1037	3172
G+2		280	817	835	1037	2969
G+3			409	835	518	1762
Totals	406	840	2860	3340	3629	11075

A. New F+B and small office above

B. Office 3-4 storeys

C. Office 3-4 storeys

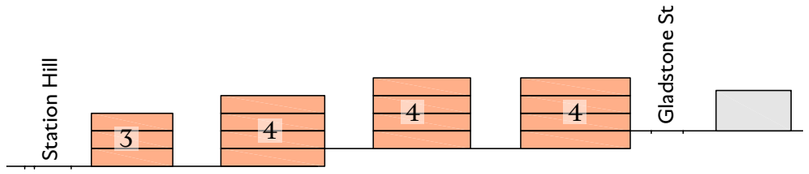
D. Office 3-4 storeys

E. Retain some trees and existing carpark, estimated 40-50 spaces

Central Islands to be removed to allow for bus movements

HaworthTompkins

CARFAX SITE - OPTION 3A - DIAGONAL ROUTE



Carfax 03A - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

D. Office 3-4 storeys

E. Retain some trees and existing carpark, estimated 40-50 spaces

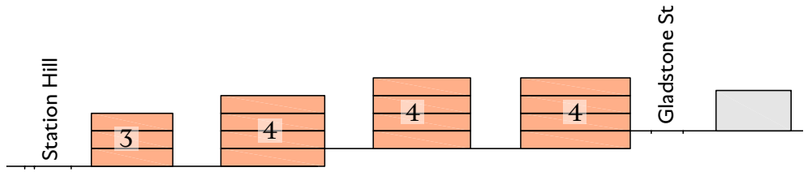
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

HaworthTompkins

CARFAX SITE - OPTION 3A.1 - WITHOUT REGISTRY OFFICE

Plan 1:1000 @ A3



Carfax 03A - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Removal of registry office = loss of 406sqm GEA

New GEA: 10832sqm GEA

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

D. Office 3-4 storeys

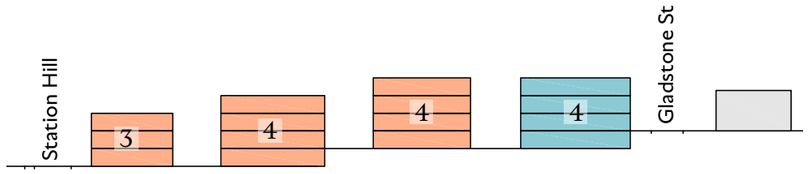
E. Retain some trees and existing carpark, estimated 40-50 spaces

Central Islands to be removed to allow for bus movements

HaworthTompkins

CARFAX SITE - OPTION 3B

Plan 1:1000 @ A3



Approx 75 - 100 residential units per hectare.

Carfax 03B - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Resi units: 38

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

D. Residential flats, 3-4 storeys

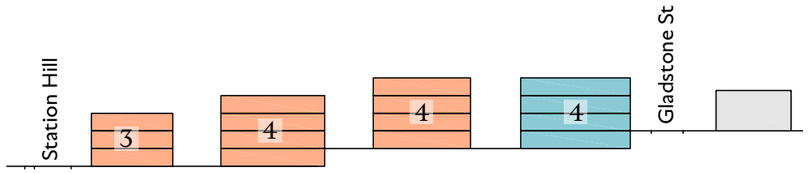
E. Retain some trees and existing carpark, estimated 40-50 spaces

Central Islands to be removed to allow for bus movements

HaworthTompkins

CARFAX SITE - OPTION 3B.1

Plan 1:1000 @ A3



Approx 75 - 100 residential units per hectare.

Carfax 03B - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Resi units: 38

Potential changes adds approx. 1700sqm GEA

New GEA: 13000sqm GEA

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

D. Residential flats, 3-4 storeys

E. Potential to add an extra set back storey, approx 300sqm extra GEA

F. Extend 3 storey residential block over part of the carpark

G. Retain some trees and existing carpark, estimated 15-20 spaces

Central Islands to be removed to allow for bus movements

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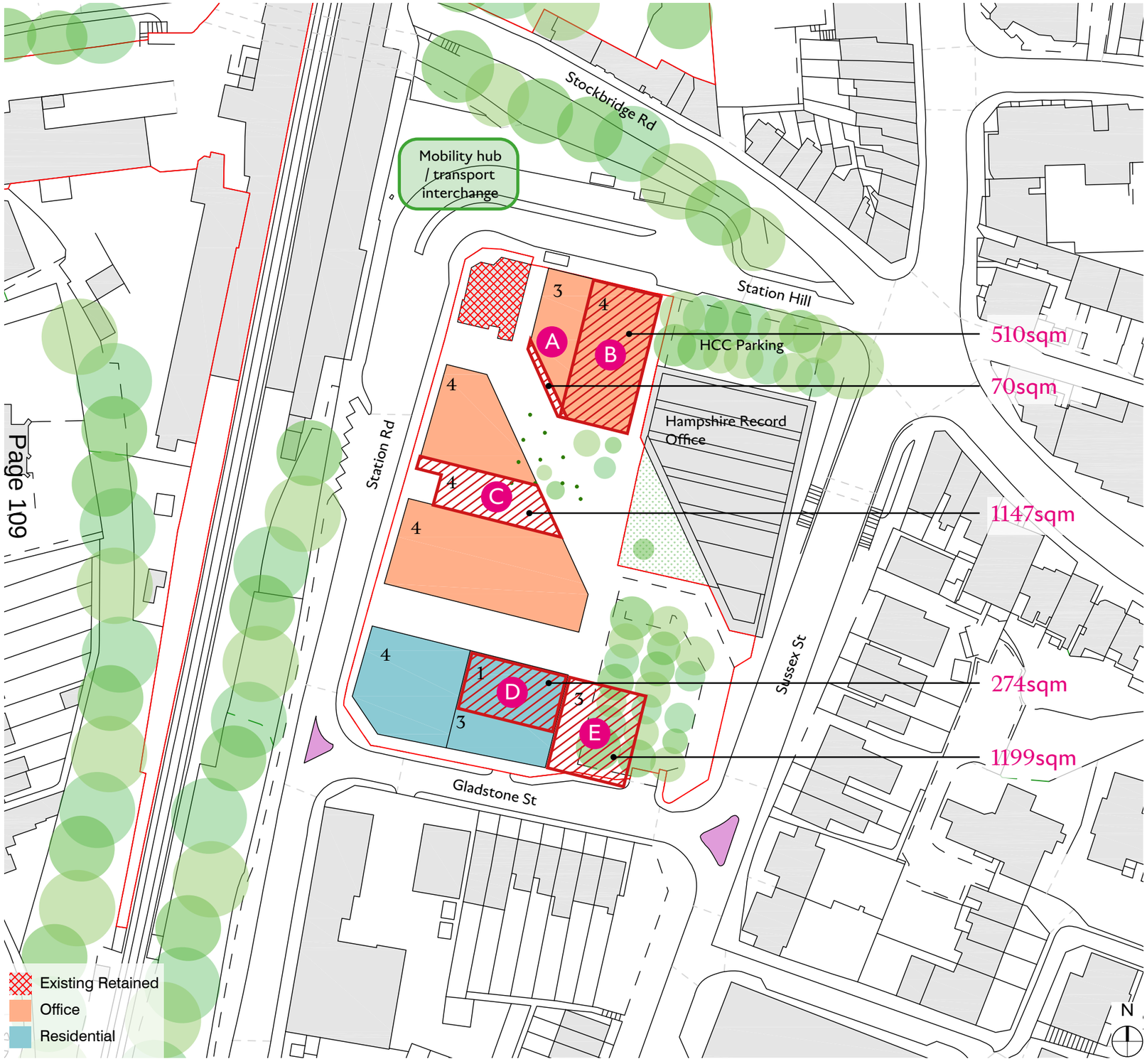
CARFAX SITE - OPTION 3B.2



Plan 1:1000 @ A3

Carfax 03B - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Resi units: 38

Potential changes adds approx. 3200sqm GEA

14438sqm GEA

A. Extend block to tighten street

B. End pops up to 4 storeys

C. Two blocks are joined together and remove street

D. Potential to add an extra set back storey, approx 300sqm extra GEA

E. Extend 3 storey residential block over part of the carpark

Central Islands to be removed to allow for bus movements

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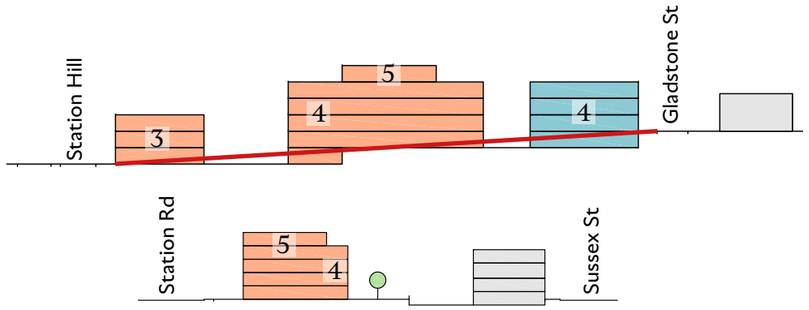
CARFAX SITE - OPTION 3B v2



Carfax 03B.2

Level	Retained F+B	Block A Workspace	Block B Workspace	Block C Residential	Total GEA (sqm)
G+0	203	756	1523	1293	3775
G+1	203	756	1523	1293	3775
G+2		756	1523	1293	3572
G+3		407	1395	467	2269
G+4			479		479
Totals	406	2675	6443	4346	13870

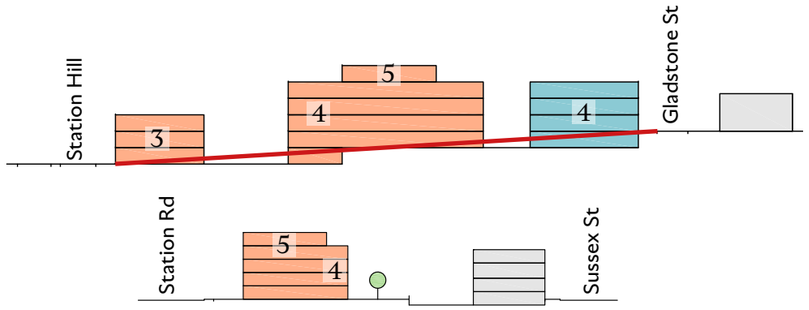
Resi units: 46

A. Office 3-4 storeys
B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, a set-back fifth storey has been added
C. Residential block, 3-4 storeys
D. Some parking to be retained, approx. 11 spaces
E. Row of silver birches to be retained in the center of the site
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

CARFAX SITE - OPTION 3B v2 WITHOUT REGISTRY

Plan 1:1000 @ A3



Carfax 03B.2 Without Registry

Level	Block A Workspace	Block B Workspace	Block C Residential	Total GEA (sqm)
G+0	1062	1395	1293	3750
G+1	1062	1395	1293	3750
G+2	1062	1395	1293	3750
G+3	682	1395	467	2544
G+4		479		479
Totals	**3868**	**6059**	**4346**	**14273**

Resi units: 46

A. Office 3-4 storeys and extends over plot of former registry office
B. Office 4-5 storeys, a set-back fifth storey has been added
C. Residential block, 3-4 storeys
D. Some parking to be retained, approx. 11 spaces
E. Row of silver birches to be retained in the center of the site
Central Islands to be removed to allow for bus movements

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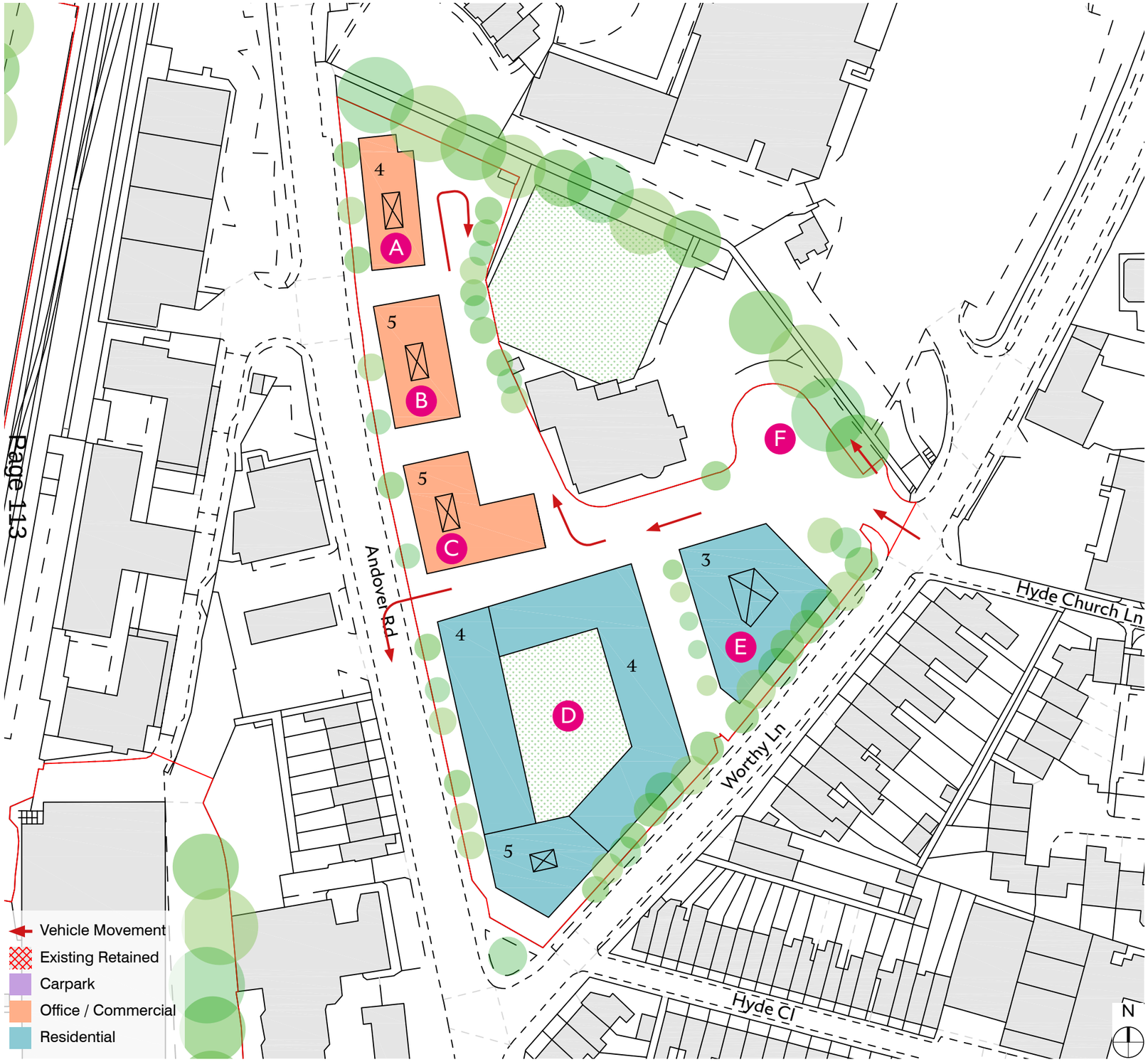
CATTLEMARKET / WORTHY LANE SITE - LDS PREFERRED OPTION 2019, NOT PROGRESSED

- 2068sqm office floor space
- 7602sqm residential
- 697sqm retail

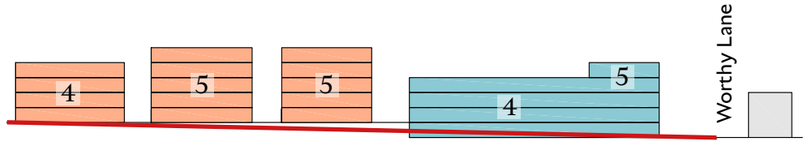
- 300 parking spaces, arranged over 2 and a half floors of basement parking

Plan not to scale

CATTLEMARKET SITE - OPTION 1A



Plan 1:1000 @ A3



Approx 175 - 200 residential units per hectare.

Cattlemarket 01A

	Block A	Block B	Block C	Block D	Block E	Total
Level	Workspace	Workspace	Workspace	Residential	Residential	GEA (sqm)
G+0	346	420	531	2044	779	4120
G+1	346	420	531	2044	779	4120
G+2	346	420	531	2044	779	4120
G+3	346	420	531	2044		3341
G+4		420	531	392		1343
Totals	1384	2100	2655	8568	2337	17044

Resi units: 116

A. 4 storey office / commercial
B. 5 storey office / commercial
C. 5 storey office / commercial
D. 4 storey courtyard block of apartments and commercial base
E. 3 storey apartment block and commercial base
F. Approx 20 parking spaces

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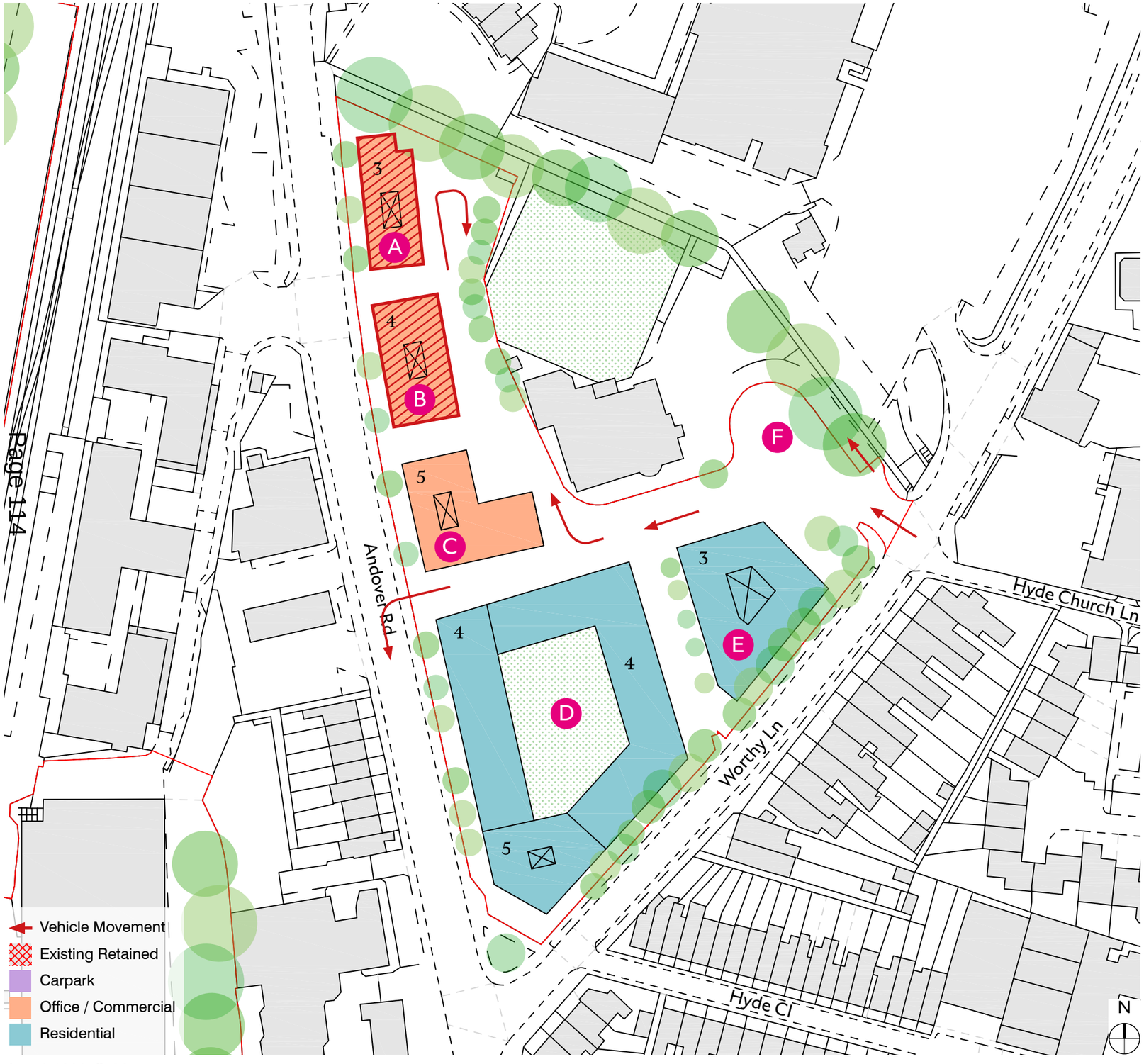
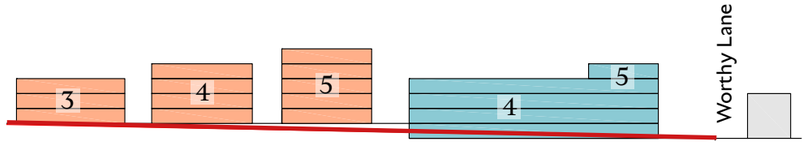
CATTLEMARKET SITE - OPTION 1A.1 - REDUCED





Cattlemarket 01A

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Residential	Block E Residential	Total GEA (sqm)
G+0	346	420	531	2044	779	4120
G+1	346	420	531	2044	779	4120
G+2	346	420	531	2044	779	4120
G+3	346	420	531	2044		3341
G+4		420	531	392		1343
Totals	1384	2100	2655	8568	2337	17044

Resi units: 116

Potential changes take approx. 766sqm GEA

16278sqm GEA

Blocks A and B have been reduced by 1 storey to accomodate for the protected view to the cathedral from the top of Andover Road.

A. 3 storey office / commercial

B. 4 storey office / commercial

C. 5 storey office / commercial

D. 4 storey courtyard block of apartments and commercial base

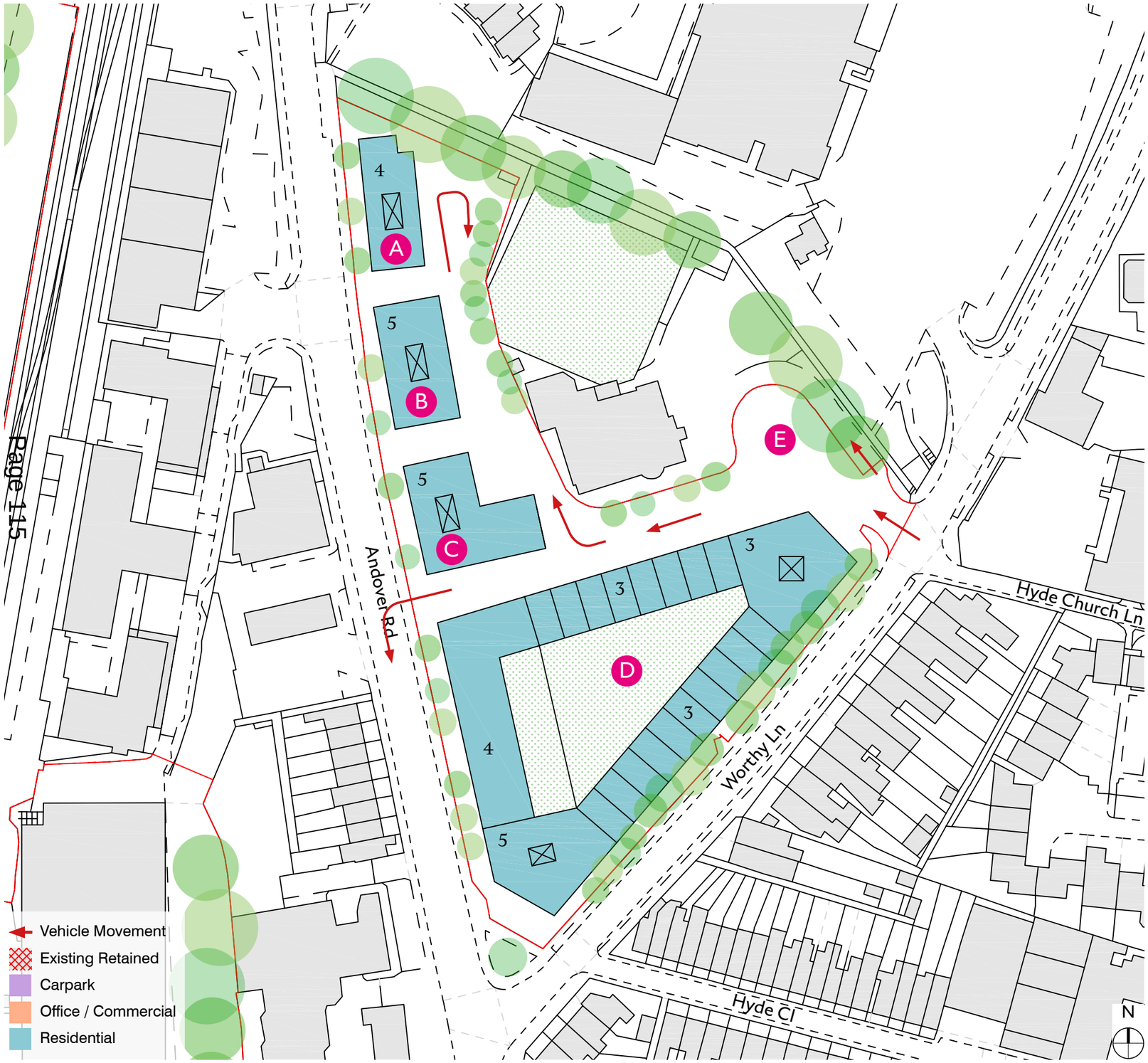
E. 3 storey apartment block and commercial base

F. Approx 20 parking spaces

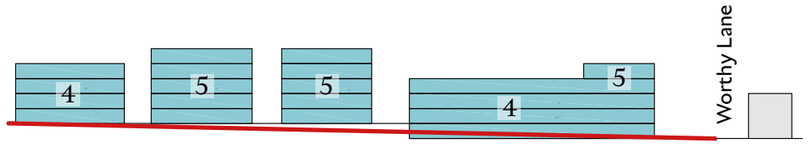
Plan 1:1000 @ A3

HaworthTompkins

CATTLEMARKET SITE - OPTION 1B



Plan 1:1000 @ A3



Approx 150 - 175 residential units per hectare.

Cattlemarket 01B

	Block A	Block B	Block C	Block D	Total
Level	Residential	Residential	Residential	Residential	GEA (sqm)
G+0	346	420	531	2896	4193
G+1	346	420	531	2896	4193
G+2	346	420	531	2896	4193
G+3	346	420	531	1159	2456
G+4		420	531	447	1398
Totals	**1384**	**2100**	**2655**	**10294**	**16433**

Resi units: 176

A. 4 storey apartment block
B. 4 storey apartment block
C. 5 storey apartment block
D. 3 storey resi courtyard block
E. Approx 20 parking spaces

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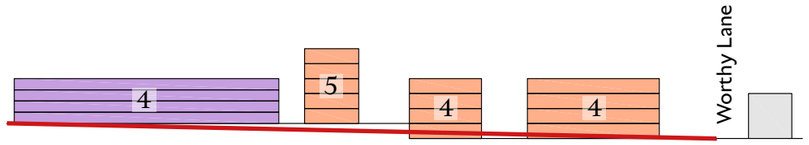
CATTLEMARKET SITE – OPTION 2A

Plan 1:1000 @ A3



Cattlemarket 02A

	Block A	Block B	Block C	Block D	Block E	Total
Level	Carpark	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	1592	339	906	1175	779	4791
G+1	1592	339	906	1175	779	4791
G+2	1592	339	906	1175	779	4791
G+3	1592	339	564	1175		3670
G+4		339				339
Totals	6368	1695	3282	4700	2337	18382

A. 4 storey carpark approx 280 spaces
B. 5 storey office or resi
C. 3-4 storey office
D. 4 storey office
E. 3 storey office
F. Approx 20 parking spaces

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CATTLEMARKET SITE - OPTION 2A.1

Plan 1:1000 @ A3

Cattlemarket 02A

Level	Block A Carpark	Block B Workspace	Block C Workspace	Block D Workspace	Block E Workspace	Total GEA (sqm)
G+0	1592	339	906	1175	779	4791
G+1	1592	339	906	1175	779	4791
G+2	1592	339	906	1175	779	4791
G+3	1592	339	564	1175		3670
G+4		339				339
Totals	6368	1695	3282	4700	2337	18382

Potential changes adds approx. 1393sqm GEA

19775sqm GEA

A. Block is shortened on the east side, whilst hatched area increases to 5 storeys

B. Block shortened on east side, corner area increases to 5 storeys

C. Whole block is extended east and west to create a courtyard block with lightwell.

D. Northern section of block increases to 4 storeys

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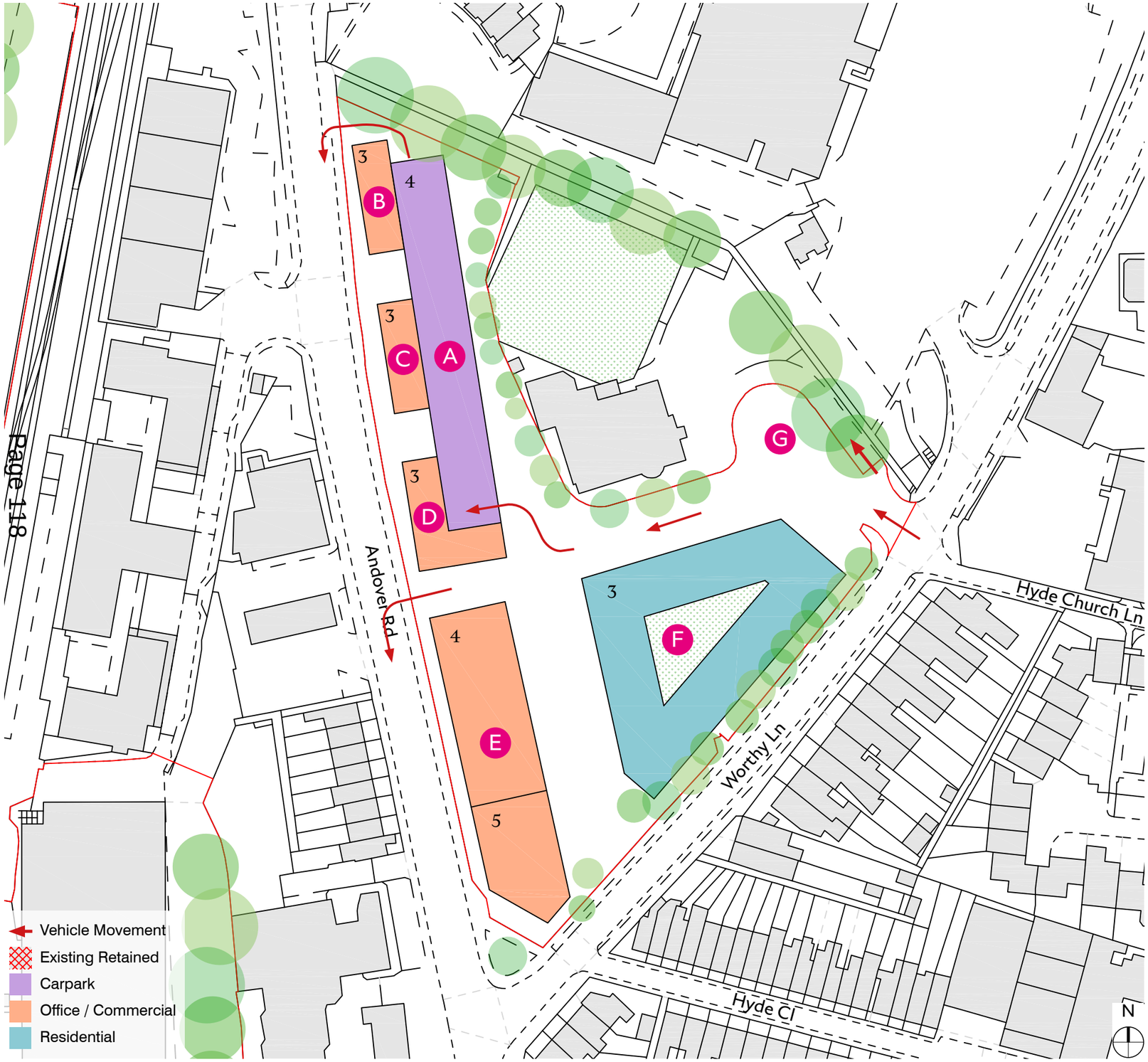
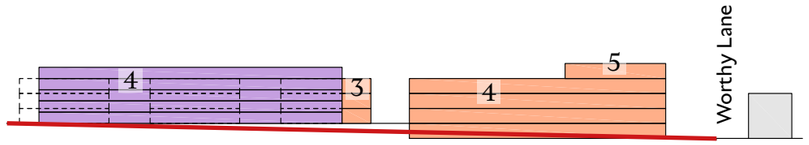
CATTLEMARKET SITE - OPTION 2B



Plan 1:1000 @ A3



Approx 75 - 100 residential units per hectare.

Cattlemarket 02B

	Block A	Block B	Block C	Block D	Block E	Block F	Total
Level	Carpark	Workspace	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	1009	200	200	296	1205	1686	4596
G+1	1009	200	200	296	1205	1686	4596
G+2	1009	200	200	296	1205	1686	4596
G+3	1009	200	200	296	1205		2910
G+4					441		441
Totals	4036	800	800	1184	5261	5058	17139

Resi units: 54

A. 4 storey carpark, approx 180 spaces
B. 4 storey office
C. 4 storey office
D. 4 storey office
E. 4-5 storey office / commercial
F. 3 storey courtyard apartment block
G. Approx 20 parking spaces

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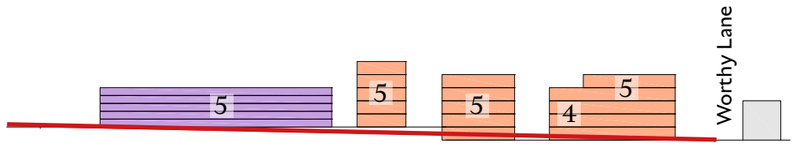
CATTLEMARKET SITE - OPTION 2A v2

Plan 1:1000 @ A3



Cattlemarket 02A v2

Level	Block A Carpark	Block B Workspace	Block C Workspace	Block D Workspace	Block E Residential	Total GEA (sqm)
G+0	1284	349	1037	1376	1003	5049
G+1	1284	349	1037	1376	1003	5049
G+2	1284	349	1037	1376	1003	5049
G+3	1284	349	1037	1376	554	4600
G+4	1284	349	628	679		2940
Totals	**6420**	**1745**	**4776**	**6183**	**3563**	**22687**

Resi units: 38

A. 5 storey, ramped multistorey carpark (2.4m storey height). 50+ spaces per floor, approx 270 spaces total.

B. 5 storey commercial block

C. Commercial block, 4 storeys with set back 5th storey

D. 4 storey commercial block within 5th storey stepping up on the corner

E. 3 storey residential block

- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site with loading bay north of block C

Potential for carparking along Worthy Lane

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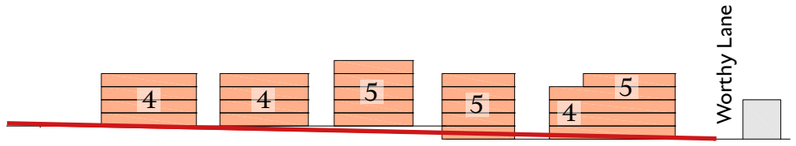
CATTLEMARKET SITE - OPTION 2A v2 COMMERCIAL

Plan 1:1000 @ A3



Cattlemarket 02A v2 Commercial

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Block E Workspace	Block F Residential	Total GEA (sqm)
G+0	346	420	585	1037	1376	1003	4767
G+1	346	420	585	1037	1376	1003	4767
G+2	346	420	585	1037	1376	1003	4767
G+3	346	420	585	1037	1376	554	4318
G+4			585	628	679		1892
Totals	**1384**	**1680**	**2925**	**4776**	**6183**	**3563**	**20511**

Resi units: 38

A. 4 storey commercial block
B. 4 storey commercial block
C. 5 storey commercial block
D. Commercial block, 4 storeys with set back 5th storey
E. 4 storey commercial block within 5th storey stepping up on the corner
F. 3-4 storey residential block

- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site

Potential for carparking along Worthy Lane

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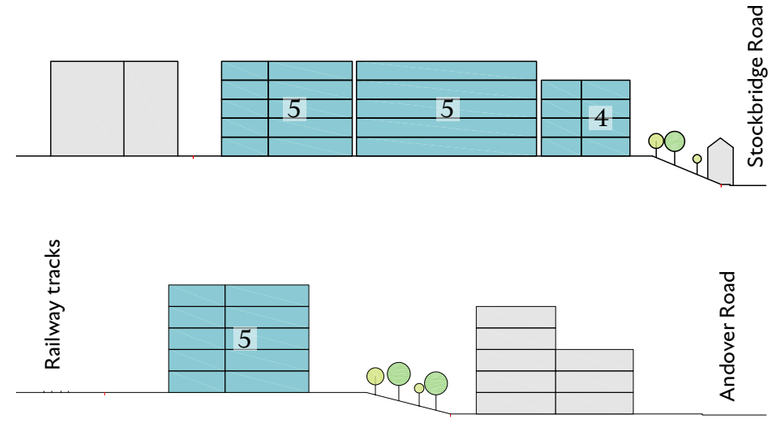
STATION EAST SITE - OPTION 01

Plan 1:1000 @ A3



Station East 01A

Level	Block A Residential	Block B Residential	Block C Residential	Total GEA (sqm)
G+0	369	546	268	1183
G+1	369	546	268	1183
G+2	369	546	268	1183
G+3	369	546	268	1183
G+4	369	546		915
Totals	1845	2730	1072	5647

Student Housing

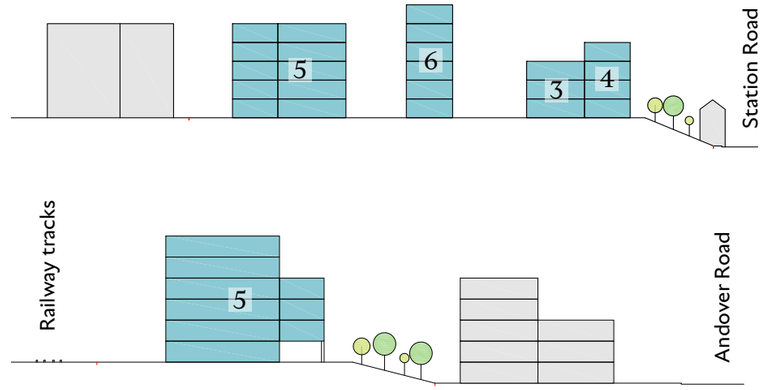
Continuation of existing typology to the north

A. 5 storey resi

B. 5 storey resi

C. 4 storey resi

STATION EAST SITE - OPTION 01 v2



Station East 01 v2

	Block A	Block B	Block C	Total
Level	Student Accomodation			GEA (sqm)
G+0	341	516	483	1340
G+1	341	599	483	1423
G+2	341	599	483	1423
G+3	341	599	228	1168
G+4	341	516		857
G+5		516		516
Totals	1705	3345	1677	6727

Student Housing

Adaptation of existing typology to the north

A. 5 storey student housing

B. 3 - 6 storey student housing, with the 3 storey section raised a storey to accomodate a route underneath

C. 3 - 4 storey student housing

- Small amount of parking provided at north edge of site, including a van loading bay, approx. 5 spaces

Plan 1:1000 @ A3

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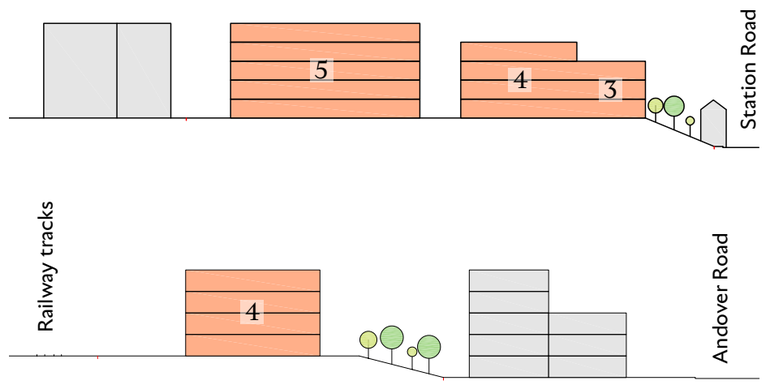
STATION EAST SITE - OPTION 02A

Plan 1:1000 @ A3



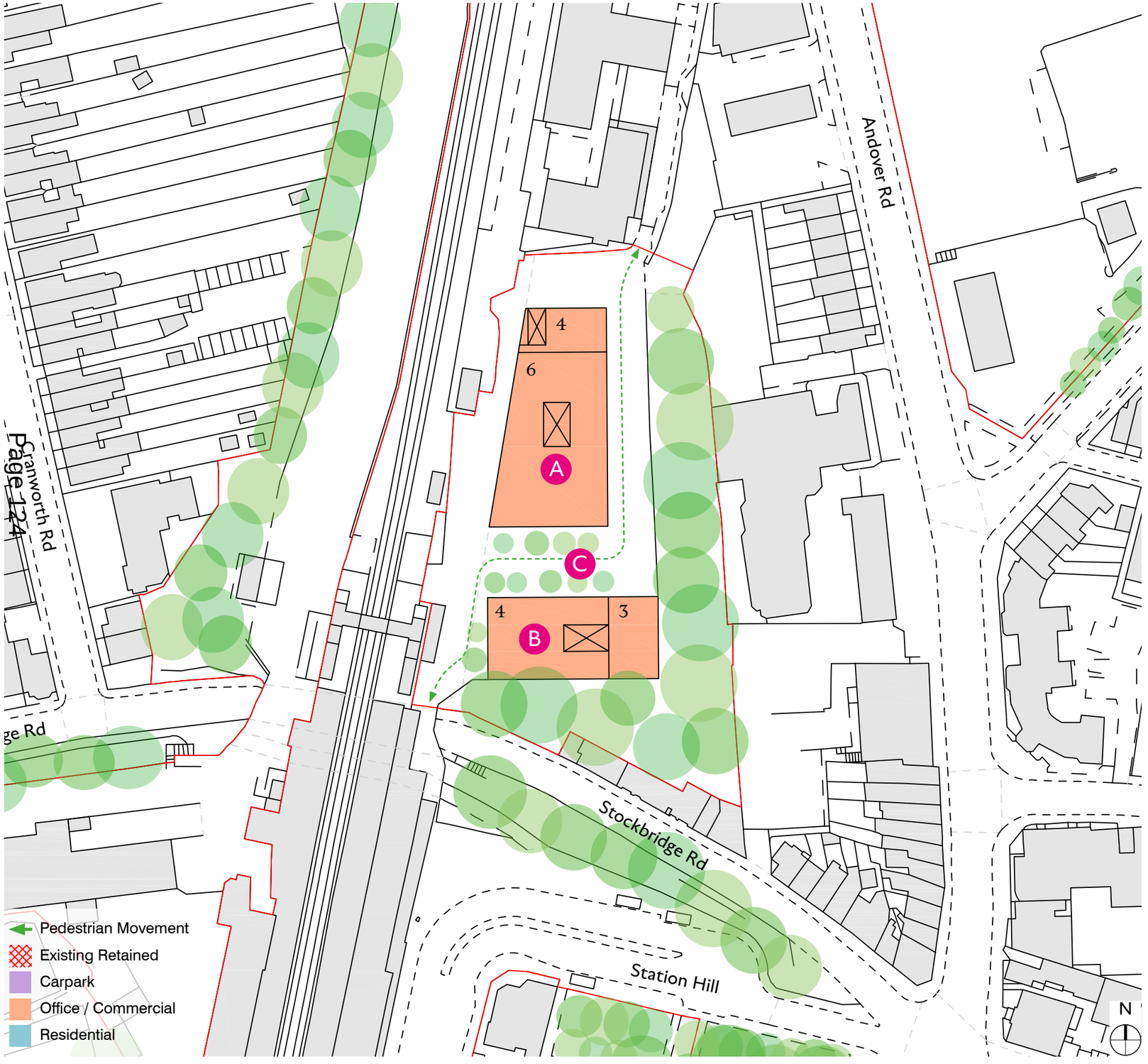
Station East 02A

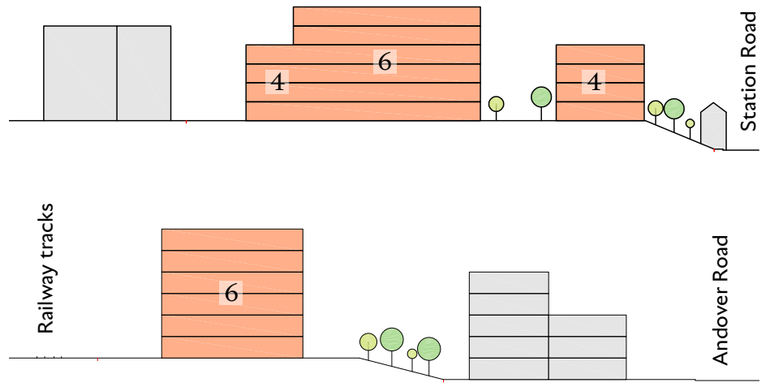
Level	Block A Workspace	Block B Workspace	Total GEA (sqm)
G+0	955	975	1930
G+1	955	975	1930
G+2	955	975	1930
G+3	955	613	1568
G+4	955		955
Totals	4775	3538	8313

A. 5 storey office / commercial with ground floor parking, approx 30 spaces

B. 3-4 storey office / commercial

STATION EAST SITE - OPTION 02B





Station East 02B

Level	Block A Workspace	Block B Workspace	Total GEA (sqm)
G+0	1120	720	1840
G+1	1120	720	1840
G+2	1120	720	1840
G+3	1120	510	1630
G+4	928		928
G+5	928		
Totals	6336	2670	8078

A. 4-6 storey office / commercial with ground floor parking, approx 30 spaces

B. 3-4 storey office / commercial

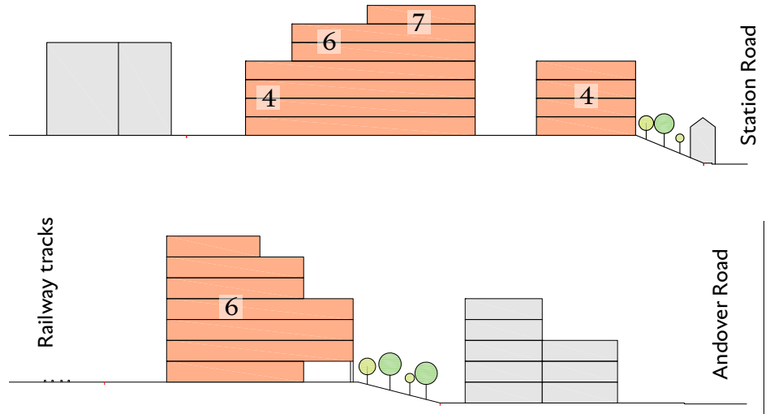
C. Shared landscape area

Plan 1:1000 @ A3

HaworthTompkins

STATION EAST SITE - OPTION 02B v2

Plan 1:1000 @ A3



Station East 02B v2

Level	Block A Workspace	Block B Workspace	Total GEA (sqm)
G+0	992	867	1859
G+1	1341	867	2208
G+2	1341	867	2208
G+3	1341	625	1966
G+4	928		928
G+5	928		928
G+5	382		382
Totals	7253	3226	10479

A. 3-7 storey office / commercial with ground floor parking, approx 18 spaces

- A 3 storey section extends over and covers the pedestrian route

B. 3-4 storey office / commercial

C. Shared landscape area

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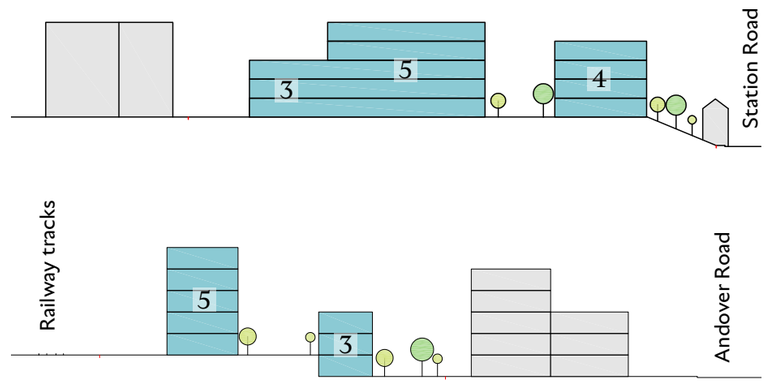
STATION EAST SITE - OPTION 03



Station East 03

	Block A	Block B	Block C	Total
Level	Residential	Residential	Residential	GEA (sqm)
G+0	511	660	682	1853
G+1	511	660	682	1853
G+2	511	660	682	1853
G+3	511		298	809
G+4	380			380
Totals	2424	1980	2344	6748

A. 4-5 storey student housing or apartment block

B. 3 storey Terraced houses with gardens

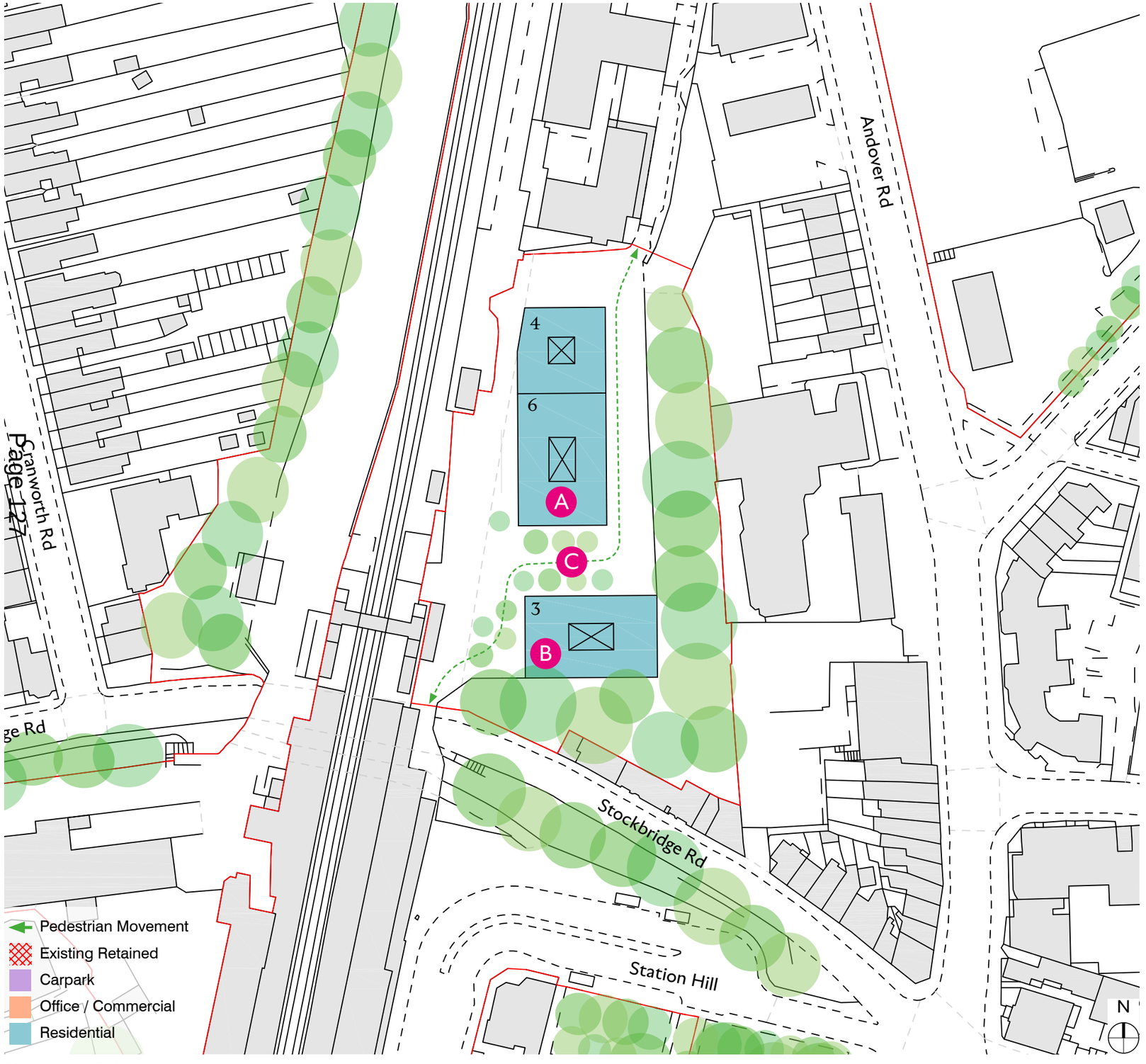
C. 3-4 storey apartment block

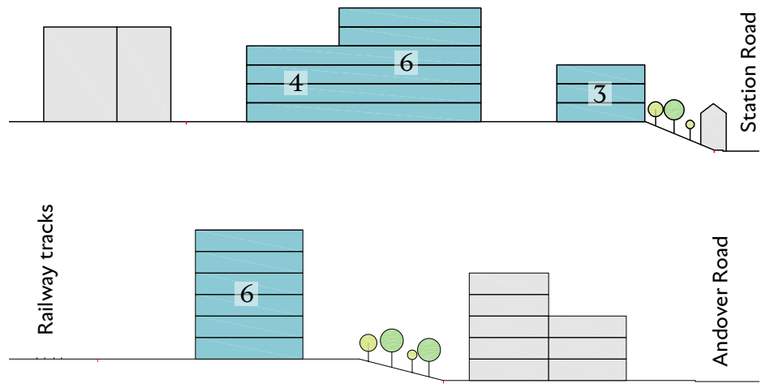
D. Shared landscape area

Plan 1:1000 @ A3

HaworthTompkins

STATION EAST SITE - OPTION 04





Station East 02B Resi

Level	Block A Residential	Block B Residential	Total GEA (sqm)
G+0	984	558	1542
G+1	984	558	1542
G+2	984	558	1542
G+3	984		984
G+4	601		601
G+5	601		601
Totals	5138	1674	6812

A. 4-6 storey resi block with ground floor parking, approx 30 spaces

B. 3 storey resi

C. Shared landscape area

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - COMMERCIAL / WORKSHOPS OPTION 01

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Block E Workspace	Total GEA (sqm)
G+0	171	189	201	209	313	1083
G+1	171	189	201	209	313	1083
G+2			201	209	313	723
Totals	342	378	603	627	939	2889

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - RESIDENTIAL OPTION 02 - MEWS UNITS WITH GARDENS

Station West - North - 02

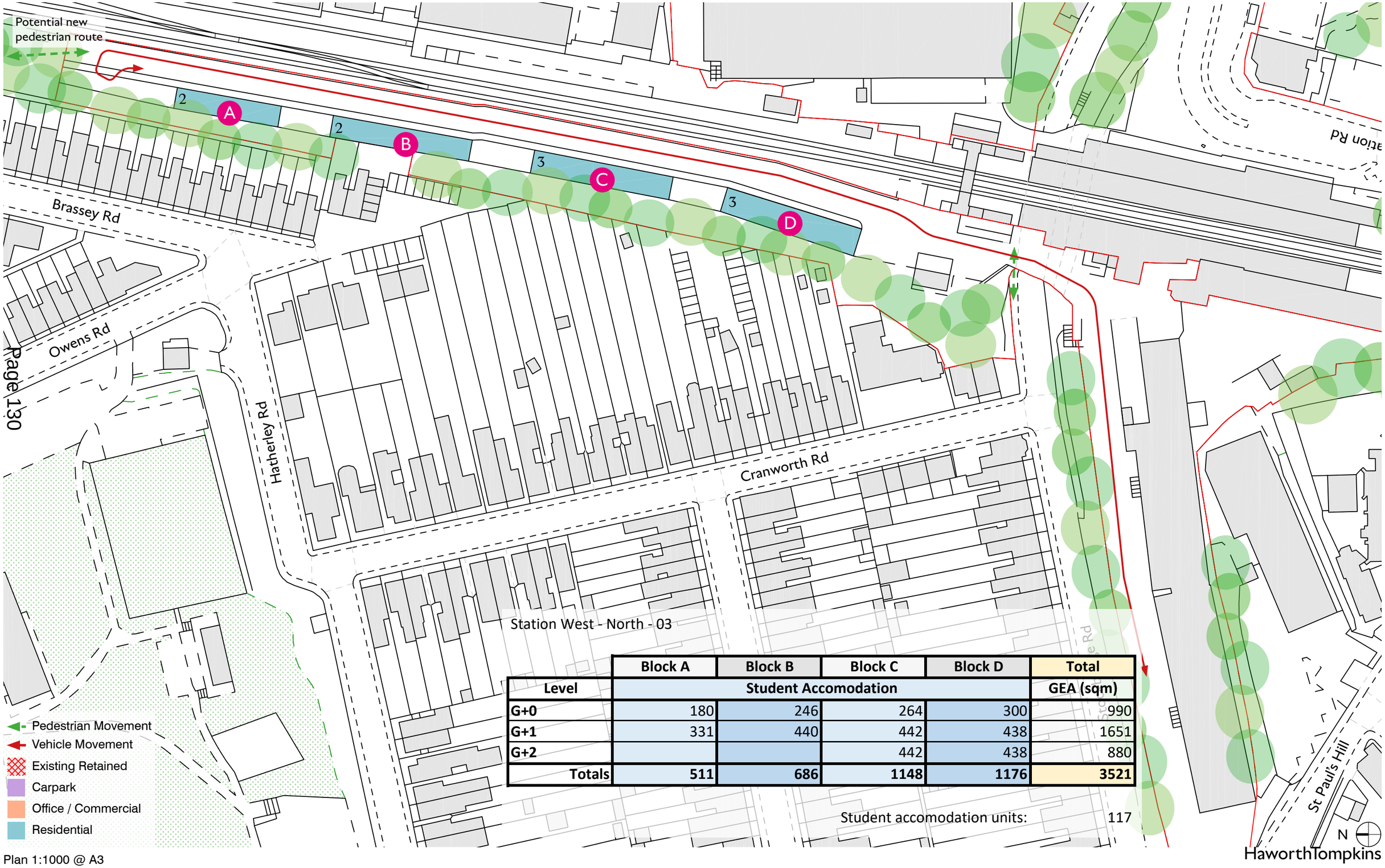
Level	All Blocks Residential	Total GEA (sqm)
G+0	704	704
G+1	704	704
G+2	459	459
Totals	1867	1867

Resi units: 20

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - STUDENT ACCOMODATION OPTION 03 - GROUND



Station West - North - 03

Level	Block A	Block B	Block C	Block D	Total
	Student Accomodation				GEA (sqm)
G+0	180	246	264	300	990
G+1	331	440	442	438	1651
G+2			442	438	880
Totals	511	686	1148	1176	3521

Student accomodation units: 117

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - STUDENT ACCOMODATION - UPPER

Plan 1:1000 @ A3

A. 2 storey student accomodation
B. 2 storey student accomodation
C. 3 storey student accomodation
D. 3 storey student accomodation

- In all cases, the upper levels extend to 11m in width and extend to overhang part of the road
- Vehicle access is maintained across the site

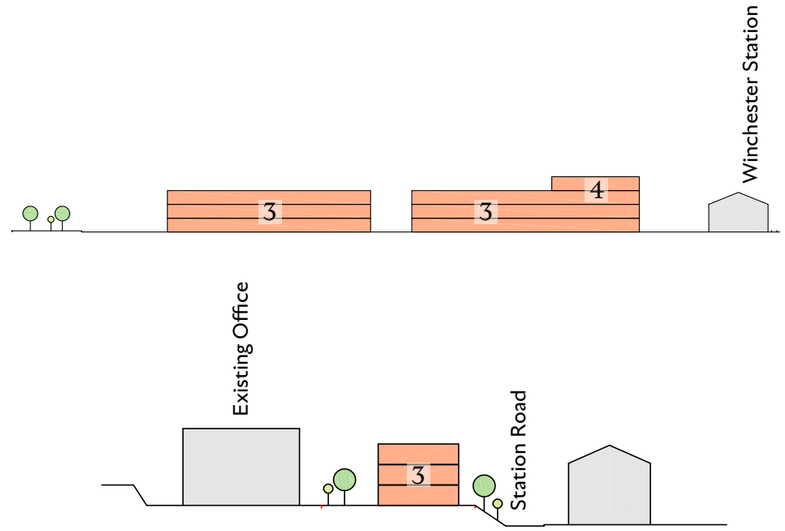
Station West - North - 03

	Block A	Block B	Block C	Block D	Total
Level	Student Accomodation				GEA (sqm)
G+0	180	246	264	300	990
G+1	331	440	442	438	1651
G+2			442	438	880
Totals	511	686	1148	1176	3521

Student accomodation units: 117

HaworthTompkins

STATION WEST – SOUTH – OPTION 01A



Station West 01A

	Block A	Block B	Total
Level	Workspace	Workspace	GEA (sqm)
G+0	636	666	1302
G+1	961	1008	1969
G+2	961	1008	1969
G+3		388	388
Totals	2558	3070	5628

A. 3 storey office block with ground floor parking to southern third of footprint
Approx. 50 spaces

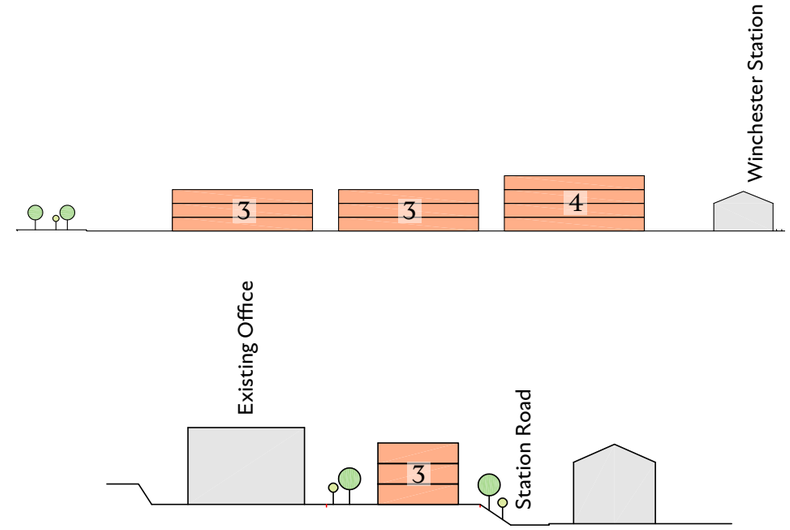
B. 3-4 storey office with ground floor parking, end pops up to 4 storeys where less buildings are adjacent

- Vehicle access is maintained across the site

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST – SOUTH – OPTION 1B



Station West 01B

Level	Block A Workspace	Block B Workspace	Block C Workspace	Total GEA (sqm)
G+0	451	410	410	1271
G+1	682	620	620	1922
G+2	682	620	620	1922
G+3			620	620
Totals	1815	1650	2270	5735

A. 3 storey office block with ground floor parking to southern third of footprint

B. 3 storey office block with ground floor parking to southern third of footprint

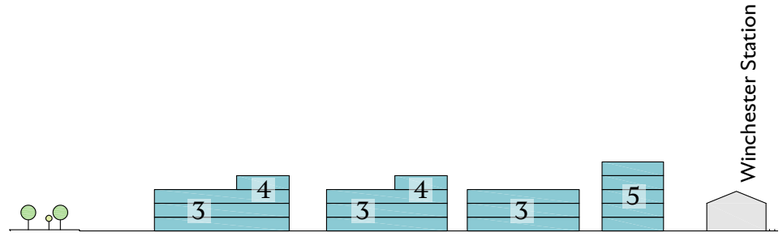
C. 4 storey office block with ground floor parking to southern third of footprint

- Vehicle access is maintained across the site

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST – SOUTH – OPTION 2



Station West 02

	Block A	Block B	Block C	Block D	Total
Level	Residential	Residential	Residential	Residential	GEA (sqm)
G+0	515	580	365	341	1801
G+1	682	580	365	341	1968
G+2	682	580	365	341	1968
G+3	682	287		341	1310
G+4				341	341
Totals	2561	2027	1095	1705	7388

Resi units: 79

A. 3-4 storey resi or student accomodation with some parking at ground floor, approx 10 spaces

B. 3-4 storey resi or student accomodation

C. 3 storey resi or student accomodation

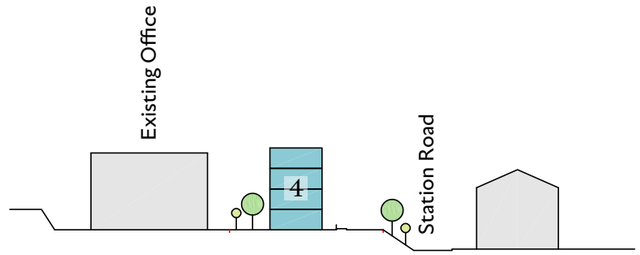
D. 5 storey resi or student accomodation

- Vehicle access is maintained across the site
- Potential to be a car free development

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - SOUTH - OPTION 3



Station West - South - 03

Level	Block A Residential	Total GEA (sqm)
G+0	1220	1220
G+1	1220	1220
G+2	1220	1220
G+3	1220	1220
Totals	4880	4880

Resi units: 52

A. 4 storey terraced houses with front and back gardens

- Vehicle access is maintained across the site
- Car free development

Plan 1:1000 @ A3

HaworthTompkins

4.2 HERITAGE

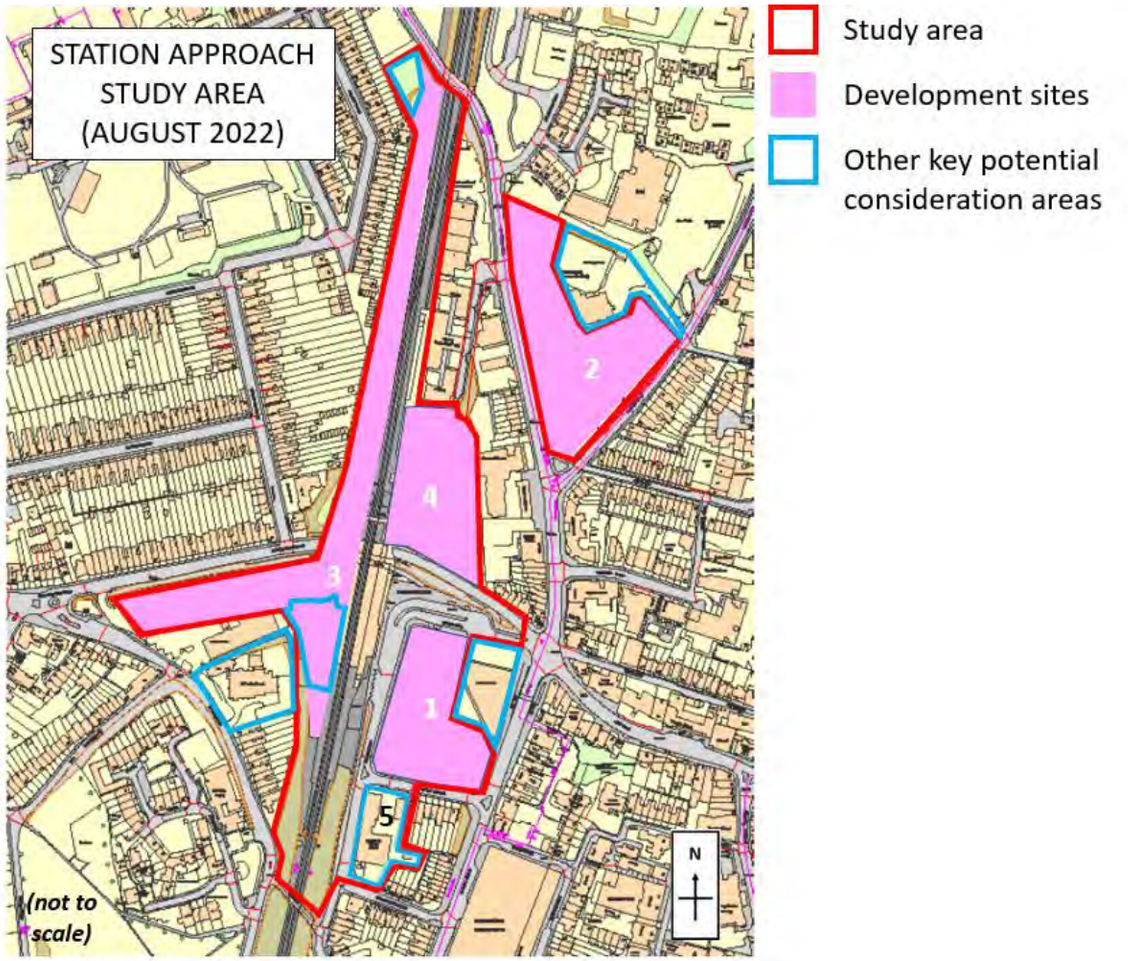
Stephen Levrant Heritage Architecture Ltd

WINCHESTER RAILWAY STATION APPROACH

CAPACITY STUDY – HERITAGE & TOWNSCAPE ASSESSMENT

April 2023

SITES & BRIEF



Heritage Architecture are assisting Haworth Tomkins on a three-month capacity study for Station Approach, which encompasses four sites close to the train station.

The aim of the study is to test the development capacity of the various sites, both in terms of design and viability which will provide the basis for strategic decisions and for future stages of masterplanning or design.

Due to the nature of the previous high-court challenge, understanding the heritage and impact on the heritage assets is a key component of the capacity study.

Heritage Architecture Ltd are providing high-level advice for the four identified sites, building on our knowledge of the area and the experience of working on the previous Station Approach scheme in 2019.

DESIGNATED HERITAGE ASSETS ADJACENT TO THE RAILWAY STATION

Key:

- Four identified sites
- Listed buildings
- Scheduled Monuments
- 250m radius
- Winchester Railway Station

List of Heritage Assets all sit within 250m radius of the Railway Station (marked by red oval with dotted line)

- Church of St Paul (Grade II)
- Hampshire Record Office (Grade II)
- Winchester city wall and associated monuments (Scheduled Monument)
- Remains of Northwest Corner of City Wall (Grade II)
- 55-63 Tower Street (Grade II)
- 38 – 42 Tower Street (Grade II)
- 19-22 Upper High Street (Grade II)
- Littlehales Memorial Drinking Fountain (Grade II)
- Garden Wall of Nos 20 To 25 (Grade II)
- Old wall and Jacobean monument in Hyde Close (Scheduled Monument)
- Arch in Wall of No 25 (Grade II)
- Premises Occupied by Richardson and Starling Ltd (Grade II)

Listed Buildings are buildings objects or structures that are included on the National Heritage List for England ('NHLE' or 'the List'). The List offers statutory protection and is the only official, up to date, register of all nationally protected historic buildings and sites in England - listed buildings, scheduled monuments, protected wrecks, registered parks and gardens, and battlefields.

Scheduled Monuments are nationally important above or below ground archaeological sites that are included on the List.

Winchester Railway Station and the four identified sites (ovals with blue dotted lines) are located in close proximity to a number of listed buildings (blue triangle) and scheduled monuments (red shading), 250m radius is shown by red oval with dotted line.

There are many more listed buildings and scheduled monuments to the south, east and north of the site, outside of the red area, many of these sit within the conservation area.

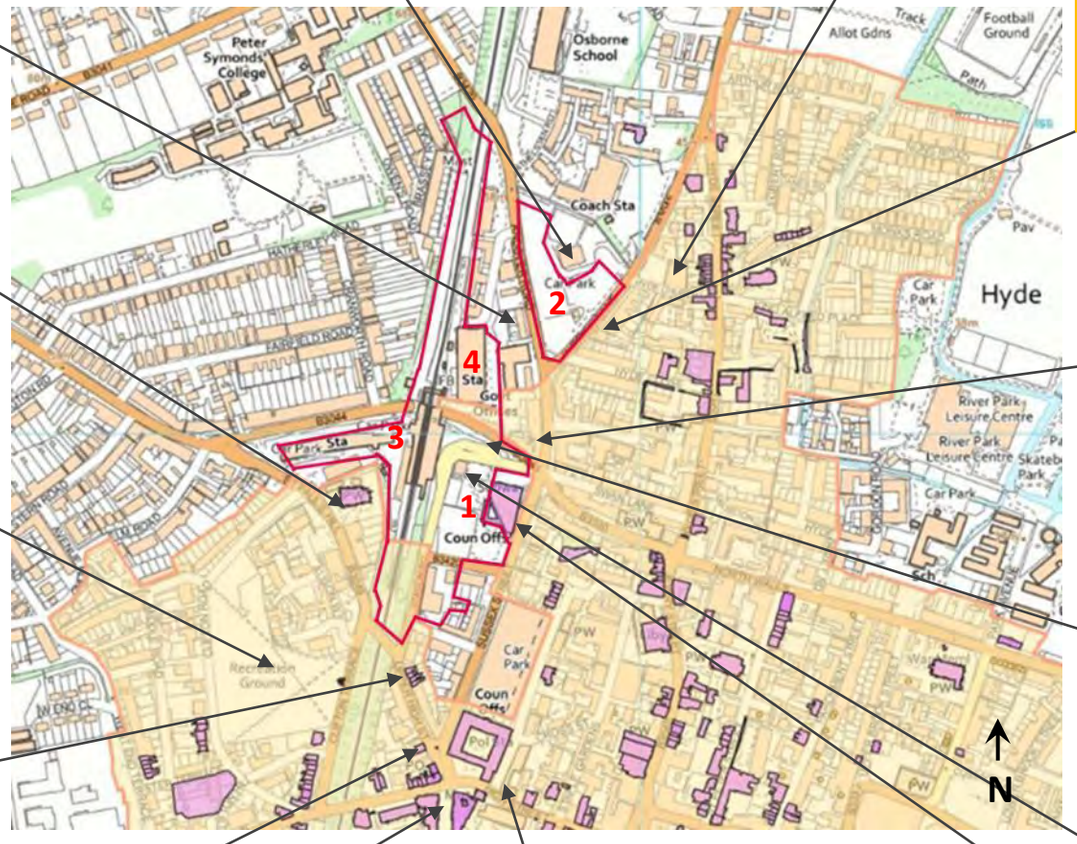
HERITAGE CONTEXT (SNAPSHOT)

16-24 Andover Road, unlisted*

Winchester Club (formerly Highfield House), unlisted*

Lido Building

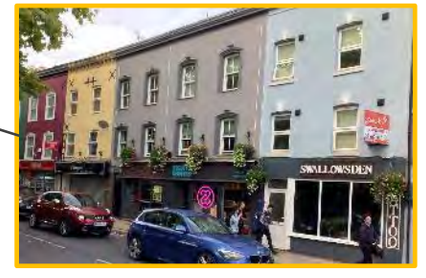
St Paul's Church Grade II



Worthy Lane

Stockbridge Road / Andover Road

Oram's Arbour



Stockbridge Road

19-22 Upper High Street Grade II

Westgate Hotel Grade II

Winchester Castle and associate buildings Grade I – Grade II

Queen Elizabeth Court Grade II

Hampshire Archives Grade II

Former Registry Office, unlisted*

Key:

Listed Building

Buildings within Conservation Area

(unlisted but which make a positive contribution)

* Positive, unlisted buildings, not in the conservation area

(these are of local interest / make a positive contribution to the townscape)

MAP REGRESSION

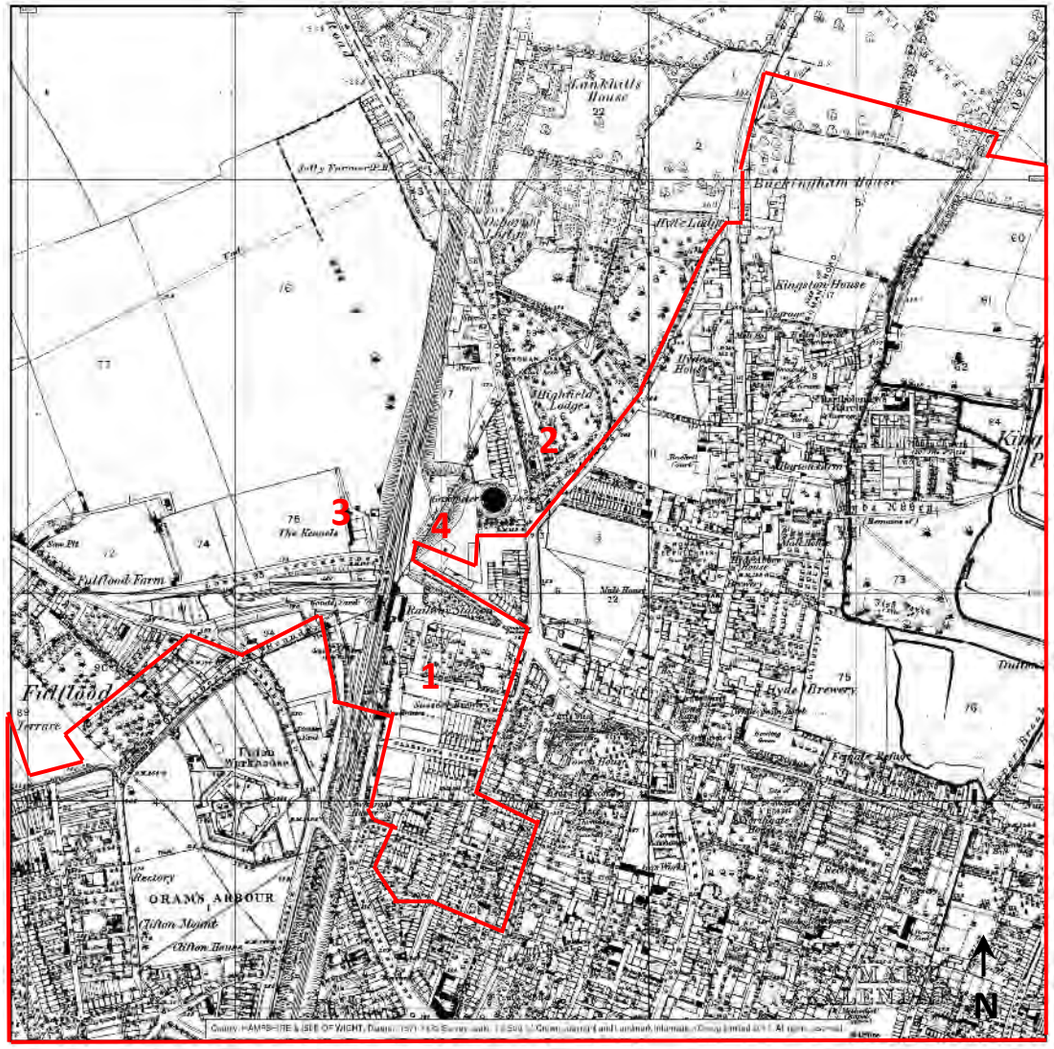
Conservation Area

1810

The sites fall within the ancient parish of Weeke which ran up to the city wall from the west gate to the north gate and was a farming community. These sites may have been occupied as suburbs outside the city during the medieval period before the 14th C plague shrank the population.

Andover Road and Worthy Road are clearly visible. Swan Lane crosses from west to east, the modern Stockbridge Road had not yet been laid but a more historic, winding road is visible.

The Gladstone's Road Site is depicted to the west of the line of the city walls and ditch and south of Swan Lane and buildings are visible.



1871 – 1872

The railway was constructed in 1839. Following this, a lot of development began to spring-up on the east of the railway near site 1 and along Andover Road near sites 2 and 4.

Highfield House (sometimes called 'Highfield Lodge') has been constructed on Site 2, a gas works with one cylinder has appeared adjacent to site 4.

Site 3 Stockbridge Road West is used as a goods yard, the northern part of Site 3 seems to have a road and some small plots set-out on it, but there is no development on the site. Site 4 remains largely open land next to the railway, although some plot boundaries have been marked-out.

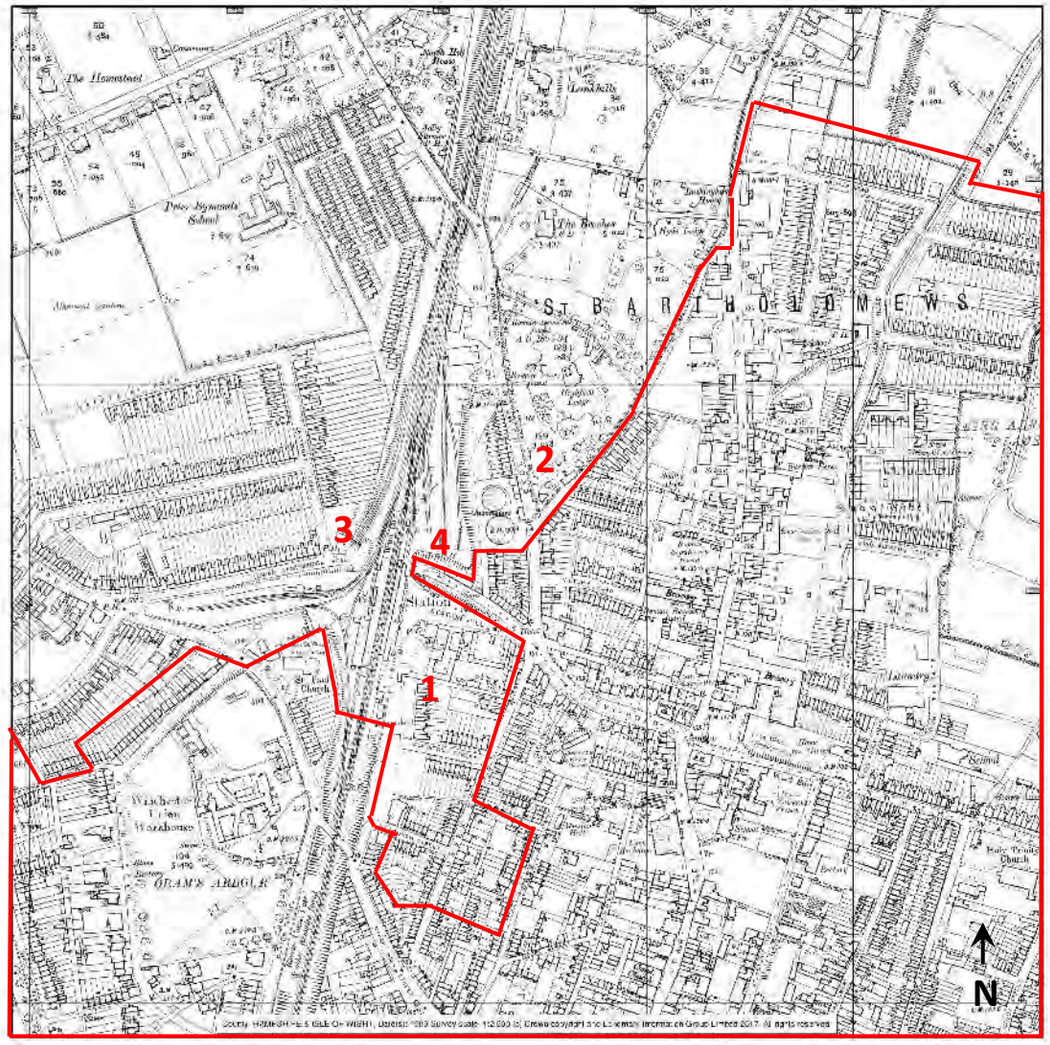
Conservation Area

1896 – 1897

Development in what is now the Winchester Conservation Area continued in the late-19th century, and some residential houses started to spring up to the west of the railway, on St Paul's Hill and to the north west of the station near site 3.

St Paul's Church is visible now, it was built to accommodate the increasing population of the western suburbs and was designed by local architect John Colson (surveyor to the Dean and Chapter of Winchester). Work had started on the church in 1870s, but was not completed until 1889.

The maps indicate that Roman artefacts were found in the grounds of Highfield House/Lodge (the northwest corner of Site 2). An additional gas cylinder has been added to the gas works. Sites 3 north and Site 4 remain open, at this time. The western branch of Site 3 is still in use as a goods yard.



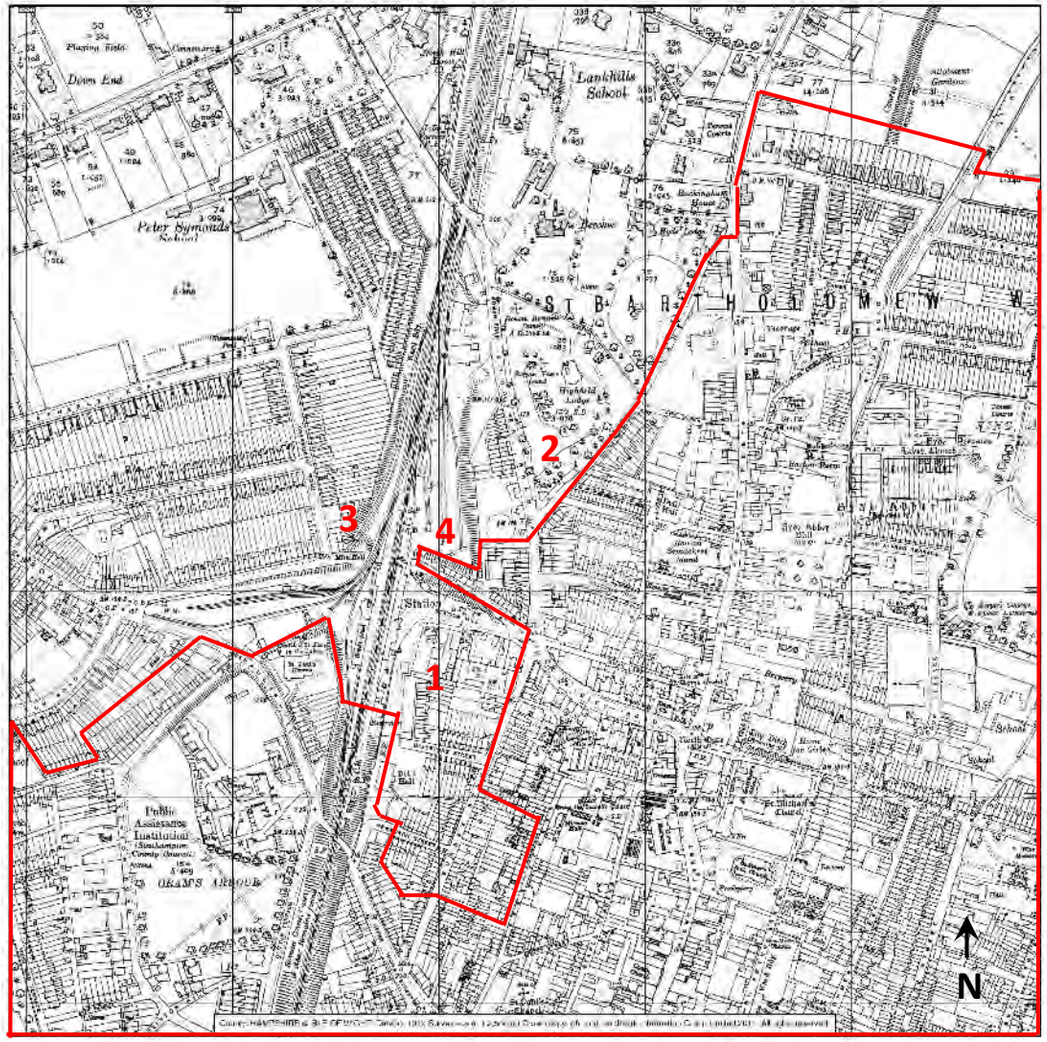
1909

By 1909, the approach to the station (the historic line of Swan Lane) had been named Station Hill.

The western suburbs have continued to develop to the north west of Site 3, but the western branch of Site 3 appears to still be in use as a goods yard, and Site 4 remains open.

MAP REGRESSION

Conservation Area

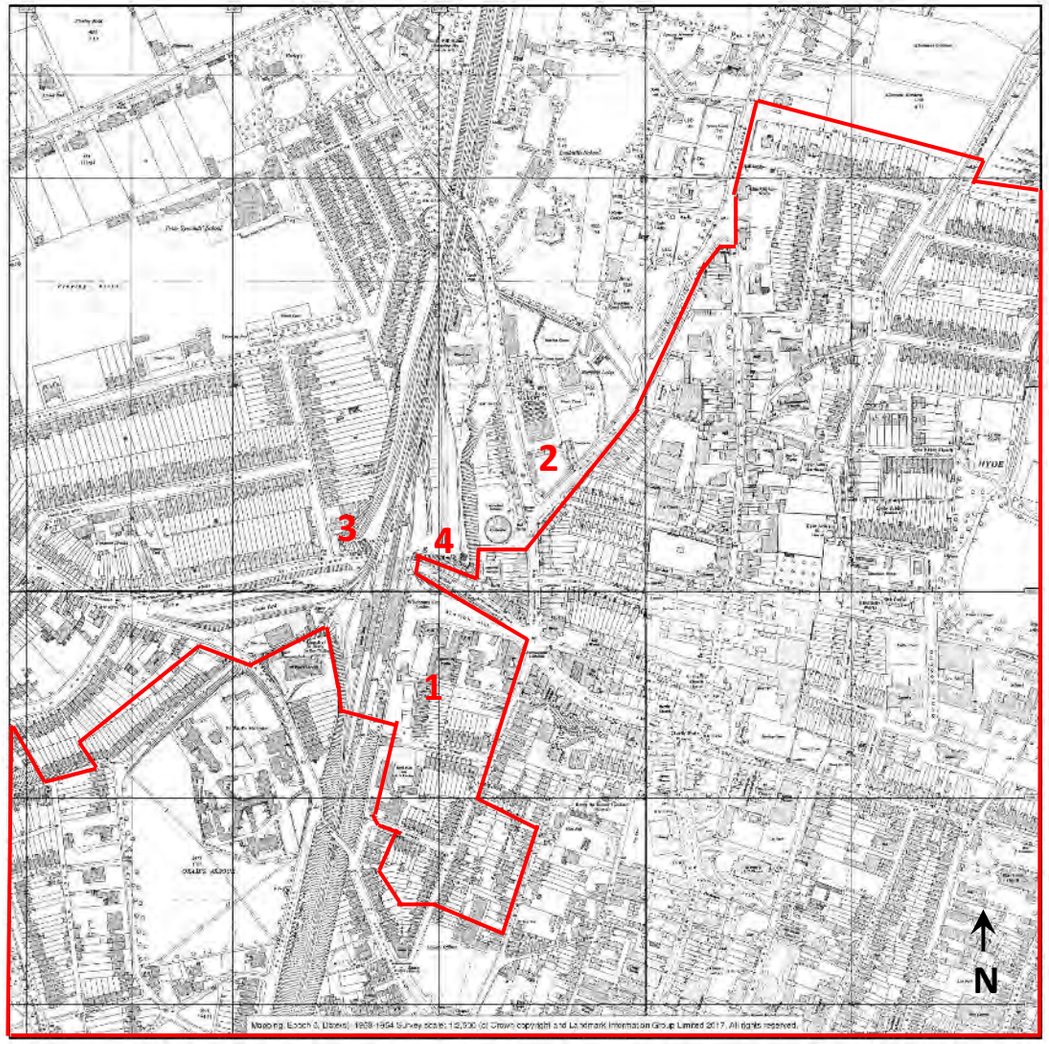


1939

Public and civic buildings start to appear in and around the suburbs to serve the local community, such as the Drill Hall to the south of site 1 and the swimming pool to the north west of site 3 on Hatherley Road.

The gas cylinders near site four have been reduced to just one cylinder in operation.

The 19th Century building opposite the railway station (that remains today) is identified as a pub. The western suburbs have now fully enclosed the northern part of Site 3, although the site itself remains open land, possibly railway sidings or an embankment. As with the previous map, the western branch of Site 3 appears to still be in use as a goods yard, and Site 4 remains open.



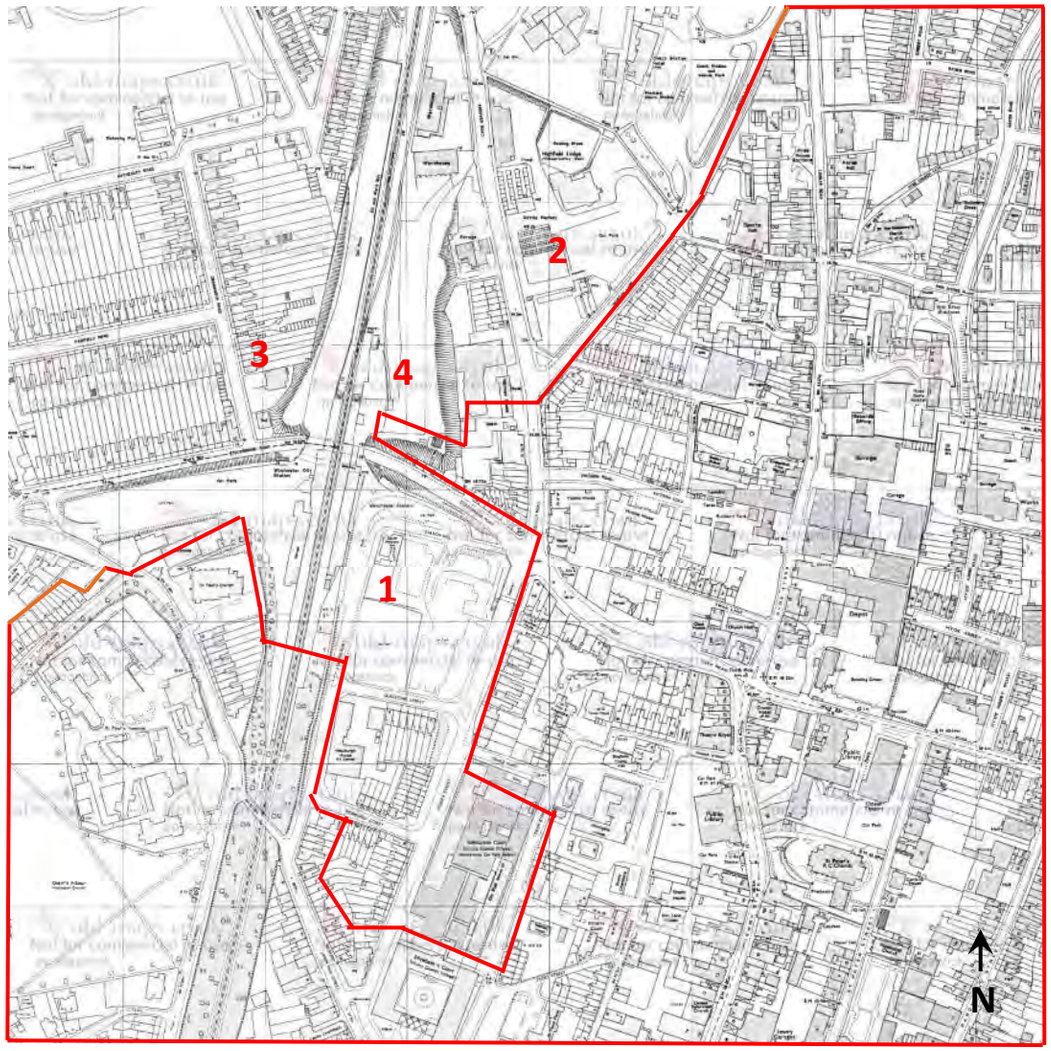
1953-1954

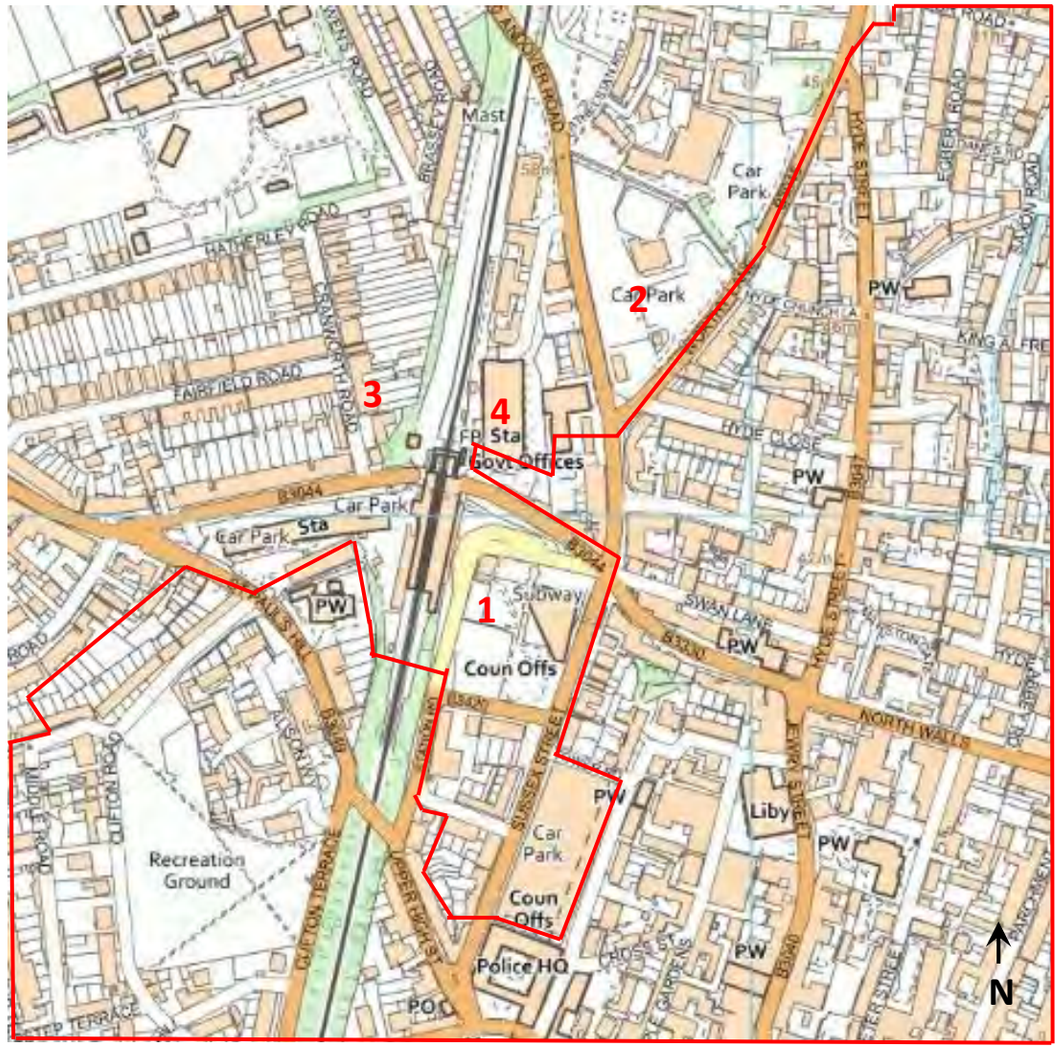
Part of the grounds of Highfield House (site 2) have been given over to Cattle Market by 1950s, as well as a bowling green and tennis court.

To the west of Andover Street in a similar location (north of site 4), two buildings that were constructed in the 19th are identified as warehouses, adding testament to the industrial / commercial function of the area.

Sites 3 and 4 are all in the same uses as they were in 1930s, a goods yard (Site 3, western branch), railway sidings / embankment (Site 3 north branch), and open land, Site 4.

Conservation Area





1967 – 1975

Larger footprint buildings are starting to be constructed in the vicinity of the sites 1, 2 and 4 to the west of the railway: the gas works has now been replaced by a modern, large-footprint building on Andover Road and Andover Court (city council offices) has been constructed on Sussex Street. Site 2 still partially shows the cattle market, although this is partly cleared.

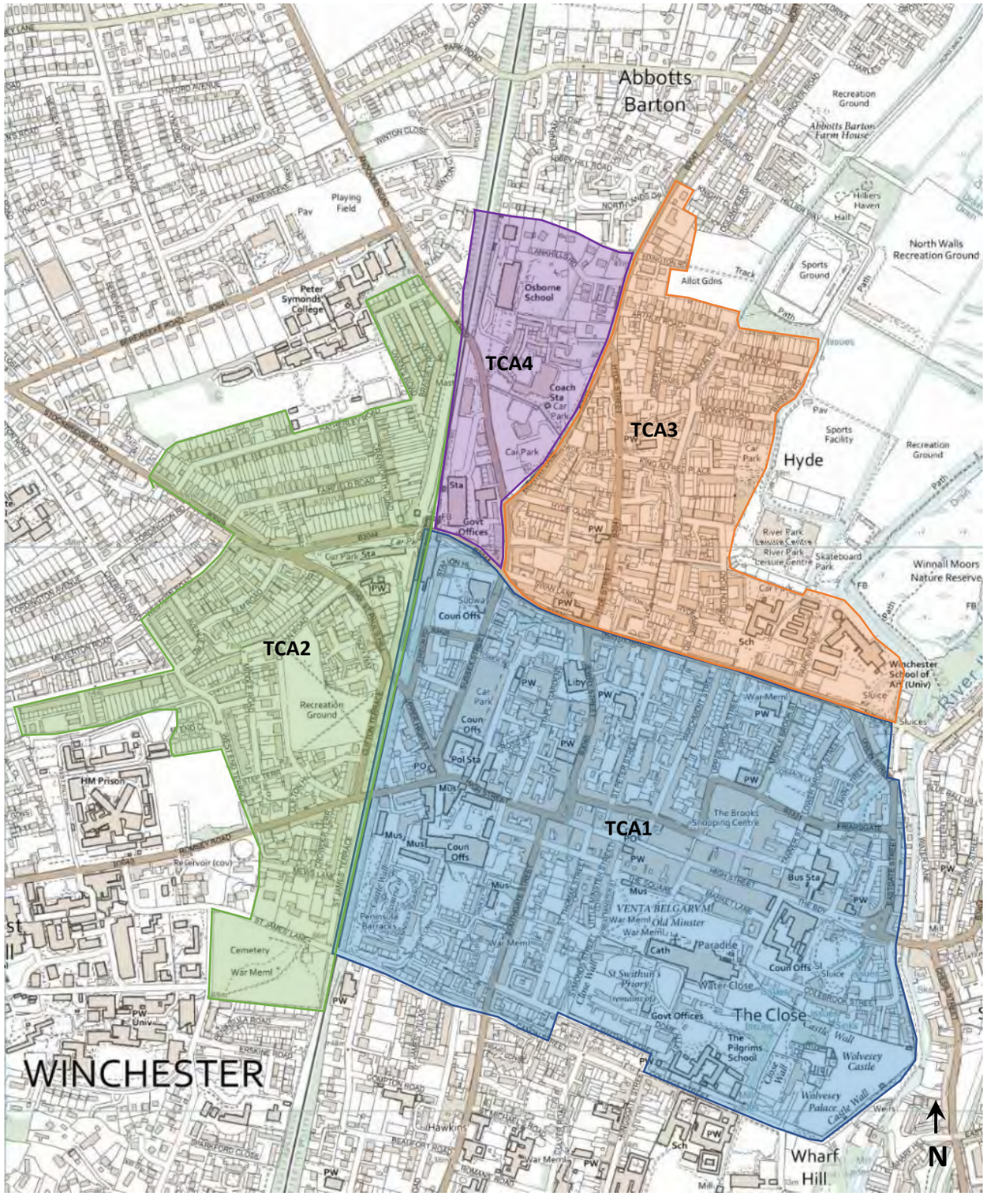
Some of the historic buildings to the north of site 1 on Gladstone Street have been cleared.

The area covered by site 1 has now become at least in part, a car park. Similarly, the area of Site 3 is now occupied by car parks on the west of the railway and along the south side of the western branch of Stockbridge Road. Site 4 is also a large, vacant site in this map.

2023

Today, all four sites are predominantly in car park use and on sites 3 (Stockbridge Rd west) and 4 multi-storey car parks have now been constructed.

The Hampshire Record office has been constructed adjacent to site 1, introducing more, large-footprint modern buildings. There has been relatively little change in the built fabric otherwise.



Map illustrating the locations and extents of the identified townscape character areas.

Townscape Character Areas ('TCAs')

Townscape Character Areas are zones that have common characteristics, these can be commonalities in building typology (such as residential housing), building age, use of materials or pattern of development, to name a few.

- TCA1: Winchester Historic Core
- TCA 2: Oram's Arbour and Environs
- TCA 3: Historic Northern Suburbs
- TCA 4: Andover Road and Environs

The assessment is based upon the TCAs that are identified within the Winchester Townscape Assessment (Hampshire County Council, 2010). The character summaries from this document are reproduced here and have been updated where relevant to take account of any new development or other changes to the townscape character that have occurred since the assessment was undertaken.

Information about TCAs was provided to the design team during the design process and the options that have been prepared have considered the character and sensitivities of each TCA.

TCA1: Winchester Historic Core

TCA1 covers the historic core of Winchester (the city centre). It has a strongly defined by the progressive layering of historic town planning which have produced a tight and fine-grained urban grid of streets on a historic route network. It includes important buildings such as the Cathedral Precinct and Close, the Peninsular Barracks area and the Abbey Gardens environs (including the Guildhall). There are a significant number of statutory listed buildings, many of which are of Grade I and II* status. Predominant building materials are red/orange bricks, sometimes with grey/flared headers, some painted brick, render and stucco, exposed and re-fronted timber-framing.

As the majority of TCA1 is covered by Winchester Conservation Area and includes numerous important historic buildings, its overall townscape value is **high,** and its overall sensitivity is also **high.** However, it is acknowledged that the northwest corner of TCA1, which includes the Site and Ashburton Court and lies outside of the Conservation Area boundary, is of low townscape value and is of low sensitivity.

TCA 2: Oram's Arbour and Environs

TCA2 is centred on the historic open space at Oram's Arbour and the surrounding residential streets. Oram's Arbour forms a historic open space on the western edge of the city centre and is surrounded by distinct Regency, Victorian and Edwardian periods of development, clearly defined by their domestic architecture.

The area has developed on a tight hierarchy of streets, roads, lanes and footpaths producing a medium to fine urban grain throughout. The buildings immediately surrounding Oram's Arbour including a former workhouse, now converted to private housing and a local health centre. This development encloses the sizeable open and steeply inclined green space of Oram's Arbour.

The landform rises steadily west out of Winchester city centre and this is sometimes dramatic with steeply stepped development to roadsides. The steeply undulating topography to this area is an important part of its underlying character, with Oram's Arbour in particular having an elevated feel, with views over surrounding rooftops and towards the city centre.

TCA2 is partially included within the Winchester Conservation Area, has some listed buildings and covers a predominantly residential area which is in good condition, its overall townscape value is **medium,** and its overall sensitivity is also **medium.**

View Across Oram's Arbour towards 19thC buildings on Alison Way - TCA 2

TCA 3: Historic Northern Suburbs

TCA3 covers the historic suburbs to the north of the historic core of Winchester. The vast majority of TCA3 is included within the Winchester Conservation Area and includes a number of listed buildings, principally grouped around Hyde Street. This character area comprises the remnant of the medieval Hyde Abbey and its later development as a working residential suburb along Hyde Street (immediate post-medieval and later development) and Saxon Road environs (late Victorian development).

The houses are laid out in regular streets and span a period between the 16th- and late-19thC, Edwardian and modern re-development (mostly of former industrial sites); terraces, semi-detached and detached houses. Some older houses form rows which read as terraces. Many older houses and some walls are statutory listed and display key local materials such as flint and red brick. Stone is also seen, often re-used from earlier buildings. Victorian and Edwardian houses in the Saxon Road environs are of a more consistent period and form a cohesive group.

Victoria Road, off Hyde Close - TCA 3: Historic Northern Suburbs

TCA 3: Historic Northern Suburbs (continued)

The buildings are predominantly 2 and 3-storeys and the area has a tight urban feel due to the relatively narrow carriageways and almost continuous built form with consistent building line on the streets throughout.

As the majority of TCA3 falls within Winchester Conservation Area and includes numerous important buildings, its overall townscape value is **high**, and its sensitivity is also **high.**

TCA 4: Andover Road and Environs

TCA4 covers the area surrounding Andover Road to the north of the city centre. With the exception of the southern tip of the character area which includes historic buildings on Stockbridge Road and the corner of Andover Road, TCA4 lies outside of the Winchester Conservation Area and does not contain any listed buildings.

This area contains a mix of uses including residential, school, hotel, care home, student accommodation and large areas of car parking. The majority of the buildings have large floorplates and are relatively spread out, resulting in a coarse urban grain which is markedly different to the surrounding residential suburbs and city centre. Both Andover Road and Worthy Lane are important routes into the city. Mature trees and vegetation are present on both routes and a number of historic buildings within TCA3 are visible from Worthy Lane.

TCA4 has few townscape features of note and as such the overall townscape value is **low**, and its overall sensitivity is also **low.**

View looking north on Andover Rd showing larger footprint buildings of irregular plots – TCA 4

HERITAGE/TOWNSCAPE ASSESSMENT – Winchester Core

Winchester's historic core is defined by the tight, fine grained urban grid of streets, roads, lanes, courtyards and alleys within the former walled part of the City.

The line of the High Street dates to Roman times and is still the spine of the town.

The present street layout dates from the late 9thC when the street grid was set out aligned to the city walls.

Narrow plots are accentuated by the diverse and juxtaposing architectural treatments.

Continuous building line throughout (either built form or boundary treatment), provides strong enclosure.

The steady slope of the High Street down to the river contributes to the City's picturesque qualities.

From the other direction, the rise in level gives prominence to large local government buildings on the south side of Sussex Street which dominate the roofscape.

The juxtaposition of medieval, 19th century, post-war and modern buildings at the west end of the High Street.

The west end of the High Street showing variations of 19th and 20th century architecture and detailing and established heights of three to four storeys.

The Peninsula Barracks showing early 20th century buildings and sympathetic modern addition (left).

The late 19th-century Castle site showing council offices and law courts of traditional vernacular materials looking towards 20th century buildings on Sussex Street.

HERITAGE/TOWNSCAPE ASSESSMENT – Winchester Core

Materials:

- Brick (orange and red with some flared headers and buff and yellow stocks) sometimes painted (mostly white).
- Render, some plaster and stucco
- Stone (ashlar and rubble stone) generally older buildings
- Flint on early buildings and revived in 19th C and on boundary/garden walls which are in themselves quite and important features in the historic core
- Exposed timber-framing.
- Near-ubiquitous use of timber vertical sliding sash windows. Occasional casement windows on secondary elevations or upper floors

The Brooks area showing substantial post-war redevelopment and 1980s shopping centre.

The east end of the High Street showing predominant Georgian proportions and uniform use of materials, fenestration and roofscape.

The Broadway looking west showing significant landmark historic buildings and structures and the rise in topography emphasising the very mixed architectural character of the historic core.

Historic lanes link the High Street with its back lane (St George Street) showing the survival of medieval timber framed buildings behind later facades and alongside 20th century redevelopment.

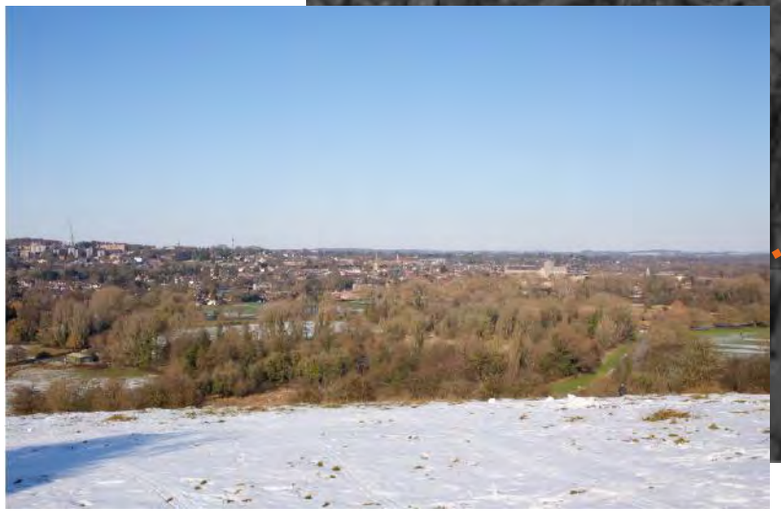
HERITAGE/TOWNSCAPE ASSESSMENT – Long distance key viewpoints to consider

These long distance views are relevant for all 4 sites. These views, and the short-distance once featured within the sections relating to each site in this document, were factored-in to the design when preparing the options for each site.

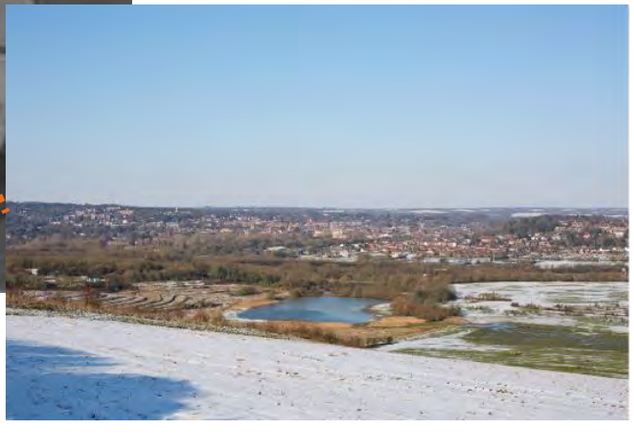
Looking west from Joyce Gardens, Blue Ball Hill

Looking north-east from Oram's Arbour

Looking west from St Giles Hill



Looking north-west from St Catherine's Hill



Looking north-west from Morestead Road

SITE 1: CARFAX

(GLADSTONE'S STREET CAR PARK)

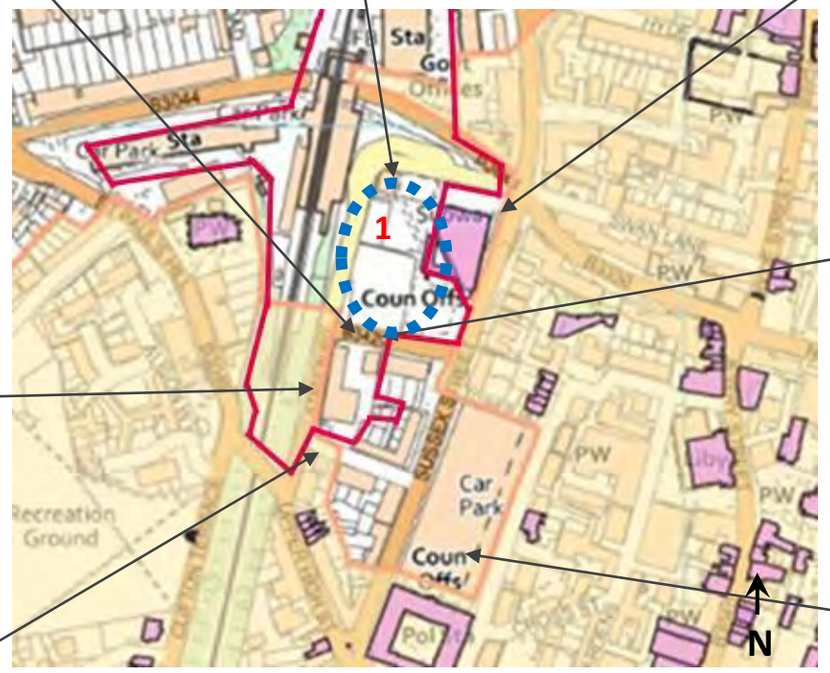
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 1 Gladstones Street Car Park / 'Carfax'

The framed view of the railway station, the Site to the left.

Former Registry office, unlisted

Hampshire Archives, Grade II

The site from the south is largely screened by the topography and 1960s TA Centre. The Grade II St Paul's church is to the left screened by the dense greenery in summer, but less so in winter.



The contrast between the site (left) and the tight grain of the adjoining streetscapes.

The early-mid 19th century buildings on Sussex Street.

Key Considerations:

- There is inter-visibility between the site and the Grade II Listed St Paul's Church in the winter. In summer, there is screening due to dense foliage.
- Relative close proximity of this site to the Winchester City Centre means that development on this site may result in change to the setting of some highly sensitive heritage assets.
- Consideration should be given to the fine-grain residential buildings on Gladstone Street and Sussex Street, some of which falls within the Winchester Conservation Area.
- This site has a direct boundary with Hampshire Records Office (Grade II) and the locally significant former Registry Office, and these buildings should be given consideration in any forthcoming schemes.
- The site was historically developed and there is an opportunity inherent in developing this site to re-introduced urban grain to replace a low-quality gap in the townscape.

The dominating presence of Ashburton on Court on Sussex Street.

HISTORICAL BACKGROUND: SITE 1 Gladstones Street Car Park / 'Carfax'

The earliest detailed cartographic evidence of the Carfax site and its enrivons dates from 1750 (Godson Map). Andover Road is clearly visible from the north with its distinctive junction with Worthy Road. The Carfax site is depicted to the west of the line of the city walls and ditch and south of Swan Lane. It comprised gardens at this time (depicted as two large enclosures) and there was one building fronting Sussex Street within the larger enclosure.

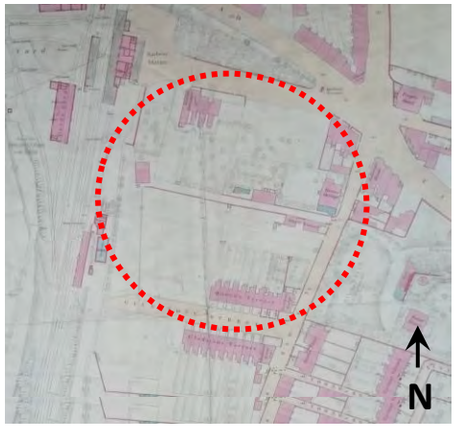
Godson Map, 1750

Tithe Map, 1844

The most significant development during the early 19th century was the coming of railway in 1839, depicted on the Tithe Map of Weeke in 1844. The line bisected the historic Swan Lane and the recently laid Stockbridge Road immediately to its north. There were two building on the plot within the Carfax site, described as "two houses and garden". The southern part of the Carfax site remained an undeveloped meadow at this time. Some development had occurred on the east side of Sussex Street by this time, including terraces south of the recently laid out Tower Road.

The following thirty years witnessed substantial development of the area following the arrival of the railway. By the 1870s, a number of buildings had been built fronting the approach to the station on the south side and within the plot to the south. The Railway Refreshment Inn located opposite the station first appeared on the 1871 census and so was probably built during the 1860s. Gladstone Street had been laid out to the southern boundary of the plot with a terrace of eight houses on the north side (known as Queen's Terrace) with rear gardens and enclosed front gardens

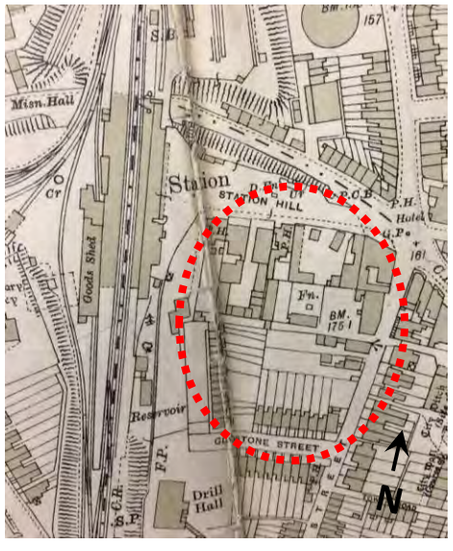
The surrounding area had also experienced substantial growth, with the Albion Inn and Eagle Hotel (built c.1850) constructed either side of the junction with Andover Road, as well as houses either side of the junction with City Road. A planted area was located between the station approach and the Stockbridge Road, with a drinking fountain located at the junction. The area between the original branch of the Stockbridge Road and the railway line had been developed with a terrace of houses and St Paul's Church. The south-west side of Gladstone Street remained undeveloped at this time. By 1909, the approach to the station (the historic line of Swan Lane) had been named Station Hill. No changes had occurred on the Carfax site since 1897.



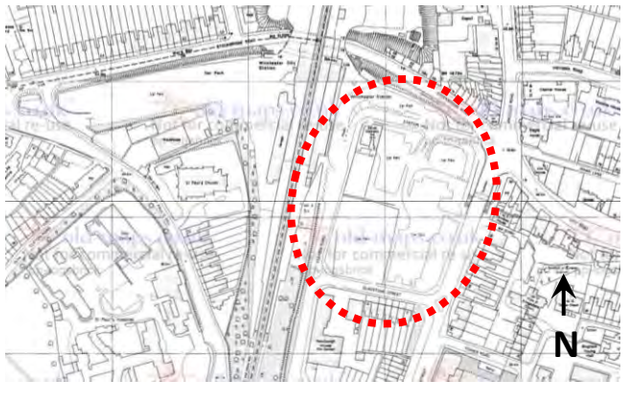
OS Map, 1878

OS Map, 1897

By 1932, the Carfax site remained a mixture of residential and commercial uses. The Carfax Hotel on the corner of Sussex Street and Station Hill had been formed out of the three original buildings on this location with extensions to the rear. The name Carfax was probably used at this location because it was the meeting of roads from the French 'carrefours'.



OS Map, 1932



OS Map, 167-75

By 1967, however, the first of the major changes had occurred with the demolition of Ashley Terrace, the post-war building adjacent to the South Western Inn, and the house to the west of Sussex Cottage first depicted on the 1810 map adjacent to the railway line. The open space was used as a car park, probably for the railway station A contract for the construction of the car park was issued in 1964, HRO W/G1/1122. The following decade witnessed the comprehensive clearance of the Carfax site with the exception of the South Western Inn; by 1975 the entire area was laid to car parking, with three interconnecting car parks accessed from Sussex Street and Station Hill. Since 1975, the Carfax site has remained largely open space for car parking. The South Western Inn remained as a pub until 1992 until it was converted for use as a Registry Office; it is now vacant. In 1993, the Hampshire County Record Office was constructed on part of the footprint of the demolished Carfax Hotel and Sussex House to designs by Colin Stansfield Smith.

HISTORICAL BACKGROUND: SITE 1 Gladstones Street Car Park / 'Carfax'

Aerial Photograph of the Carfax Site looking south, 1960, showing the mixed architectural styles of the buildings but overall uniformity of scale.

Station Hill looking north in c.1900, showing boundary enclosures to the buildings fronting Station Hill.

The Carfax Hotel, formerly on the west side of Sussex Street, pictured just prior to its demolition and subsequent widening of Sussex Street in 1971. The photograph shows the tight grain and rhythm of the Sussex Street streetscape.

Station Hill looking south in c1955 showing distinctive architectural variations in style and detailing.

SIGNIFICANCE ASSESSMENT: SITE 1 Gladstones Street Car Park / 'Carfax'

As recommended by NPPF, proposals for the alteration or redevelopment of heritage assets should be considered and be based on an understanding of the Site's significance.

Archaeological Interest

This value emphasizes the 'physical remains' of a place and the extent of their completeness. In the case of the Carfax Site, this would derive from the ability to interpret the 19th and early 20th century commercial and residential history of the area following the arrival of the railway in 1839. The only surviving physical remains which enable an understanding and appreciation of the history and uses of the Site is the former South Western Inn (the Registry Office). The external appearance of this building is largely unaltered to the street elevations, although it has been altered extensively internally and to the rear. There is little to suggest its historic uses as a 'refreshment room', although the architectural style and materials have a close relationship with the railway station and other contemporary buildings in the surrounding area which enhances to some extent an understanding of this part of the Site. All other built fabric on the Site was cleared during the late 1960s and early 1970s, thereby obliterating any potential to interpret the residential and commercial history of the Site, part of which is known to date back to at least the 18th century (Sussex Cottage). The location of the 19th century residential terraces and brewery have been laid to car parking, whilst the landscaping associated with the building the Record Office during the early 1990s and the 1970s widening of Sussex Street makes an understanding of the previous commercial uses and human activities on the Site extremely difficult, if not impossible. The archaeological interest of the Carfax Site is therefore considered to be low to medium.

Architectural and artistic Interest

The Carfax Site possesses some aesthetic qualities which contribute positively to its significance. This includes the group value which the Registry Office building possesses with the railway station and other surviving nearby 19th-century development in terms of its age, architectural style and use of materials. The tree-lined avenue to the north of the Site parallel to Station Hill is an attractive feature, although its existing use as car parking is highly unsympathetic. The landscaping to the west of the County Record Office has no sense of connectivity with the buildings or spaces and has no connection with the commercial nature of this part of the Site. The southern part of the Site has little if any aesthetic qualities; the somewhat desolate environment of the car parks is devoid of any visual or architectural interest. Furthermore the poor sense of enclosure to Gladstone Street, Sussex Street and Station Road breaks the rhythm and cohesion of the streetscapes which is detrimental to an appreciation of the dense urban grain which historically characterised this area. The aesthetic value of the Carfax Site is therefore considered to be low.

Historic Interest

The historical value of the Carfax Site is derived from its embodying the 19th-century expansion of Winchester following the arrival of the railway in 1839; the railway acted as a catalyst for the westward growth of the city. The historic uses of the Site, including terraced housing for workers, two public houses, a mews (later garage), stores and hotel, were all connected closely with the railway and are part of an overall appreciation of the expansion social and economic development of the historic city in the Weeke area at that time. None of these historic uses and associations are now readable following the wholesale clearance of the Site during the late 1960s and early 1970s; they can only be understood through documentary research. The surviving Registry Office building therefore has some historical value as the last surviving building within the Site dating from the mid-19th century period as a former public house. The existing car parking to the south part of the Site provides no reference to the historic uses and character of the Site. The historical value of the Carfax Site is therefore considered to be medium.

Conclusion

The primary focus of heritage significance of the Carfax Site is therefore considered to lie in its historic interest. The subject site is considered to possess some archaeological interest, but this has been limited substantially owing to the extensive clearances during the late 1960s and early 1970s which obliterated most or all previous fabric and uses. The existing uses and poor-quality landscaping has also meant the aesthetic interest of the site is severely compromised.

Archaeological Interest

The Historic England listing description page for this heritage asset does not identify archaeological interest in this site. Cotswold Archaeology's Archaeological Assessment of the area in August and September 2015 identified potential for Iron Age, Roman-British, Saxon and Medieval deposits in the area. Yet, the construction of the Hampshire Archives would have uncovered archaeological finds, if there were any, and it is agreed that the heritage asset derives none of its significance from archaeological interest.

Historic Interest

The Hampshire Archive building derives significance from its innovative design that references the High-tech (or structural expressionism) architectural movement of the 1980s and 1990s. It was opened by the Queen in 1993 and was Grade II listed in honour of her Platinum Jubilee in May 2022.

The architect, Colin Stansfield Smith, designed an innovative thermal inertia technology system which enabled the archival strong rooms to be environmentally controlled for the protection of artefacts.

The building also has historic interest due to associations with Stansfield Smith who was the renowned County Architect for Hampshire in the latter half of the 20th Century and who won the RIBA Gold Medal in 1991 and was Knighted for his longstanding services to architecture.

Architectural and Artistic Interest

The Hampshire Archives' architectural interest is derived from its innovative design, which takes cues from the High-tech architectural movement with aspects of its structure, on the upper levels, visible on the exterior of the building. The lower levels of the building are constructed in masonry which connects with the changing topography. The use of brick responds to the materiality of the local vernacular buildings in the area, whilst also contrasting with the use of metal and glazing, above.

The innovative design is intended to be considered a stand-alone piece of architecture. It is distinct but also corresponds with the townscape and heritage assets in the vicinity. Its detailing, particularly in the masonry with recessed windows and articulated staircase provides the finer-level detailing and human scale that enables it to respond to the Victorian terraced houses in the area.

**Significance Assessment Criteria is based on Historic England's HEAN 12 'Statements of Heritage Significance'*

SIGNIFICANCE ASSESSMENT: HAMPSHIRE ARCHIVES GRADE II

Group Value

The Hampshire Archives is listed, in part for its group value with the nearby remains of north-west corner of City Wall (Grade II-listed) and scheduled Winchester City Wall and associated monuments, meaning that each asset benefits from the inter-relationship with the other.

Setting

The Hampshire Archives does derive significance from its setting, particularly the heritage assets that it is group listed with, but also the smaller-scale residential buildings both inside and outside of the conservation area, to which its design partially responds. The building also derives significance from the topography and public realm which surrounds it, some of which falls within the building's curtilage, and some of which is incidental to the sloping nature of the streets and footpaths around the building on the way to the Railway Station.

Considerations

The northern and eastern elevations of the heritage asset are intended to be viewed from some distance, standing tall over the junction enabling views towards the saw-tooth roof form (previous page).

The southern façade and south western (angled) façade are both intended to relate more directly with pedestrians and interact with the ground level with hard landscaping at the southern entrance that works with the topography and the western glazed elevation provides active frontage on three levels with open space in front of it (this page). This south-western elevation particularly needs to be given sufficient space so that the elevations can be appreciated and to avoid harm to the hard and soft landscaping which forms part of the setting and curtilage.

The western elevation could be considered the 'rear' elevation, with plant room on this side. It is three-storeys heigh here, and future development should be mindful of the risks of causing a canyoning effect over the footpath at ground level (image, above right).

**Significance Assessment Criteria is based on Historic England's HEAN 12 'Statements of Heritage Significance'*

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 1 Gladstones Street Car Park / 'Carfax'

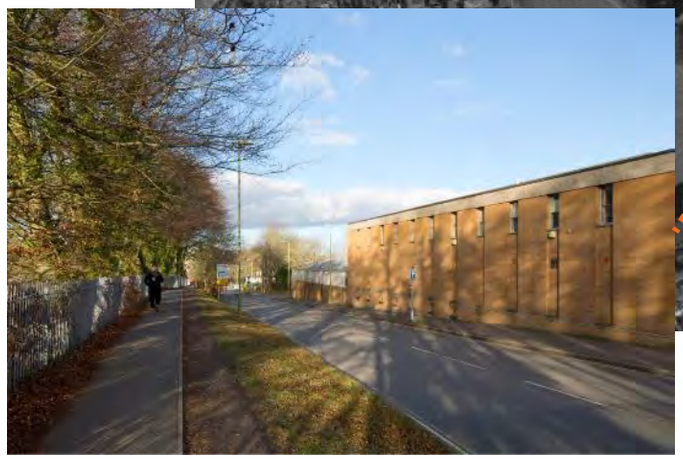
Potential key viewpoints to consider

These are the immediate townscape views for site 1. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

Looking South from the Train Station entrance

Looking east from St Paul's Church

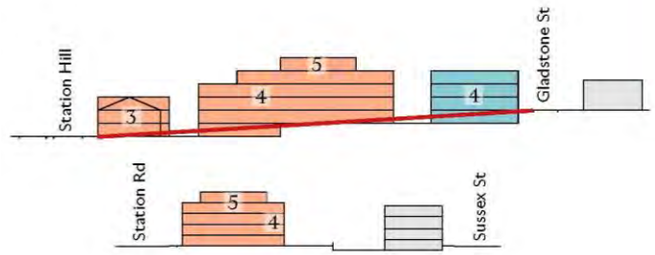
Looking north-west from bottom of Station Hill



Looking north on Station Road

Looking north from junction of Sussex St and Gladstone St

3.5 CARFAX - PREFERRED OPTION 3B v2



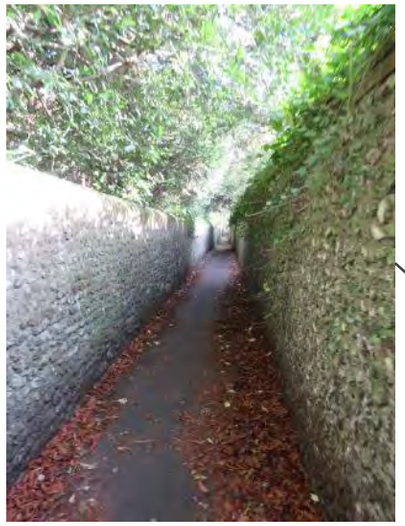
A. Office 3-4 storeys
B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, a set-back fifth storey has been added
C. Residential block, 3-4 storeys
D. Some parking to be retained, approx. 11 spaces
E. Row of silver birches to be retained in the center of the site
Central Islands to be removed to allow for bus movements

HaworthTompkins

- General: Diagonal route network helps to give the former pub / record office (non-designated heritage asset - unlisted building of local significance) some presence within the site.
- General: Diagonal route through the site connecting the town centre to the station is positive.
- Block A: The western elevation of the Hampshire Record Office (Grade II) is the elevation most able to accommodate a relatively close building. Block A also steps-back from Hampshire Record Office to reduce the impact on the setting of the listed building, but the risk of impact should be carefully considered in forthcoming schemes.
- Block A: The step-down from 4 storeys to 3 storeys towards the non-designated heritage asset and the station is positive.
- Block B: Overall footprint responds to the form and landscaping around the Hampshire Record Office (Grade II).
- Block C: Residential scale development on Gladstone St is positive as it responds to existing fine-grain housing opposite in terms of scale, detail and design.
- Point D: Retention of some trees will have a positive interaction with the fine-grain buildings and those which sit in the conservation area opposite.

SITE 2: CATTLEMARKET

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 2 Cattlemarket / Worthy Lane Car Parks

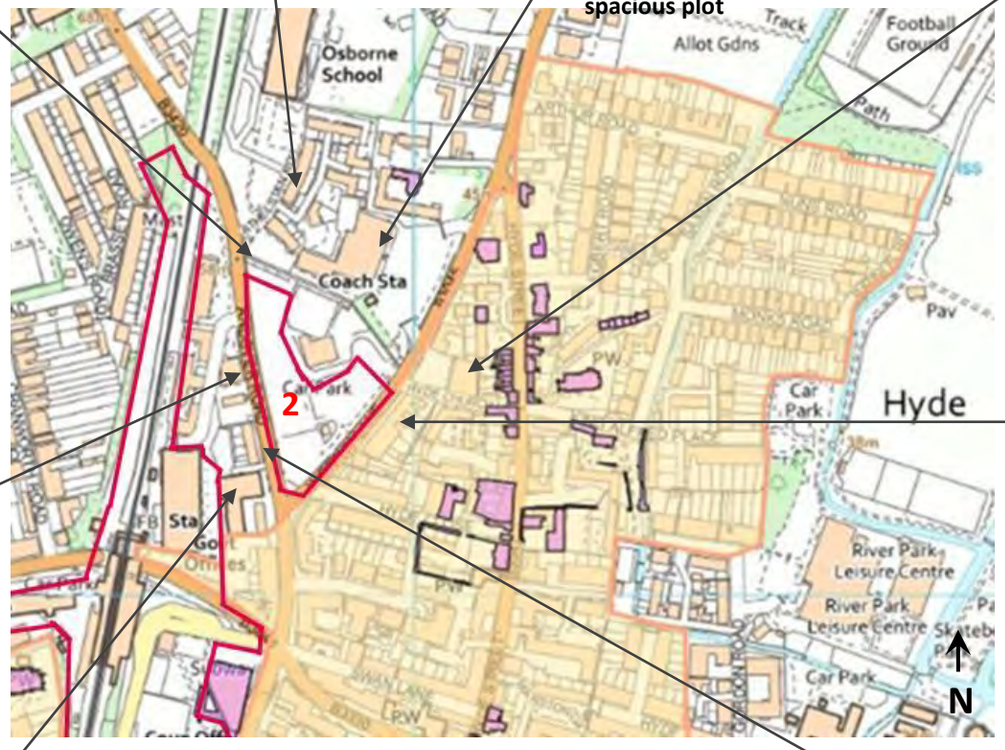


Historic lane to the north of site 2 with high, flit walls

Modern residential development north of the site

Hotel on Andover Road, large footprint, spacious plot

Swimming pool (unlisted)



Residential, fine-grain buildings on Worthy Lane, within the conservation area

Late- 20th Century building, large footprint on Andover Road

Mid- 20th Century building, large footprint on Andover Road

Key Considerations:

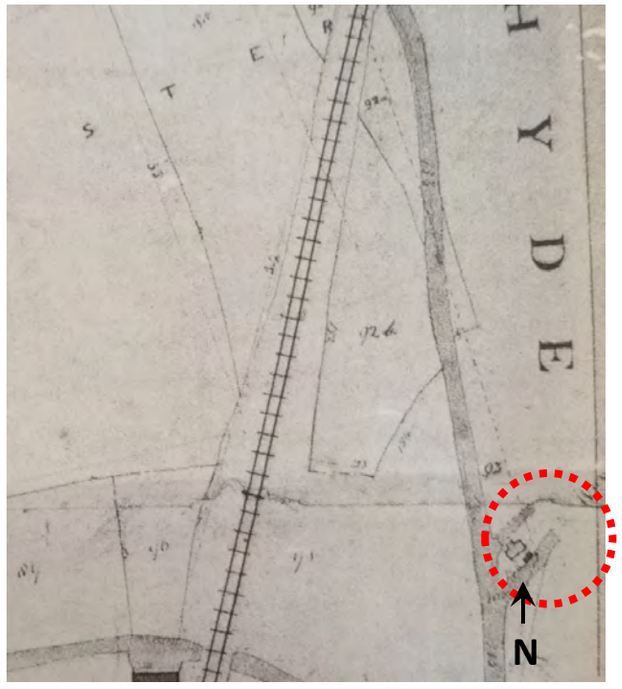
- There is intervisibility between northwest corner of the Cattlemarket site and the Cathedral. The site has always been open historically, and the view needs to be considered from northwest corner of Andover Road coming into the city (this is a Roman Road and historic entrance to city – an important entrance view).
- The elevated position is a concern, care needs to be taken to avoid new buildings dominating the low-rise, fine domestic scale buildings that fall within the Conservation Area on Worthy Lane to the east.
- There is less dense, bulkier development to the north which could be referenced in forthcoming scheme on this site.
- There is a variety of uses and building typologies in this area, when compared to other sites which sit next to an area of consistent townscape character and consistent small-scale residential buildings. As such, this site has greater capacity to accommodate a variety of building forms

16-24 Andover Road, unlisted, remnants of the small scale residential Victorian development along Andover Road

HISTORICAL BACKGROUND: SITE 2 Cattlemarket / Worthy Lane Car Parks

The cattle market site was located within the ancient parish of St Bartholomew, Hyde. The earliest detailed cartographic evidence for the site dates from 1750 (Godson Map). No buildings are depicted on the site which appears to have comprised fields. There had been very little change by 1810, with some built form still depicted on the south-east side of Worthy Lane; a toll date had been erected at the junction of Worthy Lane and Andover Road by this time.

Godson Map, 1750



Tithe Map, 1844

The date of construction for Highfield Lodge is uncertain. In 1842, it was reported that in forming a plantation within a recently enclosed piece of ground near Highfield Lodge, Roman pottery and many human bones were found. It certainly appears on the Weeke Tithe Map in 1844 which depicts the lodge house and driveway entrance within the intersection of Andover Road and Worthy Lane

The arrival of the railway in 1839 stimulated the residential growth of the surrounding area during the following thirty years. By the 1870s, two terraces had been constructed on the west side of Andover Road together with a gasometer opposite the junction with Worthy Lane, the site of which seems to have included several associated buildings.

Highfield Lodge and its grounds are depicted clearly on the 1878 OS map within the V-Shaped area of land north of the junction of Andover Road and Worthy Lane. A curving driveway led from the just north of the junction, passed a lodge house and through the grounds to the house and stables beyond; the stables building had its own yard which also included a large service building. A secondary entrance was located to the north of the site onto Andover Road, adjacent to which were two further service buildings. An additional large domestic building was located to the south-east of the site fronting Worthy Lane.

The grounds were probably terraced in front of the south and west elevations of the house which were likely its principal garden aspects, whilst the principal entrance was located to the east elevation and the service areas to the north elevation.

OS Map, 1878

OS Map, 1939

Minor changes occurred during the early 20th century. In 1936, Highfield Lodge had come into the possession of the Corporation of Winchester and the west side of the grounds adjacent to Andover Road became the new location for the cattle market. The cattle market was to be separated from Highfield Lodge by a close-boarded fence.

The site comprised for vans and covered stalls to the north, stock pens and sale ring to the centre, 130 sheep pens and 136 pig pens, and poultry and produce sheds and car parking to the south behind a newly constructed retaining wall. A further retaining wall with tethering rail was constructed to the north side of the site.

The principal access was created to the centre of the site from Andover Road, with secondary access utilising the historic driveway entrance to Highfield Lodge within the south-west corner. A new two-storey building was constructed to the south-east corner comprising lavatories to the ground floor and a corn exchange to the first floor.

The layout of the cattle market is clearly shown on 1939 OS Map. Other wider developments since 1932 included the building of the swimming baths on the north side of Hyde Church Lane.

More substantial change occurred during the 1960s and early 1970s. The tennis courts and former open landscaping to the south of the house was obliterated and converted to a car park accessed the east corner of the site opposite Hyde Church Lane. All the outbuildings (former stables, potting shed and greenhouses) had been demolished by this time. The cattle market closed in 1989 and the site was largely cleared of all pens and stalls; only the lavatories and corn exchange building were left within the lower southern part of the site. The remainder of the site was given over to car parking.

SIGNIFICANCE ASSESSMENT: SITE 2 Cattlemarket / Worthy Lane Car Parks

As recommended by NPPF, proposals for the alteration or redevelopment of heritage assets should be considered and be based on an understanding of the Site's significance.

Archaeological Interest

In the case of the Cattle Market site, archaeological potential has been raised in previous investigations relating to potential Roman burials, although the substantial changes made to the site during the mid-20th century are likely to have had a negative impact on any surviving remains. Regarding above-ground remains, the survival of the Conservative Club building (originally Highfield Lodge) is physical evidence for the former uses of the site as a 'country' villa located on the slopes above the historic core of the city; despite substantial 20th century extensions and internal alterations, the architectural form remains clearly readable. No other built fabric within the site dates from the 19th century, with the demolition of all the associated service buildings and outbuildings during the mid-20th century. The layout of the original site is still largely readable as it has historically been constrained by the two historic routes of Andover Road and Worthy Lane to the west and east, and the public right of way to the north. There has however been a complete destruction of the historic landscaping and pleasure grounds, firstly with the separation of the western part of the site as the cattle market during the 1930s and then the conversion of the remainder associated with the Conservative Club to hard landscaping and a bowling green during the second half of the 20th century. The original landscaped setting of Highfield Lodge comprising dense planting, trees and terracing has been obliterated. The only surviving built fabric dating from the cattle market period is the former lavatories/corn exchange building and the concrete retaining walls, the rest having been cleared after 1989; whilst these structures provide some evidence for a more commercial and utilitarian use of the site, they add little or nothing to an appreciation of its former uses. The evidential value of the Cattle Market Site is therefore considered to be low to medium.

Architectural and artistic Interest

The Cattle Market site has poor aesthetic and townscape qualities. The open desolate hard landscaping of the car parks is the residue of the obliteration of the 19th century pleasure gardens and clearing of trees and planting, as well as the demolition of almost all of the 1930s structures associated with the cattle market. Whilst the Conservative Club building dominates the site (which it was clearly designed to do set on a raised terrace), various unsympathetic extensions and alterations have been detrimental to the balance of the original design, whilst the setting has been totally lost as it now sits isolated within the car park. The close-boarded fencing which encloses the site to Andover Road is a poor-quality feature on a primary route into the city, emphasising the bland character of the site largely devoid of any interest. The vestiges of planting to the Worthy Road boundary contribute positively to the character of the area, though undermined by the close-boarded fencing set over a concrete plinth. The surviving 1930s public lavatories and corn exchange building to the south of the site possesses limited aesthetic qualities, made worse by the deteriorating condition and boarding of the ground-floor openings. The 1930s concrete retaining wall which divides the lower south part of the site from the north is a utilitarian and unattractive feature. The aesthetic value of the Cattle Market Site is therefore considered to be low.

Historic Interest

The historical value of Cattlemarket site is derived from its historic use a 'country' villa with associated pleasure grounds, one of a number on the east side of Andover Road built during the early 19th century. This is now embodied only by the surviving house (now the Conservative Club). The site is located within an important historic gateway location to the city from the north along Andover Road and Worthy Lane and would likely have been an important landmark from the 19th century when its boundaries adjacent to the public highways were planted densely with trees set on an embankment; this would have enclosed and concealed the house, but the site would have had a distinctive green character amongst its surroundings of 19th century terraced housing and commercial buildings. Although the surviving 1930s fabric associated with the cattle market has little or no historical value in its own right, the change from a private domestic use to a more commercial and public use of the site is a significant aspect of its historical development and played an important role in the 20th century economic history of Winchester. The existing car parking to the south part of the site provides no reference to the historic uses and character of the site. The historical value of the Cattle Market Site is therefore considered to be medium.

Conclusion

The primary focus of heritage significance of the Cattlemarket Site is therefore considered to lie in its historic interest. The subject site is considered to possess some archaeological interest, but this has been limited substantially owing to the extensive clearances during the late 1960s and early 1970s which obliterated most or all previous fabric and uses. The existing uses and poor-quality landscaping has also meant the aesthetic interest of the site is severely compromised.

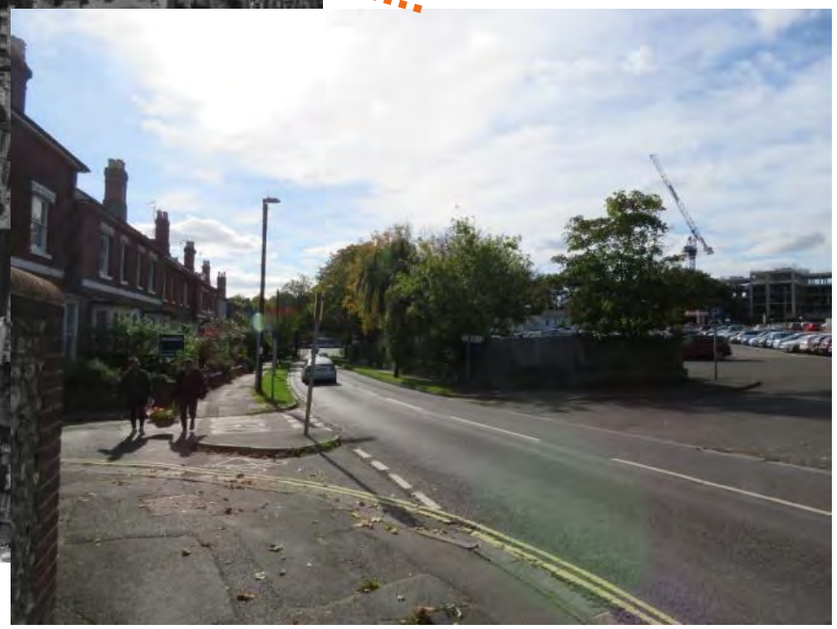
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 2 Cattlemarket / Worthy Lane Car Parks

Potential key viewpoints to consider

These are the immediate townscape views for site 2. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

Looking south-east on Andover Road

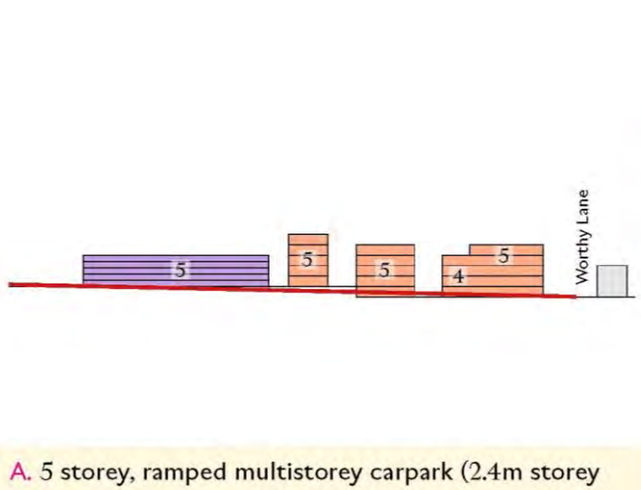
Looking west from Worthy Lane



Looking south-west on Worthy Lane

Looking north from junction of Andover Road and Worthy Lane

3.6 CATTLEMARKET - OPTION 2A v2 - PREFERRED OPTION



A. 5 storey, ramped multistorey carpark (2.4m storey height). 50+ spaces per floor, approx 270 spaces total.

B. 5 storey commercial block

C. Commercial block, 4 storeys with set back 5th storey

D. 4 storey commercial block within 5th storey stepping up on the corner

E. 3 storey residential block

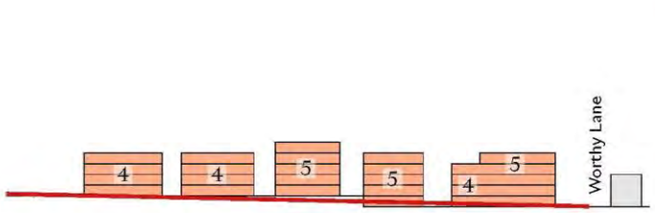
- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site with loading bay north of block C

Potential for carparking along Worthy Lane

HaworthTompkins

- General: Permeability through the site and opening of the views toward the clubhouse is beneficial in responding to the conservation area and pedestrian experience along both Worthy Lane and Andover Road.
- Block A: 5-storey height is a concern for visibility from views from northwest, and doesn't allow visual permeability into the site.
- Block A: use of car park and large footprint could be acceptable in relation to the larger footprint buildings further north on Andover Road, but the car park will not allow active street frontage either.
- Block D: Street facing elevation risks being tall, dominating small 19th C houses in the conservation area. Set-backs of upper storeys should be considered to relieve the street elevation.
- Block E: 3 storeys is a more acceptable height and residential use will encourage a domestic scale which is positive and will relate to the 19th C houses opposite.

3.6 CATTLEMARKET SITE - OPTION 2A v2 COMMERCIAL



A. 4 storey commercial block
B. 4 storey commercial block
C. 5 storey commercial block
D. Commercial block, 4 storeys with set back 5th storey
E. 4 storey commercial block within 5th storey stepping up on the corner
F. 3-4 storey residential block
- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site

Potential for carparking along Worthy Lane

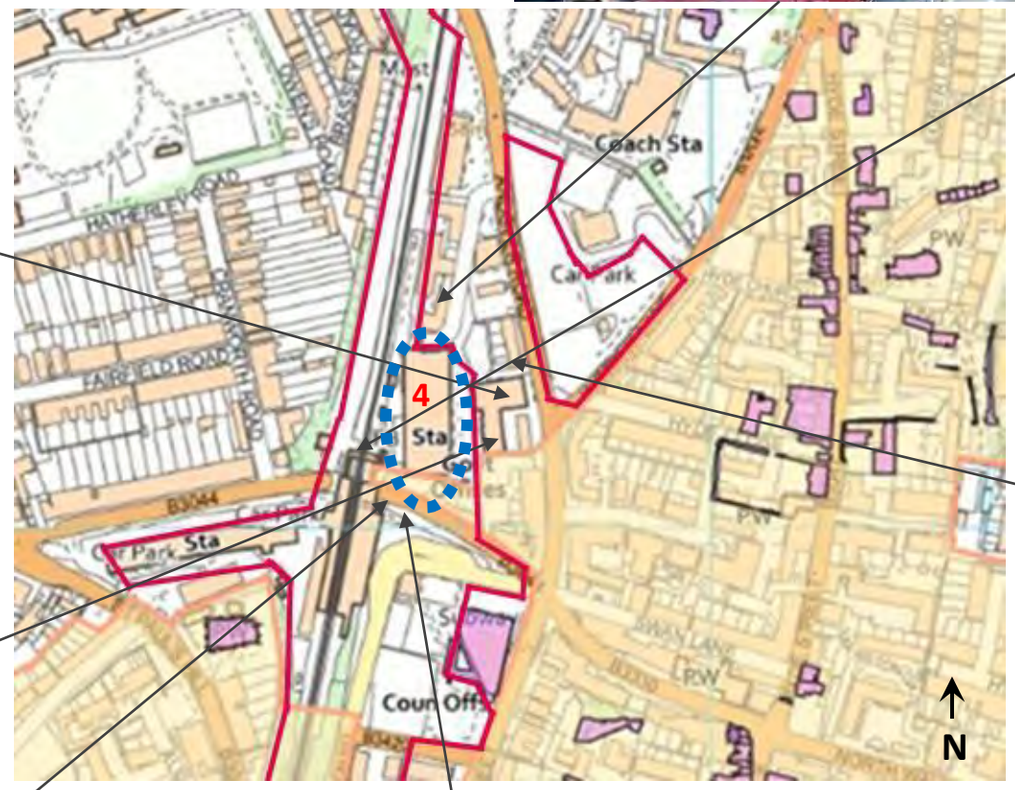
HaworthTompkins

- General: Permeability through the site and opening of the views toward the clubhouse is beneficial in responding to the conservation area and pedestrian experience along both Worthy Lane and Andover Road.
- Blocks A, B and C: Separate blocks which allow for visual permeability into the site is more positive than a single, large block along Andover Road. 4 storey heights on north west corner of the site may be acceptable, but care should be taken to preserve views into Winchester City Centre.
- Block C: 5-storey height on this one, smaller block will be more acceptable in townscape terms.
- Block E: Street facing elevation risks being tall, dominating small 19th C houses in the conservation area. Set-backs of upper storeys should be considered to relieve the street elevation.
- Block F: 3 storeys is a more acceptable height and residential use will encourage a domestic scale which is positive and will relate to the 19th C houses opposite.

SITE 4 – STATION EAST

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 4 Station East

16-24 Andover Road, unlisted



View towards car park on site 4 from the railway bridge

Petrol Garage and new student accommodation block border the site to the north

Buildings further north on Andover Road which border the site transition from 19th Century to mid-late 20th C and are of no significance

19th C buildings of fine\ urban grain within the conservation area

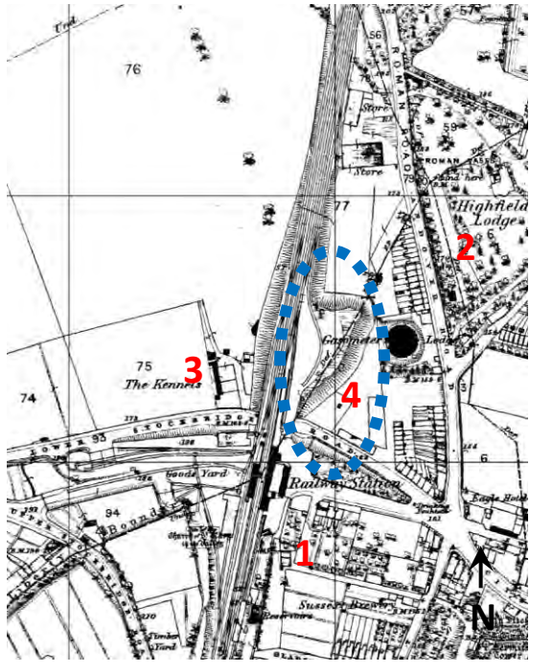
Elevated viewpoint from the station towards the site over Stockbridge Road

Key Considerations:

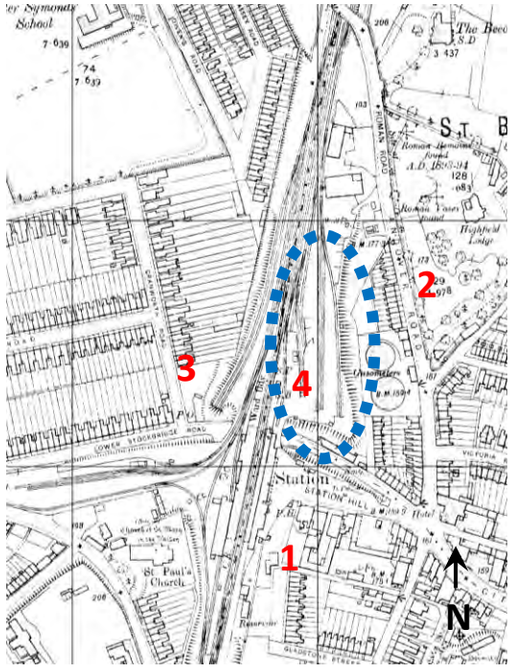
- This site is comparatively more sheltered and isolated, with fewer immediate heritage constraints.
- There are some potential views from the elevated railway station into this site.
- The Andover Road has an uphill gradient to the north of the site, which would allow for views into the site. But, the are to the north of the site is less sensitive in heritage and townscape terms than the areas to the south or east.
- Forthcoming schemes should consider that the suburban terraces bordering the site to the north are of a domestic scale.

HERITAGE/TOWNSCAPE ASSESSMENT: SITE 4 Station East

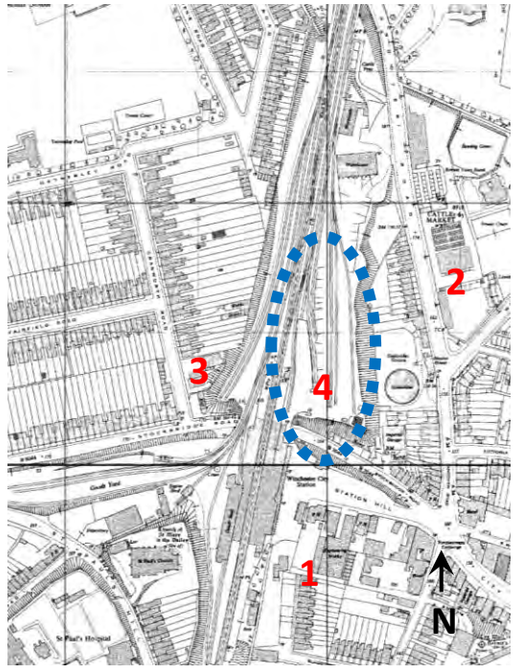
Northern Car Park



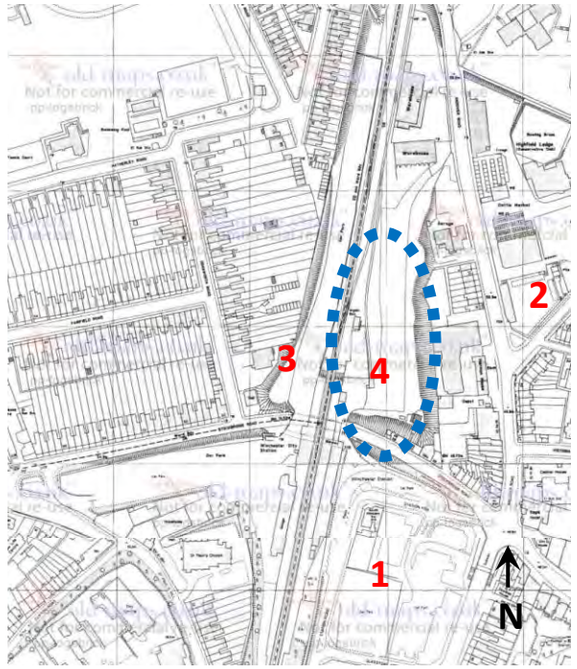
1871-1872



1909



1953 – 1954



1967 – 1975

Significance and Summary:

As demonstrated in the Map Regression and summary, above, Site 4 was historically open and had not been developed prior to the construction of the car park in the latter half of the 20th Century. As such, the site itself does not have any great historic. It has a longstanding use as fields and the proximity to the railway means that if there had been any potential for archaeological finds in the area, these may well have been disturbed during construction of the railway. As such, its significance is low.

The only heritage constraints relating to this site come from the proximity to the Conservation Area, even then, the site is largely screened from direct intervisibility.

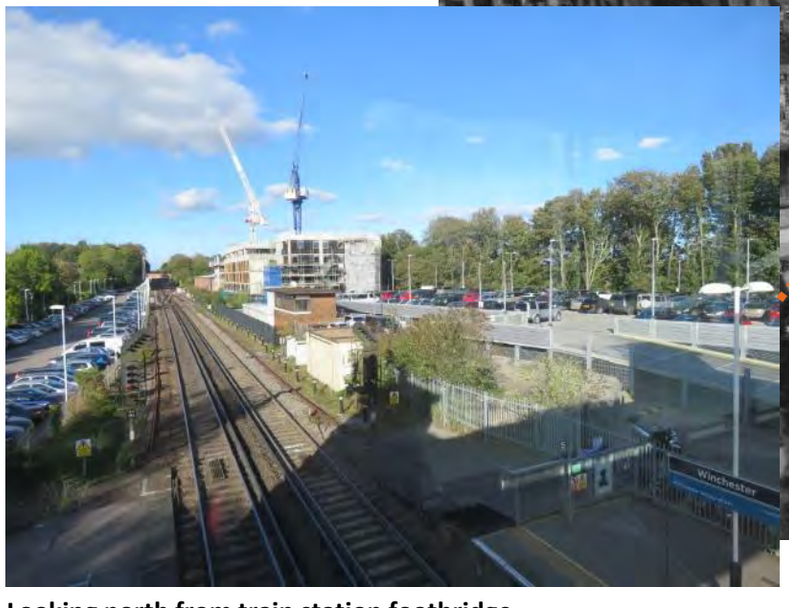
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 4 Station East

Potential key viewpoints to consider

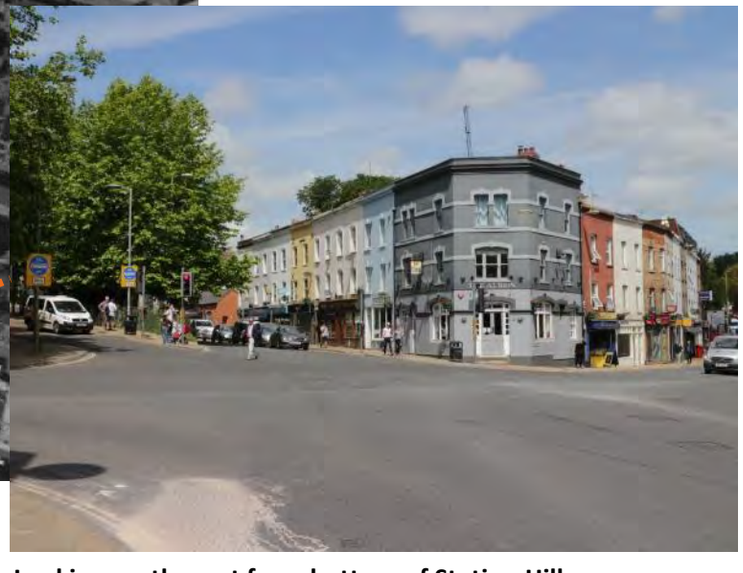
Looking south on Andover Road

Looking west from Worthy Lane, across Cattlemarket site

These are the immediate townscape views for site 4. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

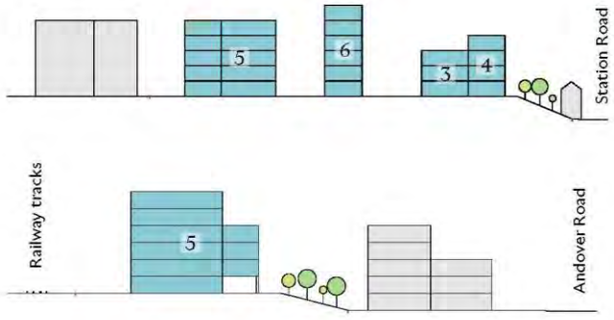


Looking north from train station footbridge



Looking north-west from bottom of Station Hill

3.7 STATION EAST SITE - PREFERRED OPTION 01 v2



Student Housing

Adaptation of existing typology to the north

A. 5 storey student housing

B. 3 - 6 storey student housing, with the 3 storey section raised a storey to accomodate a route underneath

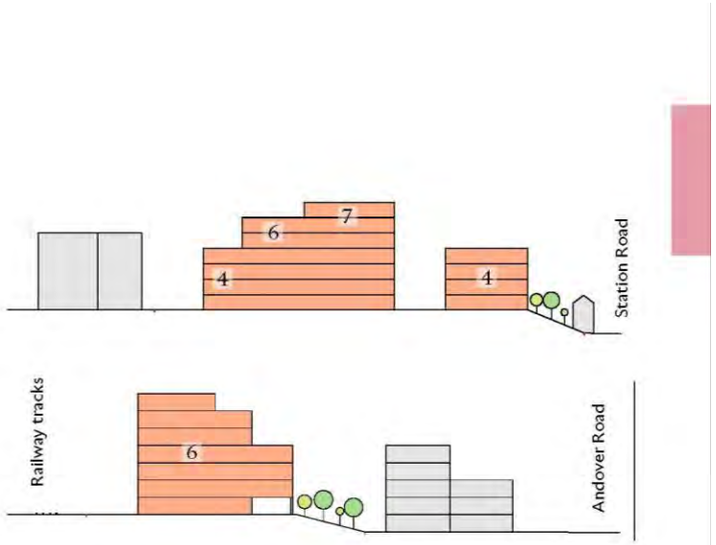
C. 3 - 4 storey student housing

- Small amount of parking provided at north edge of site, including a van loading bay, approx. 5 spaces

HaworthTompkins

- Due to location along the railway line, set back from the main road and screening with trees, topography and other buildings, this site has fewer constraints.
- The broken-up mass and continuation of built form to the north is appropriate and student housing is also a suitable, established use for the area.
- Block B: forthcoming schemes should be mindful of how the elevations interact with the railway as an arrival point into Winchester.
- Block B: the angled elevation that follows the line of the railway is a more positive articulation than option 2A.
- Block C: due to topography, development of 3+ storeys on the southern point of the site might be visible from the conservation area, but in this instance it is not thought this is not a great risk and could be mitigated with appropriate design and materials.

3.7 STATION EAST SITE - PREFERRED OPTION 02B v2



A. 3-7 storey office / commercial with ground floor parking, approx 18 spaces
- A 3 storey section extends over and covers the pedestrian route

B. 3-4 storey office / commercial

C. Shared landscape area

HaworthTompkins

- Due to location and screening, this site has fewer constraints
- We recommend being mindful of how the elevations interact with the railway as an arrival point into Winchester
- Block A: 7 storeys on the central building might be visible above the 3-storey building on Worthy Lane from the conservation area, given the modern built form on Andover Road this could be acceptable, but the impact on smaller townscape would have to be tested in views assessments. This height could also appear dominant from the railway.
- Block A: the mass of Block A appears to be quite bulky and it will be important to visually break-up the mass in forthcoming schemes.
- Block A: the angled elevation that follows the line of the railway is a more positive articulation than option 2A.
- Block B: 4 storeys might be visible from the conservation area, especially in a building of this bulk, built against the site boundary, and this should be given consideration.

SITE 3 – STATION WEST

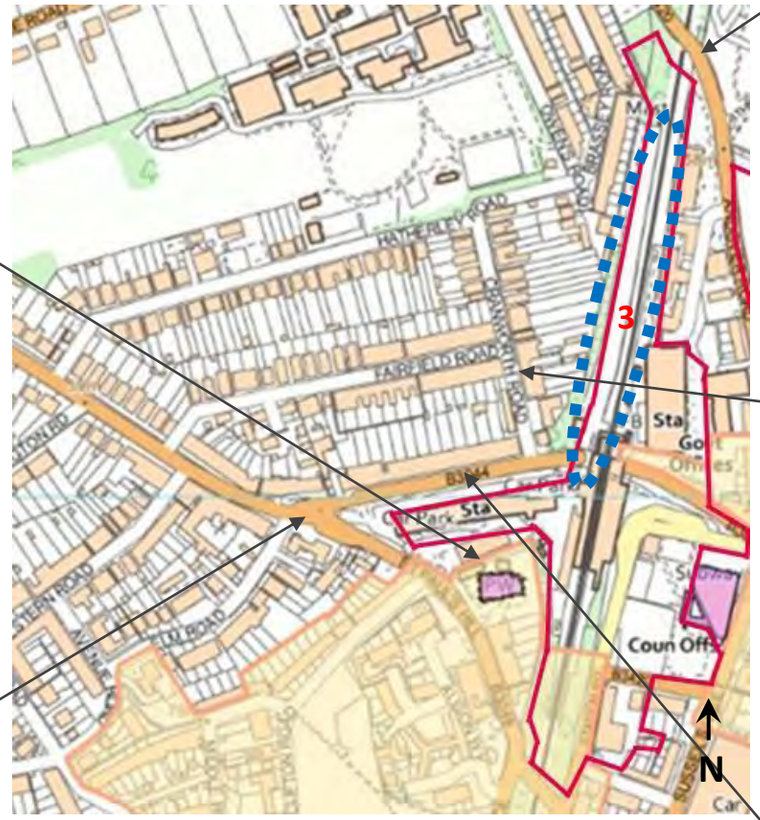
(BRASSEY ROAD AND STOCKBRIDGE ROAD)

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 – Station West (Brassey Road)

Northern Car Park

St Paul's Church, Grade II

Residential small scale houses and fine urban grain at the junction of Stockbridge Road and St Paul's Hill



Key Considerations:

- Elevated position of northern car park may means it has increased visibility
- Future development needs to relate to the domestic scale urban fabric nearby
- There is some screening from local houses due to greenery along the boundary
- St Paul's Church in the vicinity with likely inter-visibility topography and dense greenery on its boundary mitigating factors potentially
- The large scale building between the church and the site may offer possible screening

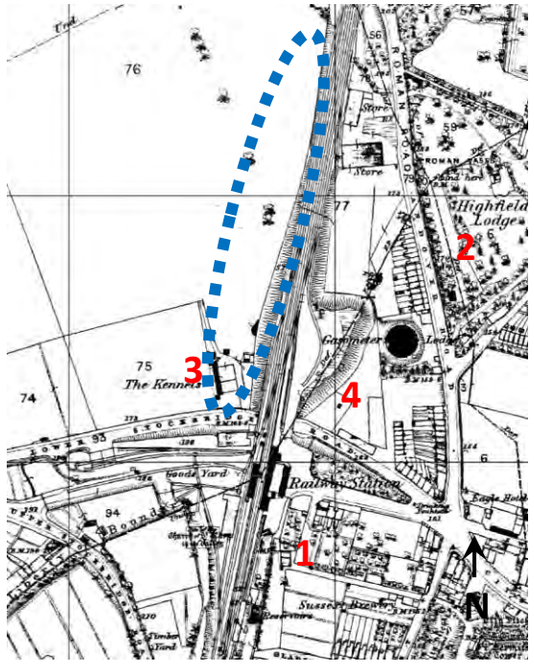
Northern Car Park viewed from Andover Road Railway Bridge to the north

Residential small scale houses and fine urban grain along Cranworth Road

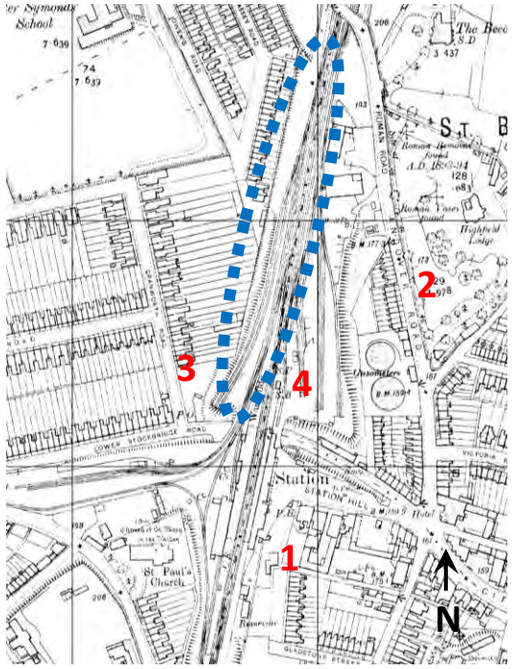
Residential small scale houses and fine urban grain along Stockbridge Road

HERITAGE/TOWNSCAPE ASSESSMENT: SITE 3 Station West (Brassey Road)

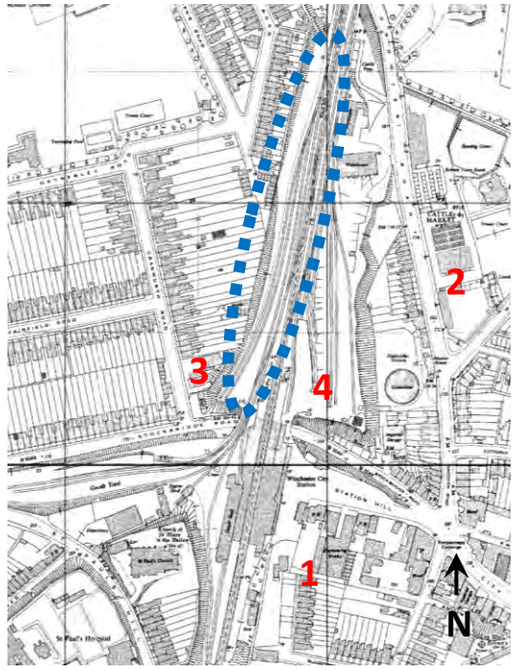
Northern Car Park



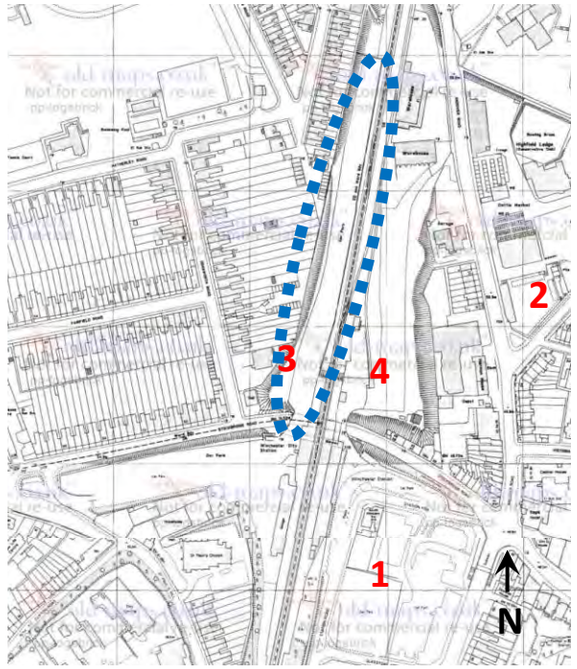
1871-1872



1909



1953 – 1954



1967 – 1975

Significance and Summary:

As demonstrated in the Map Regression and summary, above, Site 3, northern car park (near Brassy Road), was historically open. There is some evidence of a path and some small plots demarcated in 1870s, and following this it became railway sidings for the railway until the 1967 – 1975 map, which is the first time a car park appears on the maps.

As such, the site itself does not have any great historic. It has a longstanding use as fields and the proximity to the railway means that if there had been any potential for archaeological finds in the area, these may well have been disturbed during construction of the railway. As such, its significance is low.

The only heritage constraints relating to this site come from its elevated position and the possible inter-visibility with the Conservation Area and St Paul's Church but this is expected to be limited due to screening from trees along the boundary.

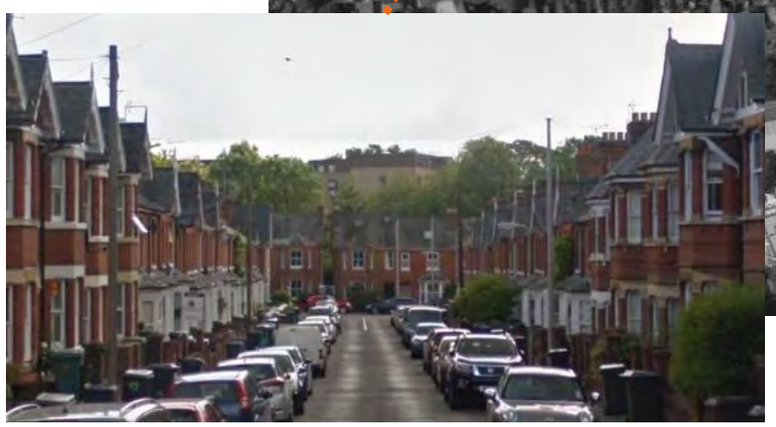
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 - Station West (Brassey Road)

Potential key viewpoints to consider

Looking south from Andover Rd Railway Bridge

Looking Southeast on junction of Brassey & Owens Rd

Looking north from train station footbridge



Looking East on Fairfield Road

These are the immediate townscape views for site 3. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

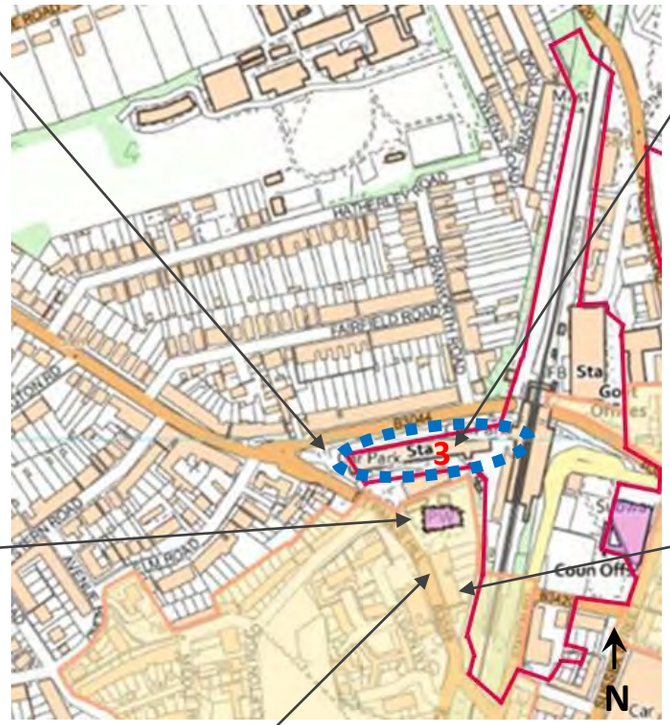
Looking north from the back of train station / Stockbridge Rd bridge

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 Station West (Stockbridge Road)

Western Car Park

Direct intervisibility between Winchester Station Car Park and St Paul's Church in Winter months

St Paul's Church, Grade II



View of western car park, ground level and part elevated

Raised houses on St Paul's Hill

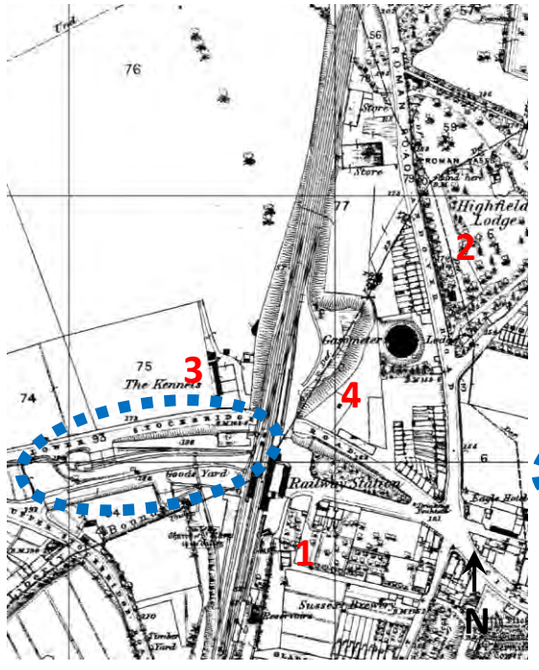
Organic curve to the road on St Paul's Hill

Key Considerations:

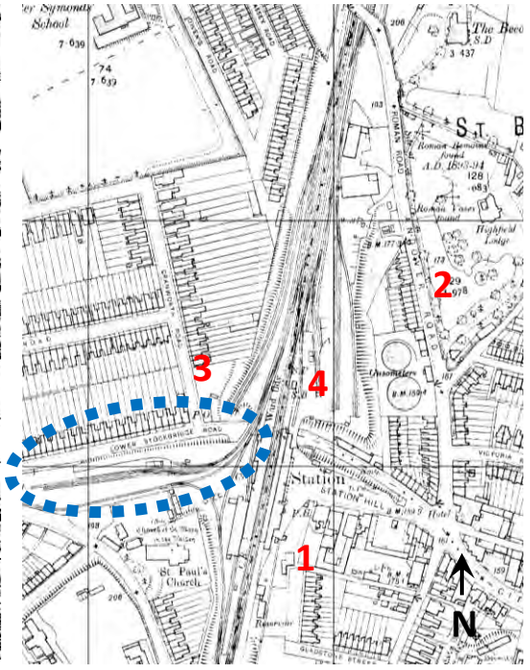
- Northern car park has enhanced visibility due to elevated position.
- Impact on St Paul's Church GII (e.g. direct intervisibility between site 3 and St Paul's)
- How a development would relate to small, fine grain buildings to the north which have a sensitive, low-rise suburban character
- Proposals should consider that whilst the site sits outside of the CA, it could obstruct views into the CA from streets to the north and west.

HERITAGE/TOWNSCAPE ASSESSMENT: SITE 3 Station West (Stockbridge Road)

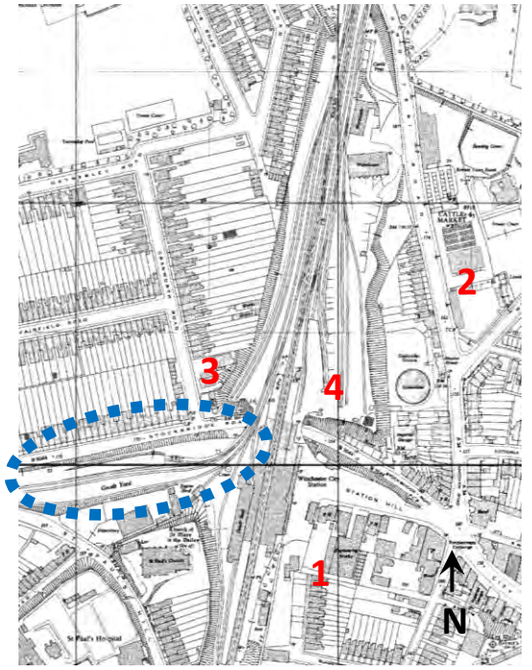
Northern Car Park



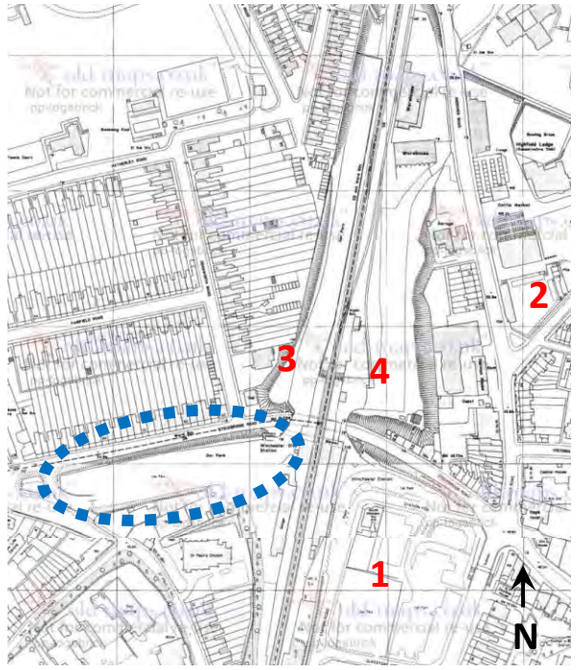
1871-1872



1909



1953 – 1954



1967 – 1975

Significance and Summary:

As demonstrated in the Map Regression in this document, Site 3 (Stockbridge Road, Western car park) was open land until the construction of the railway, and was then in use a goods yard to serve the railway until the construction of the car park, which first appears on the site in the latter half of the 20th Century (in the 1967 – 1975 map). There has never been any other kind of development on this site, historically.

As such, the site itself does not have any great historic interest. Prior to this the site was believed to have been open land which means there is not great potential for archaeological interest either. As such, its significance is low.

The heritage constraints relating to this site are associated with its proximity to the St Paul's Church (Grade II) and the Conservation Area, as set-out on this page.

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 Station West (Stockbridge Road)

Potential key viewpoints to consider

These are the immediate townscape views for site 3. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

Looking east on junction of Stockbridge Rd and St Paul's Hill

Looking east on Stockbridge Rd

Looking west from bottom of Station Hill

Looking North from St Pauls Hill in front of LCP building

Looking north from St Paul's Church

CONCLUSION

The part of Winchester which has been assessed as part of this appraisal is a rich and varied area with numerous listed buildings of various ages and sits in close proximity to the north-western edge of the Winchester Conservation Area. The townscape character of the area includes zones of residential typology (historic and modern), areas with larger commercial and civic buildings, open spaces and the railway station itself and associated car parks.

Each of the four sites assessed each has its own specific heritage and townscape constraints and this appraisal has set-out these in relation to each of the four identified sites. There are some factors which apply to all four sites, such as visibility from certain long-distance viewpoints, and some factors which are overlapping but do not apply to all sites, such as the impact on the conservation area.

Site 1 has to consider the impact on the conservation area and the fine-grain housing in any forthcoming schemes as well as the relationship that any forthcoming built form might have on the newly designated Hampshire Record Office (Grade II). Views to and from St Paul's Church (Grade II) will also be a consideration for this site.

Site 2 will have to consider how future development interacts with the conservation area boundary on Worthy Lane, especially given the elevated position of the site, and should endeavour to protect long views on the approach into Winchester City Centre.

Site 4 is the most sheltered and has the fewest constraints, although impact on the conservation area should still be considered from the southern end of the site.

Options for Site 3 were scoped-out during the design process as it was not possible to meet the requirements of the brief whilst balancing the constraints. However, the baseline assessment of the site constraints carried out in this appraisal indicate that the development on these sites could be possible in heritage and townscape terms, providing that appropriate consideration is given to the residential areas around Brassey Road and views from the conservation area and St Paul's Church on that part of Site 3 which extends along Stockbridge Road West.

The heritage and townscape considerations set-out in this appraisal have been taken-into account during the design process. The options have evolved in consideration of these constraints and balance heritage and townscape requirements with other constraining factors from other disciplines such as traffic movement, the loss of car parking spaces and anticipated viability.

The Winchester Station Approach options would help to create a gateway into Winchester through new build regeneration and extensive public realm improvement. It is felt that the options for all sites have the potential to have a beneficial impact in heritage and townscape terms, subject to the evolution of appropriate and responsive designs which are sensitive to the constraints set out in this appraisal.

4.3 TRANSPORT

Winchester Station Approach – Site Option Development
Transport Comments

SYSTRA has prepared a concise commentary with regards to transport matters relating to the different site development option concepts which have been prepared by Haworth Tompkins for the current Winchester Station Approach study.

Comments are offered in relation to the following transport topics:

- Site access (pedestrians, vehicles and servicing activity, including access for the less mobile and disabled)
- Connectivity (including site through-movement where appropriate)
- Estimated trip generation calculations (using TRICs) for each land use within the option
- Commentary on parking requirements (car and cycle) based on the TRICS data as evidence of future demand
- Public Transport access (Bus, rail and taxi)
- Hampshire County Council (HCC) Highways initial comments and feedback

These comments are not intended to be exhaustive and further topics will be addressed depending on the feedback received from project team members, external stakeholders and the client.

Comments which are relevant to the site are presented first, with additional comments relating to specific options then made as appropriate.

Context – Winchester Movement Strategy

The development of the different options for each of the sites within the study area has been undertaken with an over-arching aim of complementing and facilitating successful delivery of the Winchester Movement Strategy (WMS) which was adopted by both Hampshire County Council and Winchester City Council as the transport strategy for the city in spring 2019. The current strategy has three priorities:

- Reduce city centre traffic;
- Support healthier lifestyle choices; and
- Invest in infrastructure to support sustainable growth.

As such, the examination of different types of use for each site has sought to consider how each option would contribute toward these aims.

For the Carfax and Cattlemarket sites, it is recognised that there would be multiple benefits from reducing the overall amount of vehicle car parking provided at present, as this would in principle contribute directly towards the reduction of traffic not just in the immediate vicinity of the sites, but on the routes through the city which vehicles currently use to reach the existing car parks. The location of all the study sites within walking distance of the main city centre, and in close proximity to the rail

station (and its existing bus service provision) mean that they are highly accessible by public transport and therefore, there is a very strong case that the different site development option concepts should seek to minimise car parking provision for the new development uses, and provide a prominent example of how the Council's policies in relation to transport, parking and climate change can be delivered via the development process.

For the Station East and West sites, the option development process has carefully considered the implications of the need to maintain the overall supply of car parking through any redevelopment of the sites in question, or demonstrate reduction would not adversely impact on station customers. It is noted that any reduction on Station Car Parks would require formal approval from the Office of Road and Rail along with supporting occupancy justifications. A key area of analysis has been the changes in vehicle trip distribution which would result from relocating some or all car parking from one car park to another (or for certain options to a re-provision as part of the Cattlemarket schemes). The phasing of different development options is considered particularly important to these considerations and it has been noted that there would also be interdependencies with complementary proposals being developed by Winchester City Council and Hampshire County Council to fulfil the wider aspirations of the Movement Strategy. Notwithstanding these, it is considered that any redevelopment of either Station site should seek to be compatible with the stated Movement Strategy aims, and to maximise the benefits of redeveloping sites which remain some of the most sustainable City Centre locations.

It is also recognised that the site option development process should be integrated with the planning work being undertaken by both Winchester City Council and Hampshire County Council in relation to future transport infrastructure provision including a proposed strategic Northern Park & Ride site on the Andover Road corridor and proposed traffic management measures and active travel improvements. One aspiration is to develop a multi-modal "mobility and interchange hub" for sustainable transport in and around the station area, which would seek to improve facilities, support easier interchange between rail and local bus, provide capacity for a potential increase in the bus services that serve the station, as well as improve parking and access provision for cyclists and make improvements to the pedestrian networks which connect both sides of the station into onward walking routes to key destinations via the surrounding local road network. It is acknowledged that this would be expected in future to increase overall demand for bus usage and that certain changes to traffic circulation via the existing one-way systems would potentially offer new and improved routings for bus services; therefore, the option development work has included consultations with WCC and HCC officers to obtain a better understanding of these concepts. Further information on specific considerations for each site is provided in the commentary below.

Carfax Site (Site 1)

<u>General Comments:</u>

The Carfax part of the Station Approach area lies in very close proximity to the rail station; as such, it also has potentially very good access to bus and taxi services via the existing bus stop and taxi rank provision (via the bus stops on Station Hill and on nearby City Road), and there are established walking routes into the city centre. There is little dedicated or segregated cycling infrastructure on the

surrounding highway network – limited to short sections of contraflow cycle lane to the south of the site, and for the most part cyclists would need to ride unsegregated on the carriageway. These elements all strongly correlate with the aspirations set out in the emerging WCC Local Plan policies to deliver development which is not car-dependent.

Site Access: The redevelopment site has frontages on to Gladstone Street, Station Road and Station Hill. The presence of the registry office on the north-west corner of the site limits the potential for vehicular access from Station Hill, therefore vehicular access to the site is expected to be via Gladstone Street or Station Road.

Whilst all of the Gladstone Street car park would be redeveloped under all of the options, a majority of the redevelopment options seek to retain a limited part of the existing unsurfaced car park situated to the east of Gladstone Street car park that is currently leased to HCC and its vehicular access from Gladstone Street; this area would also provide parking and drop-off for vans and potentially mid-sized vehicles. It has been identified from discussion with HCC that the existing residential properties on Gladstone Street are serviced on-street and the same approach is considered acceptable in principle for the southern edge of the Carfax site; this aligns well with the residential option where the main residential block would front on to Gladstone Street.
For commercial properties, it has been noted that servicing arrangements will need to be agreed with the relevant commercial service providers; options for either allowing occasional parking by large vehicles within the site (reversing in from Station Road) or the provision of an inset bay on Station Road for occasional large vehicle servicing are both considered feasible in principle. An ANPR enforced bus gate is to be introduced at the bottom of Station Hill to ensure that only buses and taxis use the access and egress from City Road, so any arrangements for servicing will need to factor this in. Further movement into the site is expected to be limited to essential access for the emergency services (i.e. for compliance with fire regulations).

Connectivity: The principle of allowing and encouraging through-movement for non-vehicular modes is supported by the option designs. The existing pedestrian and cycle routes to and from the station via Station Road, Station Hill, Gladstone Street and Sussex Street/Tower Street would potentially be improved substantially via the creation of new through-routes and would be able to work in tandem with the wider improvement proposals being developed as part of the Winchester Movement Strategy as set out in the draft City of Winchester LCWIP. The proposed significant reduction in the level of vehicle parking at the Carfax development site would also be expected to result in a reduction in vehicle trips associated with the site, which would benefit pedestrians and cyclists using the existing street networks.

Trip Generation: Trip Rates have been calculated using TRICS to broadly represent the office and residential uses which make up the Carfax development site options. The office trip rates are based around selection of sites which have town or city centre locations and good access to public transport services; it is noted that central London sites have been screened out for the initial trip generation work. It is further noted that whilst the selected sites have been screened to remove those with high levels of car parking provision, most of the available sites within TRICS do have some associated car parking, either specific to the site or available publicly within the local area. This is reflected in the proportion of

vehicle trips observed within the TRICS calculations. In reality, it is expected that providing less car parking on site would lead to some car-based trips within TRICS actually being undertaken by other means; the TRICS calculations should therefore not be viewed as a direct measure of parking "need".

For the residential trip generation, the initial exercise has used data from the "flats privately owned" category within TRICS. Town and City Centre locations have been selected, with a preference for car parking provision of 0.5 spaces per unit or less. Again, it is noted that there are presently very few truly "car free" sites which have been surveyed for the purposes of TRICS, and therefore, as is the case with the office trip rate calculations, the resulting car trip rates should be viewed as indicative and a starting point for discussions.

Trip calculations are presented for each of the options below.

Parking Requirements: Comments are provided for each of the options below.

Public Transport Access: The Carfax site has excellent access to both bus and rail services within a short walking distance. It is noted from the initial discussions with HCC that there is potential for the range of bus services serving the rail station to increase in future, depending on possible amendments to the existing one way routing system in place on certain streets in the vicinity of the station.

Other HCC comments: It has been noted by HCC that the existing one-way systems in operation at and in proximity to the Carfax junction (the signal controlled junction of Station Hill, Stockbridge Road, Andover Road, City Road (including Swan Lane) and Sussex Street) will influence which of the servicing options for the Carfax site are most practical to implement. It is noted specifically that there is a bus gate on Station Hill which is not presently enforced (but which will become enforced through ANPR cameras in the near future). The ANPR enforcement would prevent any vehicles other than buses or taxis entering or exiting from Station Hill at the Carfax junction; and this would therefore potentially impact on the routing of larger vehicles seeking to access servicing provision on Station Road.

HCC has internally examined options to allow right-turns for buses at the western end of Gladstone Street, to improve accessibility to the station for buses as part of wider potential changes to traffic circulation in the area south of the Carfax development site; this aspiration could potentially require a small quantity of land within the Carfax site's red line boundary. It is proposed that SYSTRA will carry out a preliminary tracking test to identify the additional land requirement, so that the building footprints within the options can be adjusted if required to enable HCC to progress this change in future.

<u>Option Comments:</u>

Option 1a LDS "Redux": An initial trip generation calculation for this option is shown in the table below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office Use – 12,922sqm):

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	93	66	36	5	212
	Dep	8	2	6	0	13
	Total	101	68	42	5	225
17:00 – 18:00	Arr	13	2	12	0	26
	Dep	96	97	49	5	257
	Total	109	98	61	5	283
Daily 07:00 - 19:00)	Arr	585	359	925	41	1963
	Dep	565	313	972	39	1914
	Total	1150	671	1897	80	3877

The TRICS data indicates that the "uncapped" demand for vehicle trips to and from the site would be around 100 two-way vehicle trips in the AM and PM peaks. As has been noted above, the initial TRICS analysis has excluded major city centre sites (which typically operate with no on-site parking) and it is considered that the site's excellent accessibility by non-car modes makes it reasonable to consider that the "actual" trip generation patterns for this site would incorporate a higher proportion of public transport trips in particular. The vehicle trip counts also include drop-offs where on-site parking is not necessarily required. It is noted that the TRICS analysis for these types of sites typically shows relatively low numbers of cycle trips, however in the case of Winchester city centre it is expected that cycling generally will be considerably more attractive as a mode, particularly when the proposed measures within the Movement Strategy are taken into account.

It is noted that, even using this initial TRICS calculation, the number of predicted vehicle trips to the site is still well below that associated with the previous 2015 application (quashed in 2019).

Option 1b LDS "Redux" Office and Residential: An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office Use – 6,889sqm):

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	50	35	19	3	113
	Dep	4	1	3	0	7
	Total	54	36	23	3	120
17:00 – 18:00	Arr	7	1	6	0	14
	Dep	51	52	26	2	137
	Total	58	52	32	2	151
Daily 07:00 - 19:00)	Arr	312	191	493	22	1047
	Dep	301	167	518	21	1020
	Total	613	358	1011	43	2067

Trip Generation (Residential – 30 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	3	0	2	0	5
	Dep	7	5	7	1	24
	Total	10	5	9	1	29
17:00 – 18:00	Arr	5	3	5	0	15
	Dep	3	1	3	0	7
	Total	8	4	7	1	23
Daily 07:00 - 19:00)	Arr	41	13	34	3	106
	Dep	44	15	39	4	117
	Total	85	28	73	7	223

The mixed-use option is notable in that it has significantly fewer vehicle trips associated with it than Option 1a; the residential use would be expected to generate very few vehicle trips relative to its footprint and this initial data indicates that the proposed parking provision would almost certainly be sufficient, even before expected higher use of sustainable modes is taken into account. As noted previously, it is also expected that cycling uptake would be significantly higher than suggested by the trip generation calculations and cycle parking provision should reflect this, providing a minimum of one secure (preferably internal) cycle parking space per unit, and two spaces for any dwelling of two or more bedrooms.

Option 2 Cross Streets: An initial trip generation calculation for this option is shown in the table below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 11,075sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	80	57	31	5	182
	Dep	7	2	6	0	11
	Total	87	58	36	5	192
17:00 – 18:00	Arr	11	2	10	0	22
	Dep	82	83	42	4	220
	Total	93	84	52	4	242
Daily 07:00 - 19:00)	Arr	502	308	793	35	1683
	Dep	484	268	833	34	1640
	Total	986	575	1626	69	3323

As would be expected, the initial trip generation information for this option is similar to that for option 1a, and similar observations can therefore be made regarding expected uptake of sustainable modes.

The spacing of blocks B and C may require some minor adjustment if the preferred servicing strategy involves on-site parking for larger vehicles (this is so that the necessary "reverse in" manoeuvre can be conducted safely and with adequate visibility).

Option 3A Diagonal Route: An initial trip generation calculation for this option is shown in the table below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 11,238sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	81	58	31	5	184
	Dep	7	2	6	0	11
	Total	88	59	37	5	195
17:00 – 18:00	Arr	11	2	10	0	22
	Dep	83	84	42	4	223
	Total	94	86	53	4	246
Daily 07:00 - 19:00)	Arr	509	312	805	36	1708
	Dep	491	272	845	34	1664
	Total	1000	584	1650	70	3372

Also as would be expected, the initial trip generation information for this option is similar to that for options 1a and 2, and similar observations can therefore be made regarding expected uptake of sustainable modes.

It is further noted that options 3a and 3b provide potentially the most direct and attractive through-route for pedestrians and cyclists.

The spacing of blocks B and C may require some minor adjustment if the preferred servicing strategy involves on-site parking for larger vehicles (this is so that the necessary "reverse in" manoeuvre can be conducted safely and with adequate visibility).

Option 3b (Office and Residential): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 7,665sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	55	39	21	3	126
	Dep	5	1	4	0	8

	Total	60	40	25	3	133
17:00 – 18:00	Arr	8	1	7	0	15
	Dep	57	57	29	3	152
	Total	64	58	36	3	168
Daily 07:00 - 19:00)	Arr	347	213	549	24	1165
	Dep	335	185	576	23	1135
	Total	682	398	1125	48	2300

Trip Generation (Residential – 32 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	3	0	2	0	6
	Dep	8	5	8	1	26
	Total	11	5	10	1	31
17:00 – 18:00	Arr	6	3	5	0	16
	Dep	3	1	3	0	8
	Total	9	4	8	1	24
Daily 07:00 - 19:00)	Arr	44	14	36	3	113
	Dep	47	16	42	4	125
	Total	91	30	78	7	238

The second of the mixed-use options presents a similar outcome to option 1b in terms of the relative demands for different travel modes associated with the office and residential elements of the scheme.

The spacing of blocks B and C may require some minor adjustment if the preferred servicing strategy involves on-site parking for larger vehicles (this is so that the necessary “reverse in” manoeuvre can be conducted safely and with adequate visibility).

Cattlemarket (Site 2)

General Comments

Site Access: The site currently takes vehicular access from Worthy Lane at its south-eastern corner. The option development process has explored the potential for an additional access/egress point to be provided directly on to Andover Road; it is recognised that this would need to be compatible with HCC’s emerging proposals for a new southbound bus lane (discussed further below). The site has considerable frontage on to Worthy Lane and Andover Road which offers a number of options for future pedestrian and cycle access points.

It is noted that the Winchester Club takes its access from the existing Worthy Lane access point and that this needs to be retained as part of any development scheme.

It is noted that on-street servicing from Andover Road has been excluded as an option in the development process and as such the layout of new buildings within each option has been considered with regards to the need for access for servicing within the site itself.

Connectivity: At present, vehicular movement through the site is constrained by a lack of access at the northern end (this is complicated by existing level differences at the northern edge of the site). There is a footpath route which runs along the northern edge of the site – which is narrow and has walls on both sides along the majority of its' length and passes through the adjacent car park for the Winchester Hotel, however opportunities to connect to this footpath are currently limited due to the walls. Pedestrians and cycles do pass through the current car park, east-west, using an access point mid-way along the western boundary opposite the Esso petrol station and Tesco Express store. Some continued provision catering for movement through the site for pedestrians and cyclists would ensure that access to Hyde Church Lane (and onwards to the city centre via the recreation grounds and Park Avenue and Wildlife reserves to the east of the site is retained.

Trip Generation: The previously described trip generation exercises for residential and employment floor space options have been applied to the Cattlemarket development site option sketches, based on the estimates of floor space provided by the wider project team. It is considered that there remains scope for a range of approaches to car parking and sustainable transport provision to be tested – the site is in a highly accessible location but additionally benefits from the existing public car park provision which has potential to be re-worked or partially re-purposed to assist with facilitating additional options for other sites within the study area (in particular, options around the existing Station East site).

Parking Requirements: Comments are provided on each of the options below.

Public Transport Access: There is a southbound bus stop directly to the south of the site adjacent to Worthy Lane; the rail station and its associated bus stops are a 5 minute walk from the centre of the site. It is noted from the initial discussions with HCC that there is potential for the range of bus services serving the rail station to increase in future, depending on possible amendments to the existing one way routing system in place on certain streets in the vicinity of the station.

Other HCC Comments: HCC have identified that the short distance between the existing Worthy Lane and Victoria Road junctions and the limited space available and lack of gaps in traffic flow to enable right turn movements out of Worthy Lane currently results in increased congestion and delay for traffic on both Worthy Lane and Andover Road, as well as for local residents using these side streets. There may be options to improve and or modify junction arrangements to benefit pedestrians and cyclists and this will be considered further as part of the ongoing Movement Strategy

It is noted that HCC have developed proposals for a new bus lane on the southbound corridor of Andover Road from the junction with Athlestan Road in the north to the Worthy Lane junction in the south. Whilst the initial work has been based on utilising the existing adopted highway corridor, there is potential for the Cattlemarket site to provide an additional "strip" of land on its frontage to Andover Road, which could be used to upgrade provision for pedestrians and provide carriageway space to deliver an northbound (uphill) on-road segregated cycle lane on the west side of Andover Road in

tandem with the introduction of the southbound bus lane. This would clearly provide benefits to both users of the redeveloped Cattlemarket site and others using Andover Road, but would reduce the overall developable area of the site. The loss of developable area, if this concept is also combined with the replacement street for Worthy Lane, could be significant and would need to be carefully considered in terms of both general viability and constraints on the layout of buildings within the redeveloped site.

Option Comments:

Option 1a (Residential and Office): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 5,099sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 – 09:00	Arr	37	26	14	2	84
	Dep	3	1	3	0	5
	Total	40	27	17	2	89
17:00 – 18:00	Arr	5	1	5	0	10
	Dep	38	38	19	2	101
	Total	43	39	24	2	112
Daily 07:00 – 19:00)	Arr	231	142	365	16	775
	Dep	223	123	383	15	755
	Total	454	265	749	32	1530

Trip Generation (Residential – 120 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 – 09:00	Arr	12	0	7	0	21
	Dep	29	19	29	4	96
	Total	41	19	36	4	117
17:00 – 18:00	Arr	21	13	19	1	60
	Dep	11	2	10	1	30
	Total	33	15	29	2	90
Daily 07:00 – 19:00)	Arr	165	53	136	11	424
	Dep	175	61	157	15	469
	Total	340	114	293	26	893

The combined trip generation calculations indicate that, without accounting for the site's very close proximity to the city centre and the rail station, trips by mode would be relatively evenly split between active modes (walking and cycling), public transport use and car use. As has been discussed in relation to the Carfax site, the same high levels of accessibility by public transport and active travel also apply for

the Cattlemarket development site and therefore it is expected that in practice demand for car-based travel would be lower, and would be supported by appropriately limited on-site car parking provision. Cycle parking would be provided at a ratio of at least one space per residential unit; for the office use the provision would be based on a "per x sqm" figure to be agreed with WCC and HCC, cross-checked against the expected typical occupancy of the office space in terms of people present at any given time. We would estimate that a reasonable starting point for discussions would be 1 space per 100sqm; discussions should be informed by local experience and knowledge of WCC and HCC officers.

Option 1b (Residential with potential Office option): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Residential – 146 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	14	0	8	0	26
	Dep	35	23	35	5	116
	Total	49	24	44	5	142
17:00 – 18:00	Arr	26	16	23	1	73
	Dep	14	2	13	2	36
	Total	40	18	36	2	110
Daily 07:00 - 19:00)	Arr	201	64	166	14	516
	Dep	213	74	191	18	571
	Total	414	138	356	32	1087

As this option combines residential and office uses in a similar manner to Option 1a, the comments made on that option regarding the expected splits between modes and trip types, and provision of car and cycle parking, remain relevant to this option; the trip generation table shows the "max resi" version of the scheme, which would be expected to have less impact in terms of total trips in the peak periods than a version incorporating office space alongside the residential.

Option 2a (Office and Residential with new multi-storey car park): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 4,499sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	32	23	13	2	74
	Dep	3	1	2	0	4
	Total	35	24	15	2	78
17:00 – 18:00	Arr	4	1	4	0	9

	Dep	33	34	17	2	89
	Total	38	34	21	2	98
Daily 07:00 - 19:00)	Arr	204	125	322	14	684
	Dep	197	109	338	14	666
	Total	400	234	660	28	1350

Trip Generation (Residential – 60 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	6	0	3	0	11
	Dep	15	9	15	2	48
	Total	20	10	18	2	59
17:00 – 18:00	Arr	11	6	9	0	30
	Dep	6	1	5	1	15
	Total	16	8	15	1	45
Daily 07:00 - 19:00)	Arr	83	26	68	6	212
	Dep	87	30	78	7	235
	Total	170	57	146	13	447

The trip generation tables above account for the "new" development on the site. The multi-storey element of this option is assumed to represent retained (i.e. existing) trips associated with part of the current parking provision being re-provided; it is noted that this would require some further consideration (potentially using data from the recent parking surveys) to confirm the overall "in/out" movements associated with this option. The comments made previously regarding the provision of residential and office elements for options 1a and 1b are also relevant here, though it is noted that option 2a skews more toward the office element and its overall impacts will therefore be closely tied to how much on-site parking specifically for office users is provided.

It is noted that Option 2b has been discounted on design grounds and therefore has not been examined further.

Station East (Site 3)

General Comments

Site Access: The site that currently contains a multi-storey commuter car park for rail station users, currently takes vehicular access from Andover Road. The existing access point does not have a right-turn lane and this has been identified as a potential constraint if vehicular trip numbers at the site were to increase in the AM and PM peaks – accommodating this would be difficult to achieve if the southbound bus lane is provided and is discussed further under HCC comments below. There is pedestrian access to the station forecourt (Station Road/ Station Hill) to the south of the site.

Connectivity: The site is at present seemingly relatively self-contained as it lies behind commercial and residential properties on Andover Road and on Stockbridge Road and is bounded by the railway on its western side. Notwithstanding this, it is understood that there is some pedestrian activity with people cutting through the existing car park to move between Andover Road and the Station, as this is a quicker and shorter route than continuing on Andover Road and approaching via Station Hill.

Trip Generation: The previously described trip generation exercises for residential and employment floor space options have been applied to the Station East option sketches, based on the estimates of floor space provided by the wider project team; new calculations have been undertaken for the options containing student housing. As with the other sites on the eastern side of the railway, it is considered that there remains scope for a range of approaches to car parking and sustainable transport provision to be tested – this can potentially include re-provision of some existing station car parking on other sites, which is commented on further below.

Parking Requirements: Comments are provided on each of the options below. With regard to overall distribution of parking, it is noted that the most recent feasibility work in relation to a new strategic northern park and ride site on the Andover Road corridor has indicated that this may not be delivered until the late 2020s. This would increase the likelihood of some existing public car parking needing to remain on the Cattlemarket site, and also increase the benefits of retaining or expanding parking on the Station West site if Station East were to be re-developed.

Public Transport Access: The nearest bus stops to the site are the southbound bus stop adjacent to Worthy Lane, and the rail station and its associated bus stops. The Worthy Lane stop requires users to walk up and around the access road to reach Andover Road, whereas the rail station stops are a 5 minute walk from the centre of the site. It is noted that at present the existing station car park is used as a “cut through” by pedestrians and it is assumed that pedestrian connectivity to the station would be maintained as part of any redevelopment. It is noted from the initial discussions with HCC that there is potential for the range of bus services serving the rail station to increase in future or of service frequencies to be increased, which would potentially replace the need to access the Worthy Lane stops for certain southbound services. This would be done in partnership with bus operators.

Other HCC Comments: A significant proportion of vehicle trips to and from the Station East site are understood to currently route to it from the north, principally via the B3420 Andover Road. Releasing this site for development would be likely to require a degree of re-provision of commuter car parking elsewhere; doing so on the nearby Cattlemarket site would require only minimal additional travel distance, however, increased provision at the Station West site would require vehicles to re-route and either re-cross the railway via Stockbridge Road or divert before crossing to the eastern side. Due to the current road layouts (which have banned right turns from Andover Road onto Andover Road) and one-way restrictions on the street network, this would either require a significant detour via Newburgh Street and Gladstone Street to reach Stockbridge Road via the existing road underbridge, or alternatively vehicles would need to route via Boscobel Road, Brassey Road, Hatherley Road and Cranworth Road (all residential streets that are not suited to through car movements) from Andover Road before it crosses over the railway. HCC have indicated that there would be concerns with either of these outcomes as it would increase traffic movement in the streets near the station on the eastern side, or would result in

increased traffic on residential streets where access to the existing Station West site is already considered to have a negative effect.

With regard to the re-development of the Station East site, any reduction in vehicle demand for access (particularly for right-turns from Andover Road) would be anticipated by HCC to have a positive impact, particularly in the context of the previously discussed plans for the new bus lane which would pass directly opposite the access point.

Option Comments:

Option 1 (Student Housing): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

It is noted that the trip rates for Student Housing returned very low overall numbers of trips, as evidenced by the calculation tables below. An alternative calculation has therefore been undertaken using the calculated residential trip rates for flats and this is also shown below.

Trip Generation (Student Housing – 90 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	0	1	1	0	1
	Dep	0	5	4	0	9
	Total	0	6	4	0	10
17:00 – 18:00	Arr	0	5	4	0	9
	Dep	0	2	4	0	7
	Total	0	7	8	0	15
Daily 07:00 - 19:00)	Arr	5	35	41	2	85
	Dep	6	37	41	2	85
	Total	11	73	81	4	170

Trip Generation Alternative Calculations (Flats – 90 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	9	0	5	0	16
	Dep	22	14	22	3	72
	Total	31	14	27	3	88
17:00 – 18:00	Arr	16	10	14	1	45
	Dep	8	2	8	1	22
	Total	24	11	22	2	68
Daily 07:00 - 19:00)	Arr	124	40	102	9	318
	Dep	131	46	118	11	352
	Total	255	85	220	20	670

Options 2a and 2b (Office): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips). It is noted that Options 2a and 2b propose the same amount of floor space but in a different physical configuration.

Trip Generation (Office use – 10,000sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	72	51	28	4	164
	Dep	6	1	5	0	10
	Total	78	53	33	4	174
17:00 – 18:00	Arr	10	1	9	0	20
	Dep	74	75	38	4	199
	Total	84	76	47	4	219
Daily 07:00 - 19:00)	Arr	453	278	716	32	1520
	Dep	437	242	752	30	1481
	Total	890	520	1468	62	3000

Option 3 (Student Housing with Residential Houses): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

It is noted that the trip rates for Student Housing returned very low overall numbers of trips, as evidenced by the calculation tables below. An alternative calculation for this element of the proposal has therefore been undertaken using the calculated residential trip rates for flats and this is also shown below.

Trip Generation (Residential – 16 Units, Houses)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	2	0	0	0	3
	Dep	5	0	3	0	9
	Total	7	0	3	0	11
17:00 – 18:00	Arr	4	0	2	0	7
	Dep	2	0	1	0	4
	Total	6	0	3	0	12
Daily 07:00 - 19:00)	Arr	31	2	16	2	59
	Dep	32	2	19	2	62
	Total	63	4	35	3	121

Trip Generation (Student Housing – 50 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person

08:00 - 09:00	Arr	0	0	0	0	1
	Dep	0	3	2	0	5
	Total	0	3	2	0	6
17:00 – 18:00	Arr	0	3	2	0	5
	Dep	0	1	2	0	4
	Total	0	4	4	0	9
Daily 07:00 - 19:00)	Arr	3	20	23	1	47
	Dep	3	21	23	1	47
	Total	6	40	45	2	95

Trip Generation Alternative Student Calculations (Flats – 50 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	5	0	3	0	9
	Dep	12	8	12	2	40
	Total	17	8	15	2	49
17:00 – 18:00	Arr	9	5	8	0	25
	Dep	5	1	4	1	12
	Total	14	6	12	1	38
Daily 07:00 - 19:00)	Arr	69	22	57	5	177
	Dep	73	25	65	6	196
	Total	142	47	122	11	372

Station West (Site 4)

General Comments

Site Access: The site currently takes vehicular access from Stockbridge Road immediately to the east of its junction with St Paul's Hill. There is a considerable level change as the site and the station are set at a higher level than Stockbridge Road, which dips down to meet the existing railway tunnel. The Station West site consists of two sub-sites, 4a and 4b. Site 4a is a long linear site with limited width which currently accommodates surface level commuter car parking by rail users as two long areas of horizontal bays served by a single access route; Site 4b is an existing multi-storey car park also serving commuter parking by rail users.

Connectivity: The site is presently primarily accessed via the surrounding residential street network on the western side of the railway (as described above). There is good connectivity for pedestrians and cyclists to the eastern side of the railway (and the main City Centre), either via Stockbridge Road itself (although pavement widths are very narrow) or the separate pedestrian underpass which cyclists can use if dismounted. In April 2022, a new set of stairs from the southern end of site 4a connects down to the northern side of Stockbridge Road, catering for high flows of students walking to the nearby Peter Symonds sixth form College. Due to the more residential nature of the streets to the west, and on-street parking bays along Stockbridge Road there is no formal provision for cyclists on the western side of the railway north of the site.

Option Generation: Due to the constraints of Site 4a, option generation has been limited to proposals for a small number of Mews dwellings or live-work units, which would result in very limited trip generation and as such have not been modelled as discrete options for transport purposes. Options to create multi-storey car parking on Site 4a have previously been examined by the Atkins study and SYSTRA has reviewed these findings; we concur that there is insufficient width available to accommodate the structures and ramps which would be necessary to create a decked parking arrangement, as in effect only a single additional row of parking spaces could be accommodated and it is considered that this would not be sufficient to justify the associated construction costs.

Trip Generation: The previously described trip generation exercises for residential and employment floor space options have been applied to the Station Wes t option sketches, based on the estimates of floor space provided by the wider project team; new calculations have been undertaken for the options containing student housing. It is noted that the position of the site on the western side of the railway has potential to raise some issues with regards to the re-distribution of traffic accessing any relocated station parking; this is discussed further under HCC comments, below.

Parking Requirements: Comments are provided on each of the options below. With regard to overall distribution of parking, it is noted that the most recent feasibility work in relation to a new strategic northern park and ride site on the Andover Road corridor has indicated that this may not be delivered until the late 2020s. This would increase the likelihood of some existing public car parking needing to remain on the Cattlemarket site, and also increase the benefits of retaining or expanding parking on the Station East site if Station West were to be re-developed.

Public Transport Access: The nearest bus stops to the site are those on Stockbridge Road north of Site 4b, followed by those on the eastern side of the railway line that serve the railway station. The latter can be reached on foot and by cycle via the underpass which carries Stockbridge Road under the railway. (It is also noted that there is a further pedestrian route accessed via the station itself which is not restricted behind the ticket gate line and can therefore be used by members of the public when the station is open).

Other HCC Comments: Access to the Station West site is currently taken via Stockbridge Road, with most car park users approaching from the north. These car park users come from Stockbridge Road, and some from the B3420 Andover Road corridor could access it either via Harestock Road, Stoney Lane or Bereweeke Road – which are suitable for through traffic or via Boscobel Road, Brassey Road, Hatherley Road and Cranworth Road. Those arriving from the south or east would access the entrance via, the Stockbridge Road tunnel. Those approaching from the south west could travel via Stockbridge Road and either St Pauls Hill or Chilbolton Avenue. HCC has expressed concerns over any increase in vehicular traffic accessing the site from the north due to the impacts on the residential streets which could be used. There may be a need to introduce measures to prevent through traffic from using unsuitable residential roads.

<u>Option Comments:</u>

Option 1 (Office): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office Use 7,500sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	54	38	21	3	123
	Dep	5	1	4	0	7
	Total	59	40	25	3	130
17:00 – 18:00	Arr	7	1	7	0	15
	Dep	56	56	28	3	149
	Total	63	57	35	3	164
Daily 07:00 - 19:00)	Arr	340	208	537	24	1140
	Dep	328	181	564	23	1111
	Total	667	390	1101	47	2250

As has been noted with regard to other similar options for previous sites, it is considered that the TRICS analysis over-estimates the number of vehicular trips which would arise in practice from a site with this level of public transport, walking and cycling access. This is firstly because many sites within TRICS include significant on-site car parking, as a legacy from developments being built prior to more recent changes in policy and increases in overall public transport provision and walking and cycling infrastructure. Secondly, more recent surveys have shown that preferences for car use for commuting to city centre areas are falling, due to a combination of pressures on running costs and perceptions / real experience of congestion and re-allocations of road space to other modes. As such, we would expect a natural "transfer" of trips to sustainable modes as habits associated with car travel would not have a chance to become established to any great extent. This is particularly true where car parking provision is to be limited to that necessary for accessibility purposes and servicing requirements, or where only a small amount of other parking is available, on-site or locally to the development.

Option 2 (Resi / Student Accommodation): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

It is noted that the trip rates for Student Housing returned very low overall numbers of trips, as evidenced by the calculation tables below. An alternative calculation for this element of the proposal has therefore been undertaken using the calculated residential trip rates for flats and this is also shown below.

Trip Generation (Student Housing – 150 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	0	1	1	0	2
	Dep	0	9	6	0	15

	Total	1	10	7	0	17
17:00 – 18:00	Arr	0	8	6	0	15
	Dep	0	4	7	0	11
	Total	0	12	13	0	26
Daily 07:00 - 19:00)	Arr	9	59	68	4	141
	Dep	10	62	68	3	142
	Total	19	121	136	7	284

Trip Generation Alternative Student Calculations (Flats – 150 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	20	0	3	0	27
	Dep	43	3	26	3	81
	Total	63	3	30	0	108
17:00 – 18:00	Arr	40	2	16	2	68
	Dep	20	3	8	1	41
	Total	60	4	24	3	108
Daily 07:00 - 19:00)	Arr	293	17	153	15	550
	Dep	299	17	175	15	580
	Total	592	34	329	29	1130

As with the office option, care is required in interpreting the TRICS data; the amount of vehicular traffic generated would be expected to be closely linked to the amount of car parking space provided, and as such a low car or “Car Free” development would certainly be feasible in this location. It is noted that this would also act significantly to address the concerns put forward by HCC in regards to the potential impacts to the existing northern access routes for vehicles.

HAMPSHIRE COUNTY COUNCIL &
WINCHESTER CITY COUNCIL

Winchester Car Parking Usage & Forecasting Study – Final Report

CITY SCIENCE
delivering decarbonisation

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Grace Solsby, Cleo Au, Aoife Dudley	0.1	
Grace Solsby	0.2	Amendments and additions to scenario methodology and results, addresses client comments, add Atkins comparison
Grace Solsby	0.3	Minor amendments to conclusions
Grace Solsby	1.0	Minor amendments to conclusions
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Contents

1 Introduction

1.1 Overarching Context & Purpose

City Science has been commissioned by Hampshire County Council (HCC) and Winchester City Council (WCC) to carry out a Car Parking Usage & Forecasting Study. This Study sought to understand both the nature and level of demand of car park usage in car parks located in and around Winchester Railway Station and the Worthy Lane area north of the city centre, considering the impact of the COVID-19 pandemic on demand as well as users' journey purpose and origin.

This Study has assessed the likely impacts of the delivery of the Winchester Movement Strategy (WMS) (WCC & HCC, 2021), adopted as the transport strategy for the Winchester urban area by HCC and WCC in spring 2019. The WMS and WCC's emerging Local Plan process both include proposals for a new 850 space strategic Park & Ride (P&R) site on the B3420 Andover Road north of Winchester, within the Sir John Moore Barracks site, which is being proposed by WCC as a location for new development as part of its next Local Plan. As part of the Kings Barton development, CALA Homes are also delivering a new 200 space P&R site south of Wellhouse Lane, which will serve the B3420 Andover Road corridor.

This Study considers what impact the potential redevelopment of car parks in the Station Approach area (being considered as part of the Local Plan process), how changes to working patterns of office workers, rail commuting and the cost of parking are likely to have on future car parking demand and car park occupancy levels. As part of the analysis, this Study makes use of current and historical data collected from user intercept surveys, sales from ticketing machines, occupancy data, Automatic Number Plate Recognition (ANPR) and Automatic Traffic Counts (ATC). A full description of the source materials can be found in the Current State Report (November 2022).

1.2 Final Report Purpose

The purpose of this **Final Report** is to outline the methodology and the results of the Future State Scenario Testing, as well as make recommendations for future action based on these results, and complementary measures which will support the WCC objective of reducing city centre congestion.

This Report is structured as follows:

- **Chapter 2**: Study Objectives
- **Chapter 3**: Working from Home (WFH) Assumptions
- **Chapter 4**: Future State Scenarios
- **Chapter 5**: Future State Testing Methodology
- **Chapter 6**: Future State Testing Results
- **Chapter 7**: Conclusions & Recommendations
- **Appendix A / Chapter 8:** Review & Comparison of Existing P&R Demand Forecasts

1.3 Study Area & Geographical Focus

1.3.1 Local Context

Winchester is a city in the county of Hampshire, in the South East of England, and the main urban area within the Winchester City Council area. It is west of the South Downs National Park and north of Southampton. The M3 is located to the east of Winchester, where the A34, A31 and A272 and A3090 meet. Winchester Railway Station is located centrally in Winchester, served by:

- South Western Railway (SWR): Operating frequent services to London, Southampton, Portsmouth, Bournemouth and Weymouth
- CrossCountry: Operating services to Reading, Birmingham and Manchester

1.3.2 Geographical Extent of this Study

This Study focuses on the usage of parking in and around Winchester Railway Station and the Worthy Lane area, both now and in the future, comprising of the following car parks:

- Cattlemarket Worthy Lane Surface Car Park
- Gladstone Street Surface Car Park (publicly accessible section only)
- Winchester Station (Station West Stockbridge Road Multi-Storey Car Park & Surface Car Park, and Station East Andover Road Multi-Storey Car Park)

Usage surveys of these car parks were carried out. Further car parks of interest to this study comprise of:

- Coach Park
- Tower Street
- Existing P&Rs (South Winchester, Pitt, Barfield, Vaultex (Barfield Phase II) and St Catherine's)
- Kings Barton P&R Lite (planned 200 space site, north of Kings Barton)
- Strategic Northern P&R (planned strategic 850 space site west of Andover Road)

No usage surveys were undertaken at these additional car parks as they were not the core focus of this Study.

Throughout this report, when referring to the Kings Barton P&R Lite/Strategic Northern P&R sites in combination, it is sometimes referred to as the 'Northern P&R'.

Figure 1-1 displays the car parks of interest for this Study and Figure 1-2 displays a study area boundary with a wider view of the extent of this Study, including the locations of all five existing P&R sites.

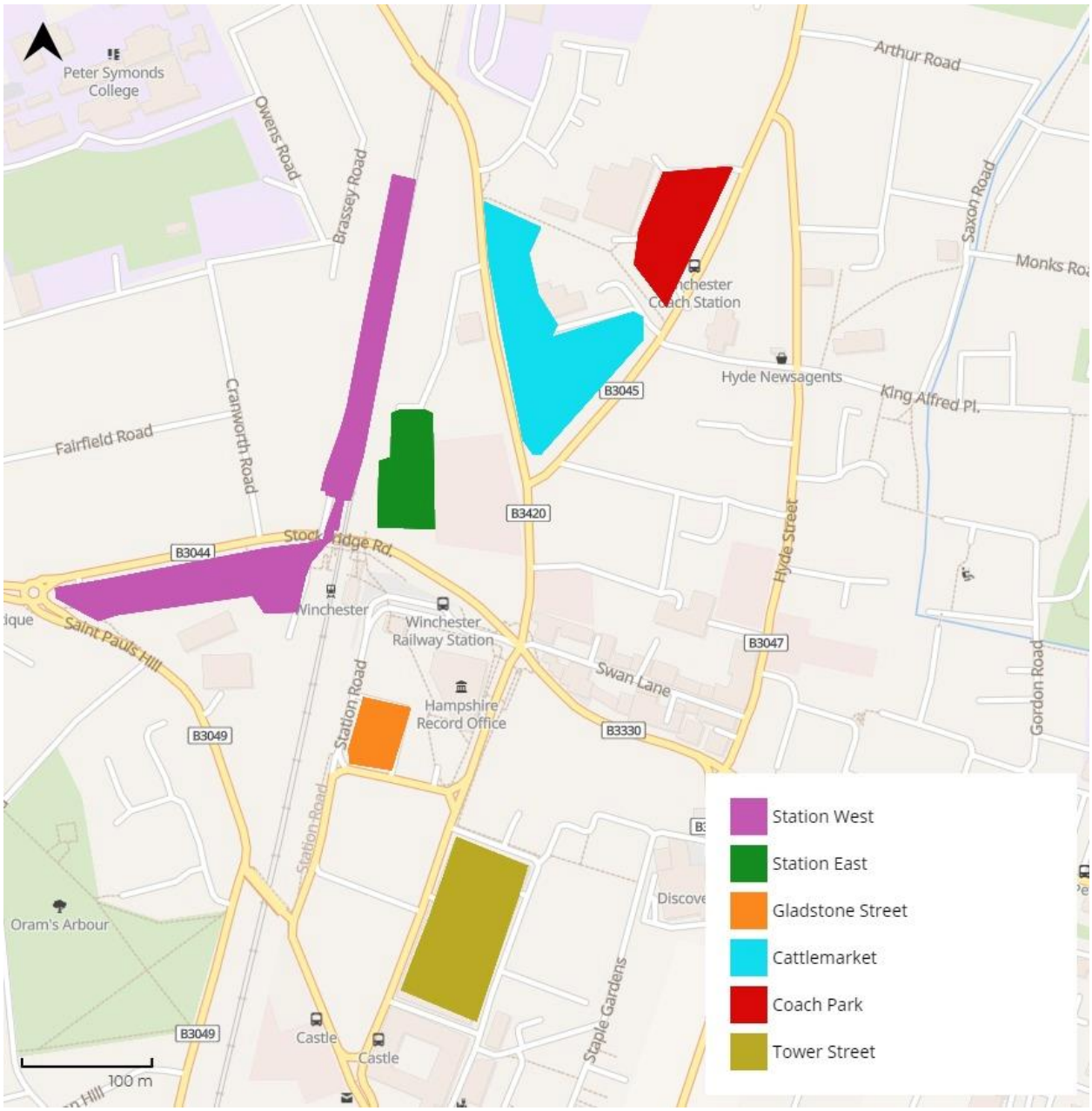

Figure 1-1: Car Parks of Interest to this Study

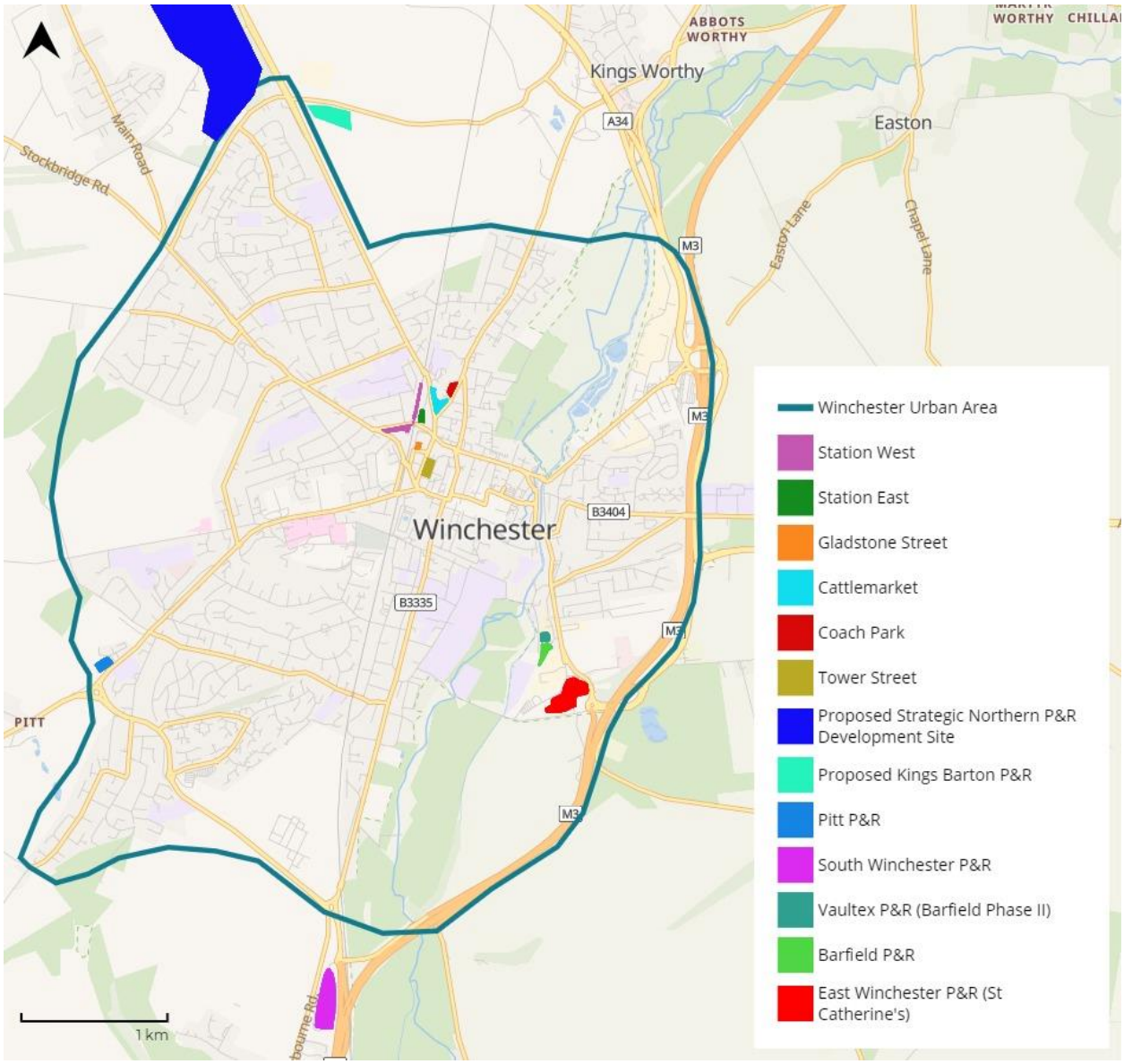

Figure 1-2: Study Area, Car Parks of Interest to this Study and P&Rs

2 Study Objectives

Chapter at a Glance

This Chapter sets out the objectives for this Study, which are based on a review of relevant local and national policy and strategy as set out in the Current State Report

2.1 Objective Development Process

Objectives have been developed for this Study to ensure this Study's outcomes are aligned with HCC and WCC's strategic objectives, as well as other local and national policy and strategy. These objectives have been developed as a result of a comprehensive review of existing policies and strategies. This was carried out by City Science for the policy and strategy, summarised in Figure 2-1 and as set out in full in the Current State Report.

Local Plan ambitions to redevelop the Station Approach area and WMS priorities and proposals for the city including expansion of P&R beyond the current five sites, and to deliver a corresponding reduction in car parking capacity within the city, have been important factors that have shaped these objectives

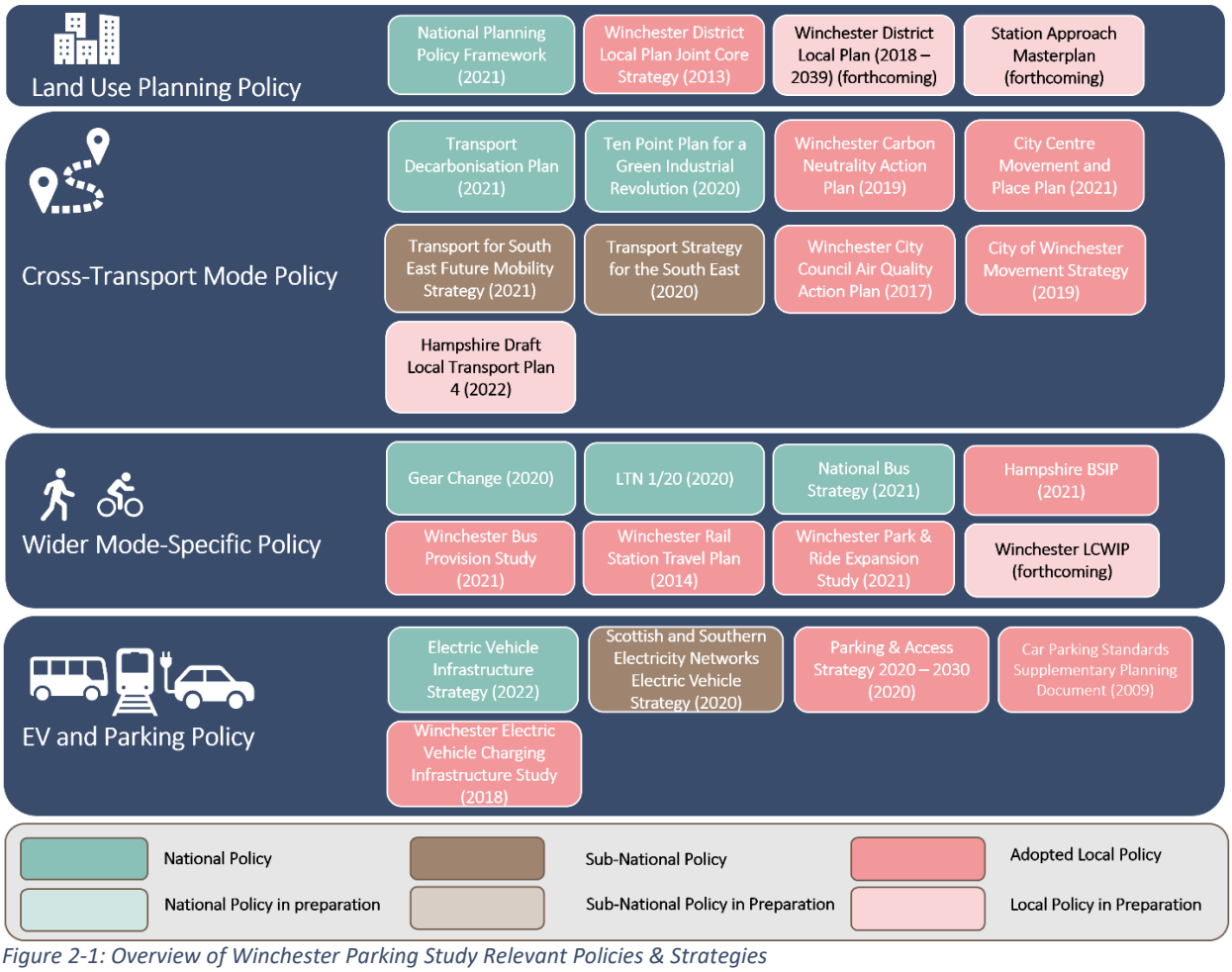

Figure 2-1: Overview of Winchester Parking Study Relevant Policies & Strategies

Both Study and Strategic Objectives have been developed alongside the Client, with input from key stakeholders.

2.2 Study Objectives

Study Objectives have been developed with the purpose of direct and tangible outcomes and conclusions of this Study and are displayed in Figure 2-2.

Figure 2-2: Study Objectives

2.3 Strategic Objectives of this Study

Strategic Objectives have been developed with an understanding of the wider impacts of this Study in relation to the local and national policy and strategy context. As shown in Figure 2-3, they follow the Key Priorities of the WMS and align with how this Study can support these wider objectives.

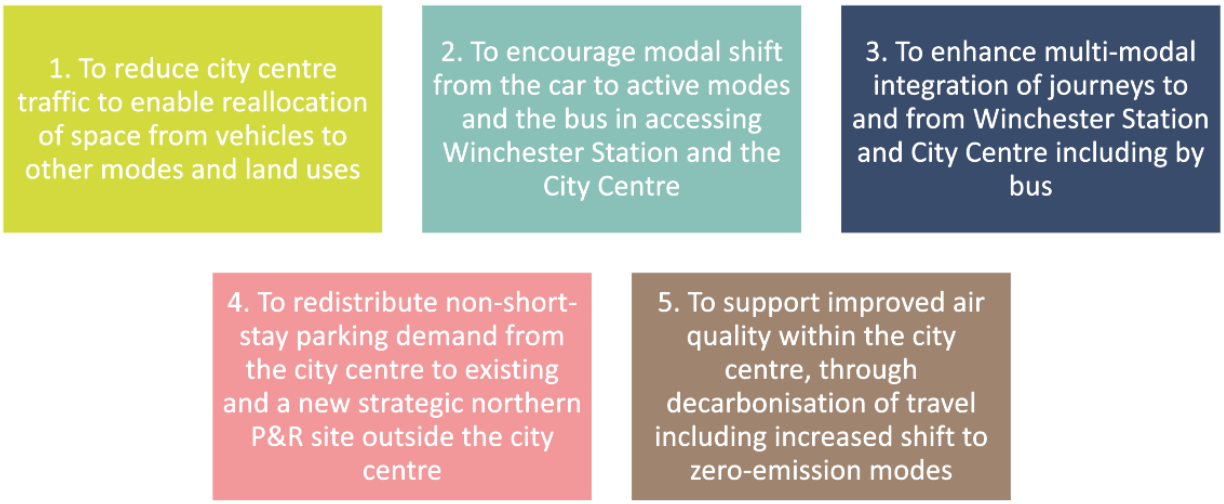

Figure 2-3: Strategic Objectives Related to this Study

3 Working From Home (WFH) Assumptions

Chapter at a Glance

This Chapter gives an overview of the data collated regarding WFH patterns for various large employers within Winchester and the likely changes to these patterns in the future, as well as a comparison of 2019 and 2022 data and the implications of this data on model assumptions

3.1 Background

As a result of the COVID-19 pandemic, there has been a significant rise in the number of employees who regularly WFH and a change in the travel behaviour for commuting journeys as a result, including by rail commuters. In the Winchester City Council local authority area, 53% of employees (ONS, 2021) were expected to be WFH in 2020 at least occasionally (see Section 3.2.2). To capture this in the model, long stay ticketing data has been analysed and supported by stakeholder engagement to understand the current levels of WFH. As the future level of WFH is unknown, it has been important to include two sensitivity tests to understand the impact of this uncertainty on the conclusions of the Future State Testing.

3.2 Current WFH Assumptions

The user intercept survey carried out in September 2022 asked respondents about their typical frequency of travelling to the respective car park by different modes. As detailed in the Current State Report, there was a reduced sample size towards the end of the survey when this question was asked and it seems likely there was a misunderstanding of the question due to the answers given. Therefore, as detailed in this Section, current WFH data and evidence has been sought from alternative sources.

3.2.1 Key Employer WFH Proportions

As part of the Current State, engagement with key Winchester employers involved establishing what the level of WFH in 2022 was. This summary is included in Table 3-1 along with an understanding of where employees of key employers are currently parking and how they are travelling. Where an employer may have multiple sites in Hampshire, the Winchester site has been used in this analysis.

From this, we have assumed that an average WFH split would be two days/week WFH and three days a week travelling to the employee's respective office site.

Employer	Scale of Demand	Employer Parking Available	P&R Permit Available?	Car Park Usage	Days Travelling to Site Per Week
WCC	Unknown	• Guildhall Yard Monday to Friday for essential car users (~70 staff members) • Leased 50% of parking provision to University of Southampton	Yes	• Chesil Street (54%) • P&R (32%)	0 days/week (4%) 3-4 days/week (21%) 1 days/week (24%) 5 days a week (12%) 2 days/week (39%)
HCC	Unknown	• Staff parking (280 spaces) available at the basement level of Tower Street car park • 60 space surface car park leased from WCC • Permit allocations based on business-need	Yes	Unknown	2 days/week (19%) 1 day/week (33%) There is a current policy that staff should be on site at least 1 day/week
Royal Hampshire County Hospital	~3,000 staff	• Staff permits available dependent on role • Patient and visitor parking is Pay & Display	Yes (staff only)	Unknown – some staff are allocated P&R permits	Unknown
University of Winchester	1,200 staff	• Staff permits available for those who reside outside of Winchester	Yes	• P&R (6%)	0 days/week (2%) 3 days/week (36%) 1 days/week (5%) 4 day/week (17%) 2 days/week (15%) 5 days/week (25%)
	8,250 students	• Small number of spaces available for students requiring them for accessibility reasons	Yes	• P&R (21%)	0 days/week (5%) 3 days/week (26%) 1 days/week (6%) 4 day/week (23%) 2 days/week (11%) 5 days a week (15%)
Winchester School of Art	140 staff	• Parking permits restricted to staff members that live >3 miles • On-campus is Pay & Display	No	Unknown	Average 2.8 days/week
	1,600 students	• Parking permits are available for students that have medical grounds for needing to drive • On-campus parking is Pay & Display and for those with permits	No	Unknown	Unknown, but almost all teaching now taking place face-to-face

Table 3-1: Summary of Key Employer Current Parking & Travel Behaviour Including WFH

3.2.2 Office for National Statistics COVID-19 Survey

The Office for National Statistics (ONS) published a dataset titled "Homeworking in the UK, broken down by unitary and local authority districts, 2020" (ONS, 2021). This data was collected as part of the Annual Population Survey. Homeworking was defined by the ONS in four categories:

1. **Mainly**: Main place of work as "in their home", apart from those who use home as a base or lives within their place of work (i.e. flats above shops)
2. **Recently**: Works from home on the week of survey
3. **Occasionally**: For those who don't mainly WFH
4. **Never**: Never WFH

For the Winchester City Council Local Authority area, the dataset reported that 47% of survey respondents had never worked from home in 2020. The remaining 53% WFH population ranges from 14% mainly, 31% recently, and 8% occasionally. This provided a guideline and validation for our model's WFH sensitivity testing. Please note that 2021 Census for WFH statistics was not available at the time of analysis.

3.2.3 Comparison of Observed Data

The model used observed parking data to create a benchmark for current WFH proportions in Winchester. This included an understanding of the number of long stay tickets sold in Gladstone Street, Cattle Market and Tower Street, as this is a proxy for the number of commuters not WFH. Parking occupancy at Station East and West car parks were used as a proxy for long stay users, as we could not obtain ticketing data for these car parks. This was considered appropriate as only long stay tariffs are available at these car parks.

Comparisons between ticket sales in 2019 and 2022 used both:

- The number of machine tickets purchased that were over four hours, seven days, and 28 days
- The proportioned long stay number of telephone-purchased tickets (via the RingGo app)

Seven- and 28-days tickets were only sold in Cattle Market and Worthy Lane in 2019 and had been discontinued by 2022. These ticket types were included in the figures for 2019 as it was anticipated that these ticketing products were used by long stay commuters.

Car Park	Reference	Observed Value (2019)	Observed Value (2022)	Demand Reduction
Gladstone Street	Long Stay Ticket Purchases	25	21	17%
Cattle Market		69	61	12%
Tower Street		82	65	21%
Station East	Total User Occupancy	223	94	50%
Station West		461	184	60%
Weighted Average				51%

Table 3-2: Comparison & Resulting Demand Reduction of Long Stay Tickets Sold for an Average Weekday in 2019 and 2022 (Source: WCC Ticketing Data March 2019, Winchester Ticketing Data March 2022, RingGo Ticketing Revenue March 2022, PaybyPhone Ticketing Revenue March 2019, Winchester ACC Parking Occupancy Data 2022)

Assuming that in 2019 no WFH occurred regularly, the calculated 51% decrease in long stay users to 2022 could amount to an average of 2.6 (or 2-3) days a week of WFH.

3.3 Future WFH Assumptions

3.3.1 Background

As it is challenging to predict the WFH trend to 2030, three different demand scenarios have been developed, reflecting possible future levels of WFH. The core test assumes that the current (2022) WFH assumption (2-3 days a week) is representative of what the level will be in 2030. Two additional alternative WFH scenarios have also been tested (low and high WFH).

This Section sets out what stakeholders who are large employers thought the likely future WFH trends would be by 2030.

3.3.2 Stakeholder Engagement

Engagement with stakeholders resulted in mixed views as to whether WFH measures currently seen will continue in the future.

Employers such as WCC and HCC have different levels of WFH across departments and depending on factors such as business need, individual employees' situations and preferences. The Royal Hampshire County Hospital, a major employer in the Winchester area, has openly encouraged staff to work from home in order to manage the current level of demand, which currently sits at four employees permits per employee parking space. This includes the use of remote appointments, which has increased dramatically since the COVID-19 pandemic.

By contrast, the two education establishments, University of Winchester and Winchester School of Art, are not expecting to increase levels of WFH in the immediate future. Student experience was heavily impacted by the pandemic, and both the University and the School of Art are prioritising face-to-face teaching for students when considering their agile working plans. The University of Winchester recently released an agile working policy stating that the optimal home/office split was two days WFH for full time staff, and one day for part time staff.

3.3.3 Resulting WFH Sensitivity Tests

Two sensitivity tests have been applied to the core test (which assumes current levels of WFH of two to three days a week will be seen in 2030):

- Low WFH: Assumes that WFH would reduce back to the levels seen in 2019 (assumed no days a week)
- High WFH: Assumes that WFH would increase to on average of four days a week

4 Future State Scenarios

Chapter at a Glance

This Chapter sets out the Future State Testing Scenarios, including the assumed parking provision and any parking tariff changes

4.1 Overview of Scenarios

The Future State Scenarios developed cover what the impact would be on car park occupancy of various changes to parking provision, parking tariffs and parking demand changes (as a result of different levels of WFH) in 2030. Four scenarios have been tested as part of this Study, as summarised in Table 3-3. Each scenario was tested using three demand scenarios (representing differing levels of WFH in 2030) as explained in Section 3.3.3.

Scenario	Description	Assumed Parking Provision	Parking Tariff Changes
0	Do Nothing	• Addition of Kings Barton P&R Lite (200 spaces) • Removal of Upper Brook Street (50 spaces) • Removal of Gladstone Street (98 spaces)	None
0+	Do Nothing + Remove Cattle Market	Do Nothing plus: • Removal of Cattle Market (350 spaces)	None
1	Strategic Northern P&R + Remove Cattle Market	Do Nothing plus: • Removal of Cattle Market (350 spaces) • Removal of St Peter's (165 spaces) • Addition of Strategic Northern P&R (850 spaces)	None
2	Strategic Northern P&R + Remove Cattle Market + Parking Tariff Changes		100% increase to long stay tariffs (>4 hours) at: • Tower Street • Station West • Station East

Table 3-3: Summary of Future State Scenarios

4.2 Long Stay City Parking Tariff Increases

The impact of inflation has not been included in any Scenario tests to simplify the methodology (whilst maintaining an even playing field). The parking tariffs assume a constant price index, so any tariff changes amount to 'real' price changes and do not include inflation.

Scenarios 0, 0+ and 1 did not test any parking tariff changes.

Scenario 2 took the inputs from Scenario 1 and applied parking tariff changes to car parks in the city as part of the scope of this Study:

- Tower Street
- Station West
- Station East

The WMS proposes changes to the cost and availability of city centre car parking, which would include edge of centre car parks like Cattle Market and Gladstone Street, to incentivise a shift in long stay parking users from city centre and edge of city centre car parks to P&R. Therefore, as part of Scenario 2, a test was performed using the Mode Shift Model to predict the likely impact

of doubling long stay city centre parking whilst freezing P&R tariffs (see Table 3-4) on the usage of the Kings Barton P&R Lite/Strategic Northern P&R. Note that as we are testing using 2022 prices, any tariff changes tested will be on top of inflation.

It was assumed that long stay parking exceeded 4 hours and for weekdays only. Charges have not included consideration for multi-day or season tickets.

Car Park	Long Stay Tariff Charge (2022)	Tested Long Stay Tariff Charge (2030)
Kings Barton P&R Lite/Strategic Northern P&R	N/A	£3.50
Tower Street	£15.00	£30.00
Station West	£9.30	£18.60
Station East	£9.30	£18.60

Table 3-4: Summary of Existing & Tested Parking Tariff Charges for Long Stay Parkers by Car Park

5 Future State Testing Methodology

5.1 Overview & Key Assumptions

Our methodology principally assesses the likely level of use by 2030 of the Kings Barton P&R Lite and the Strategic Northern P&R based on those currently using parking in the city within those car parks that are in this Study's scope (Gladstone Street, Cattle Market, Station West and Station East), that are likely to switch to either of these new Northern P&R options based on:

- Only long stay parkers arriving in the morning period (until 10:30) would switch
- Stated likelihood for switching to the P&R (from the User Intercept Survey)
- Origin of those surveyed (postcode and/or route taken from the User Intercept Survey)

Our methodology may overestimate parking demand in the city car parks due to:

- Switchers to the five existing P&R sites not included in the scope that are likely to occur
- Switchers to other long-stay car parks that are outside of the scope of this Study that is likely to occur (e.g. other public car parks such as Chesil Street or Coach Park car parks)

Similarly, the methodology may be underestimating parking demand at the Kings Barton P&R Lite/Strategic Northern P&R due to:

- Those switching from parking outside of scope, for example:
  - Private Non-Residential (PNR) parking: The switch from this type of parking to the Kings Barton P&R Lite/Strategic Northern P&R is deemed unlikely as it is expected that much of this parking is free to users (e.g. supermarket parking, employee parking)
  - Upper Brook Street/St Peter's short-stay car parks (proposed for redevelopment): As these did not form the core scope of our Study, no user intercept surveys were undertaken at these car parks, therefore we are not able to predict the number of users of these short/ medium stay car parks that would switch to the new P&R site
  - Other P&Rs: As these did not form the core scope of our Study, no user intercept surveys were undertaken at the five existing P&Rs. Therefore we are unable to predict the number of switchers who would use the new northern P&R options from the other five existing P&Rs. However, in Scenario 2, this has been able to be modelled using pre-Covid survey data for these P&Rs (see Section 5.6). It is worth nothing here that it is unlikely that users of the P&R sites in the Bar End area travelling on the M3 from the north (Basingstoke direction) would switch to use either of the new P&R sites due to the new sites not being easily accessible by car from this direction
- New/induced demand at the Kings Barton P&R Lite/Strategic Northern P&R (e.g. trips into Winchester from the north switching from other modes like public bus to the new Northern P&R sites; or additional travel journeys generated coming into Winchester that without the new P&R provision would otherwise go elsewhere like Andover or Basingstoke)

5.2 Determine Number of Long Stay Morning Car Park Users

The number of long stay car park users arriving in the morning period is determined, assuming in the model that this user type only will switch to the proposed P&R sites in the north. The morning period has been defined as 06:30-10:30 to capture long stay commuters and to mimic the user intercept survey period. Where multiple data sources were available, the best source was utilised based on the year of the data source and the data collection assumptions (for example, ANPR data was preferred as this includes more detail and granularity than the WCC occupancy data).

Long stay users in 2030 have been forecasted using the DfT's National Trip End Model (NTEM). A factor of 1.05 has been applied, representing the expected growth in jobs in Winchester between 2022 and 2030. Table 5-1 summarises the calculations for this step.

Car Park	Source	Long Stay Morning Users	
		2022	2030 Estimate
Gladstone Street	ANPR (September 2022)	17	18
Upper Brook Street	WCC Ticket Sales (March 2022)	12	13
Cattle Market	ANPR (September 2022)	158	164
Tower Street	WCC Ticket Sales (March 2022)	65	67
Station West	ANPR (September 2022)	114	116
Station East	ANPR (September 2022)	35	36
St Peter's	WCC Ticket Sales (March 2022)	7	7

Table 5-1: Summary of Long Stay Car Park Users Arriving in the Morning Period (06:30-10:30) in 2022 & 2030

5.3 Estimate Number of Likely Car Park User Switches to Northern P&R Sites

As part of the user intercept surveys undertaken for this Study in September 2022, the origin postcode and route choice were collected. This allowed us to observe whether the route the driver had taken would pass by the proposed new Northern P&R facilities. We also asked respondents to comment on their likelihood of using a new P&R facility to the north of Winchester, on Andover Road. This question is caveated that this new P&R will benefit from a frequent and reliable bus service to the city centre. The responses to this question by postcode are shown in Figure 5-1.

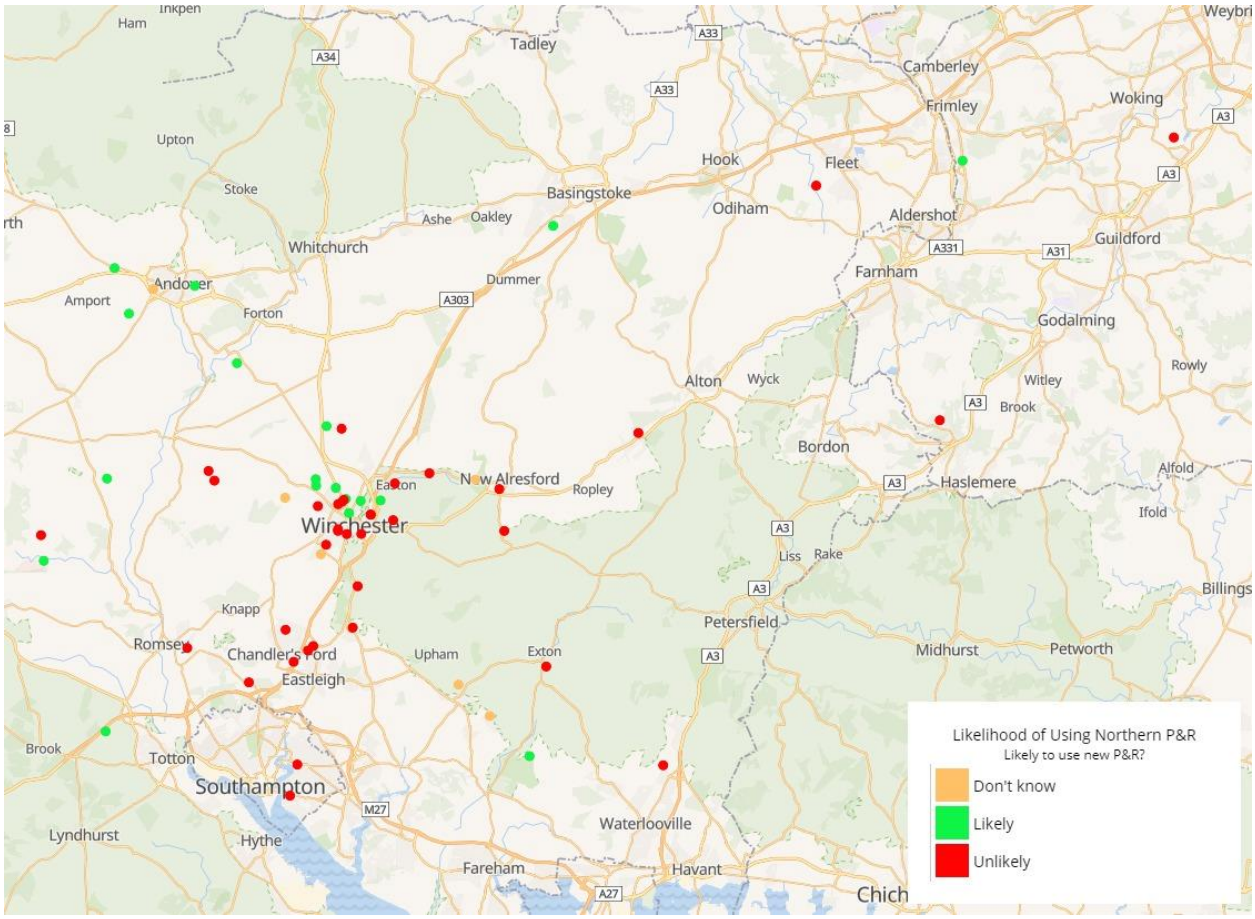

Figure 5-1: Responses to 'If a new Park & Ride site was built on the north side of Winchester outside of the city centre on Andover Road with frequent and reliable buses to the city centre, how likely would you be to use it?' by Postcode (Sample size: 62)

As some respondents who were looking to catch a train abandoned the survey after answering the initial survey questions about their journey, we applied a proportional approach to estimate their likelihood of using a new P&R facility on Andover Road. This indicator is calculated by:

- Retaining the number of responses of those who have answered both the routes and their likeliness of using one of the new Northern P&R options
- Adding the number of responses of those who have only answered the route choice question that were travelling on Andover Road and proportioning it by the percentage of likely switchers to the new P&R at each car park

This provided a proportion of all current users of the car parks surveyed that would be likely (using categories "Very Likely" and "Likely") to switch to a new P&R, as summarised in Table 5-2. This allowed this Study to understand the proportion of those who travel from the north of the city and would use a new P&R facility on Andover Road.

Car Park	Originated from North	Likelihood Question Answered				Likely to Use P&R
		Likely	Unlikely	Unsure	Unanswered	
Cattle Market	18	10	3	2	3	61%
Gladstone Street	11	4	4	0	3	40%
Station West	7	3	3	1	0	30%
Station East	17	4	7	0	6	51%

Table 5-2: Percentage of Drivers Who Would Switch to a New P&R Facility on Andover Road Based on Survey Response

Upper Brook Street, St Peter's and Tower Street were not surveyed during the user intercept surveys meaning we do not know the proportion of users that would potentially switch to parking at the new P&R instead of at these car parks. For Upper Brook Street and St Peter's, although we can calculate the number of long stay morning car park users, we have not determined the number of these users that would switch to Kings Barton P&R Lite/Strategic Northern P&R as this would be a small number (some proportion of 20 vehicles). Due to the high long stay morning occupancy of Tower Street (65 in 2022), it was necessary to determine the number that would switch to the Northern P&R. We have therefore assumed that this proportion is the same as at Gladstone Street, due to its geographical similarity, so therefore more likely that users will be of a similar profile.

Using the proportions calculated above and the number of long stay morning parks for each car park, we calculated the number of likely users of the P&R, as summarised in Table 5-3.

Car Park	Number of Switchers to Kings Barton P&R Lite/Strategic Northern P&R (2030)
Gladstone Street	7
Cattle Market	99
Tower Street	27
Station West	35
Station East	18
Total	187

Table 5-3: Summary of the Number of Switchers to the Kings Barton P&R Lite/Strategic Northern P&R From Each Car Park in the City (2030)

5.4 Estimate Car Park User Redistribution Within the City

Once the number of Kings Barton P&R Lite/Strategic Northern P&R users is estimated for each car park (in Section 5.3), the number of car park users for those parking in the city can be estimated. This number has been estimated by taking the maximum observed occupancy of each car park

(sources as summarised in Table 5-4), applying the growth factor to 2030 (see Section 5.2) and redistributing any demand to account for closed car parks.

Please note that where ANPR survey data was utilised to understand the maximum occupancy, a proportion was applied to account for the number of vehicles arriving and leaving within 10 minutes during the day of the survey. It should also be noted that the maximum occupancy was sometimes found to be outside of the morning period but was utilised to account for a possible worse-case scenario that may occur during the day.

Redistribution was based on factors assumed based on the user origins by car park (principally based on moving to the nearest car park, depending on the origin of the user).

From this, the new occupancy of each car park can be estimated as summarised in Table 5-4 (Scenario 0), Table 5-5 (Scenario 0+) and Table 5-6 (Scenario 1). Further detail by car park is shown in Appendix A.

Maximum Occupancy (2022) Source	Cattle Market 225 ANPR (Sept 22)	Tower Street 325 WCC (2022)	Station West 137 ANPR (Sept 22)	Station East 64 ANPR (Sept 22)
Reference Maximum Occupancy (2030)	233	337	143	67
Switches from Car Park to P&R	99	27	35	18
Switches to Car Park from Other Car Parks	110	173	35	35
Final Max Occupancy	244	483	142	84

Table 5-4: Total Number of Switches To/From Car Parks & Resulting Maximum Occupancies for All Tariffs for Scenario 0, Core Test

	Tower Street	Station West	Station East
Reference Maximum Occupancy (2030)	337	143	67
Switches from Car Park to P&R	27	35	18
Switches to Car Park from Other Car Parks	309	123	123
Final Max Occupancy	619	230	171

Table 5-5: Number of Switches To/From Car Parks & Resulting Maximum Occupancies for All Tariffs for Scenario 0+ , Core Test

	Tower Street	Station West	Station East
Reference Maximum Occupancy (2030)	337	143	67
Switches from Car Park to P&R	27	35	18
Switches to Car Park from Other Car Parks	401	147	147
Final Max Occupancy	711	254	195

Table 5-6: Number of Switches To/From Car Parks & Resulting Maximum Occupancies for All Tariffs for Scenario 1, Core Test

5.5 Apply WFH Demand Sensitivity Tests

As discussed in Chapter 3, WFH demand sensitivity tests have been applied to understand the impact of differing levels of WFH that could occur in 2030. Based on a comparison of 2019 and 2022 long stay data (see Section 3.2.2), the current average level of WFH has been estimated at 2.6 days a week. Demand reductions and days WFH per week are summarised for each demand sensitivity tests in Table 5-7.

	Core	High WFH	Low WFH
Demand Reduction	51%	80%	0%
Days WFH Per Week	2.6	4	0

Table 5-7: Summary of Demand Reductions and Days WFH Per Week for the WFH Demand Sensitivity Tests

In the model, these demand reductions for the High and Low WFH tests were applied only to the long stay morning users as this is assumed to represent commuters. This therefore only affects the number of those switching to the Kings Barton P&R Lite/Strategic Northern P&R (as summarised in Table 5-8) and the number of long stay morning users of the city car parks.

Car Park	Number of Switchers to Kings Barton P&R Lite/Strategic Northern P&R (2030)		
	Core	High WFH	Low WFH
Gladstone Street	7	3	14
Cattle Market	99	41	204
Tower Street	27	11	55
Station West	35	15	73
Station East	18	8	38
Total	187	77	383

Table 5-8: Summary of the Number of Switchers to the Kings Barton P&R Lite/Strategic Northern P&R From Each Car Park in the City for Each WFH Demand Sensitivity Test (2030)

5.6 Mode Shift Model (Scenario 2 Only)

We utilised a mode shift model that predicts the level of parking demand at both the city centre parking (within the scope of this Study) and the Kings Barton P&R Lite/Strategic Northern P&R, by:

- Calibrating the number of switchers from the city centre parking (in the scope of this Study) to the Kings Barton P&R Lite/Strategic Northern P&R to the number from Scenario 1 (187 for the core test)
- Predicting the number of switchers from the city centre parking (in the scope of this Study) and existing P&Rs to the Kings Barton P&R Lite/Strategic Northern P&R
- Predicting the number of switchers from the (in scope) city centre parking to existing P&Rs

It is a generalised cost model that considers the cost difference between the cost of driving to and parking in the city centre, versus the cost of driving to a P&R and getting a bus to the city centre.

The model has the following parameters:

- Journey times to and from the P&R and city centre parking
- Cost of the P&R ticket (see Section 4.2) and city centre parking (as a weighted average across Tower Street and Station East/West) (see Section 4.2)
- Value of time for driving (=1.76), for bus (=1) and for waiting for the bus for P&R users (2.65)
- Frequency of P&R bus (assumed 6 buses per hour, so one bus every 10-minutes)
- Benefit for bus priority to P&R users (assumed that travelling by bus would be 3-minutes quicker than driving due to bus priority measures)

The values of time stated above were based upon the industry guidelines taken from the TAG databook (DfT, 2022) and then calibrated such that the results of the tool matched known values.

6 Future State Testing Results

Chapter at a Glance

This Chapter summarises the results from each Future State Scenario as a result of the Future State Testing Model

6.1 Maximum Occupancy

6.1.1 Background

This Section summarises the results for all Scenarios in terms of the maximum occupancy of car parks. This therefore does not account for the number of tickets sold (this is instead used to calculate revenue in Section 6.2), but instead the expected maximum occupancy of each car park that needs to be considered. This helps give an indication of where car parks may go over capacity and what level of capacity needs to be provided at each car park and the Kings Barton P&R Lite/Strategic Northern P&R.

The model used to predict results for Scenarios 0-1 directly uses the survey data for both the question regarding the likelihood of switching to this P&R and the origin/route they took to get to the car park (see Section 5.3 for more detail). During the analysis of this survey data there were several responses that did not seem logical. For example, survey respondents answering that it would be likely they would use this P&R, yet their origin or route suggests they live to the south of Winchester. The model for Scenarios 0-1 takes the survey results as is, but it is likely that around 30% of the responses were not logical. The model for Scenario 2 was unable to calibrate to these non-logical responses, therefore predicts a lower number of P&R users prior to the tariff changes tested.

6.1.2 Scenario 0

In Scenario 0, as summarised in Table 6-1, the removal of 100% of parking capacity at Upper Brook Street and Gladstone Street car parks causes a redistribution of parking demand across the car parks. This is mitigated to some extent by the number of switchers to Kings Barton P&R Lite (187), but maximum occupancies for nearby car parks generally increase. As expected, in the High WFH test, occupancy of other car parks decreases and for the Low WFH test, occupancy of other car parks increases. This is most notably shown in the Kings Barton P&R Lite as this is occupied by only long stay morning users, typically commuters, in the model.

6.1.3 Scenario 0+

As displayed in Table 6-2, by additionally removing 100% of parking capacity at Cattle Market car park in Scenario 0+, the number of redistributed parking occurring to the remaining city car parks nearby in the scope of this Study increases. Under this scenario, this causes Tower Street demand to go over capacity and, specifically in the Low WFH Test, Kings Barton P&R Lite also goes over capacity.

It should be noted that although in reality car parks would not go over capacity, in the model it represents where there is a demand for a certain car park that exceeds its capacity, labelled as assigned demand. This demand in excess of available capacity could be assigned elsewhere, including the Northern P&R and the five existing P&R sites.

6.1.4 Scenario 1

In Scenario 1, as shown in Table 6-3, the Strategic Northern P&R is introduced, adding an additional 850 parking spaces to the total P&R provision available on the Andover Road corridor, so has been

combined with that of Kings Barton P&R Lite. With the removal of St Peter's, additional demand is redistributed throughout the car parks in the city. Again, Tower Street demand goes over capacity.

Car Park	Capacity	Base (2022)	Core (2030)			High WFH (2030)	Low WFH (2030)	
		Maximum Occupancy	Switchers to the P&R	Switchers from Other Car Parks	Maximum Occupancy	Maximum Occupancy	Maximum Occupancy	Unassigned Demand
Cattle Market	360	233 (63%)	99	110	244 (68%)	202 (56%)	320 (89%)	0
Tower Street	492	325 (66%)	27	173	483 (98%)	452 (92%)	492 (100%)	46
Station West	477	143 (29%)	35	35	142 (30%)	92 (19%)	232 (49%)	0
Station East	265	67 (24%)	18	35	84 (32%)	72 (27%)	105 (40%)	0
Kings Barton P&R Lite	200	N/A	N/A	N/A	187 (93%)	77 (38%)	200 (100%)	183

Table 6-1: Future State (2030) Testing Results for Scenario 0 Including Switchers Between Car Parks & Maximum Occupancy for Three WFH Sensitivity Tests

Car Park	Capacity	Base (2022)	Core (2030)				High WFH (2030)		Low WFH (2030)	
		Maximum Occupancy	Switchers to the P&R	Switchers from Other	Maximum Occupancy	Unassigned Demand	Maximum Occupancy	Unassigned Demand	Maximum Occupancy	Unassigned Demand
Cattle Market	360	233 (63%)	99	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tower Street	492	325 (66%)	27	309	492 (100%)	127	492 (100%)	79	492 (100%)	212
Station West	477	143 (29%)	35	123	230 (48%)	0	167 (35%)	0	341 (72%)	0
Station East	265	67 (24%)	18	123	171 (74%)	0	146 (55%)	0	214 (81%)	0
Kings Barton P&R Lite	200	N/A	N/A	N/A	187 (93%)	0	77 (38%)	0	200 (100%)	183

Table 6-2: Future State (2030) Testing Results for Scenario 0+ Including Switchers Between Car Parks & Maximum Occupancy for Three WFH Sensitivity Tests

Car Park	Capacity	Base (2022)	Core (2030)				High WFH (2030)		Low WFH (2030)	
		Maximum Occupancy	Switchers to the P&R	Switchers from Other	Maximum Occupancy	Unassigned Demand	Maximum Occupancy	Unassigned Demand	Maximum Occupancy	Unassigned Demand
Cattle Market	360	233 (63%)	99	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tower Street	492	325 (66%)	27	401	492 (100%)	351	492 (100%)	168	492 (100%)	309
Station West	477	143 (29%)	35	147	254 (53%)	0	191 (40%)	0	367 (77%)	0
Station East	265	67 (24%)	18	147	195 (74%)	0	170 (64%)	0	240 (91%)	0

Car Park	Capacity	Base (2022)	Core (2030)				High WFH (2030)		Low WFH (2030)	
		Maximum Occupancy	Switchers to the P&R	Switchers from Other	Maximum Occupancy	Unassigned Demand	Maximum Occupancy	Unassigned Demand	Maximum Occupancy	Unassigned Demand
Kings Barton P&R Lite / Northern P&R	1,050	N/A	N/A	N/A	187 (18%)	0	77 (7%)	0	383 (36%)	0

Table 6-3: Future State (2030) Testing Results for Scenario 1 Including Switchers Between Car Parks & Maximum Occupancy for Three WFH Sensitivity Tests

6.1.5 Scenario 2

In Scenario 2, for the core test, the use of Kings Barton P&R Lite / Strategic Northern P&R increases slightly due to the doubling of long stay tariffs in the city centre car parks. Demand for the existing P&Rs increases by a greater number due to the origin locations of car park users. The average maximum occupancy of city centre car parks decreases to 52% due to this switch to P&Rs.

Car Park	Capacity	Base (2022) Maximum Occupancy	Core (2030) Maximum Occupancy
Cattle Market	360	233 (63%)	N/A
Tower Street	492	337 (66%)	645 (52%)
Station West	477	143 (29%)	
Station East	265	67 (24%)	
Kings Barton P&R Lite / Northern P&R	1,050	N/A	196 (19%)
Existing Winchester P&Rs	2,100	1,355 (65%)	1,910 (91%)

Table 6-4: Future State (2030) Testing Results for Scenario 2 Core Test - Maximum Occupancy by Car Park Including P&Rs

6.2 Tickets Sold & Revenue

Table 6-5 summarises the revenue on a weekday based on car park ticket sales and P&R ticket sales, taking into account the split of ticket types sold (i.e. length of stay).

Car Park	Base (2022)	Forecasted Base (2030)	Scenario 0 (2030)	Scenario 0+ (2030)	Scenario 1 (2030)	Scenario 2 (2030)
Cattle Market	£1,505	£1,561	£1,114	N/A	N/A	N/A
Tower Street	£1,469	£1,523	£1,882	£2,708	£3,097	£1,863
Upper Brook Street	£817	£858	N/A	N/A	N/A	N/A
St Peters	£1,034	£1,086	N/A	N/A	N/A	N/A
Gladstone Street	£565	£586	N/A	N/A	N/A	N/A
Kings Barton P&R Lite/ Strategic Northern P&R	N/A	N/A	£654	£654	£654	£686
Additional Existing P&R Demand	N/A	N/A	N/A	N/A	N/A	£1,943
Sum	£5,391	£5,613	£3,650	£3,362	£3,751	£4,492

Table 6-5: Future State (2030) Summary of Weekday Revenue by Scenario for the Core Test

7 Conclusions & Recommendations

Chapter at a Glance

This Chapter concludes the Future State Scenario Testing results and sets out further complementary recommendations as a result of this Study

7.1 Future State Test Results Conclusions & Recommendations

7.1.1 Removal of Gladstone Street & Upper Brook Street

The removal of Gladstone Street and Upper Brook Street (~150 spaces combined) can be displaced to Kings Barton P&R Lite, as it is predicted 187 vehicles will shift to this P&R from the city centre in Scenario 0. There will additionally be sufficient capacity in existing city centre car parks to displace the demand for Gladstone Street and Upper Brook Street once closed.

7.1.2 Removal of Cattle Market

7.1.2.1 Redistribution of City Parkers

The parking model forecast predicts that the removal of the 360 parking spaces at Cattle Market in Scenario 0+ (see Section 6.1.3) causes a large redistribution of parkers across the day to Tower Street (309), Station West (123) and Station East (123) when considering the core test (assuming current levels of WFH). This switching of use to nearby alternative car parks can be compared to a prediction that 187 would switch to using the Kings Barton P&R Lite in this Scenario under the Core test. This forecasted level of switching to alternative city centre car parks is based on the split of corridors used to access car parks in the Station Approach area. This would result in these remaining car parks seeing an increase in occupancy levels at peak times, particularly at Tower Street.

The model predicts between 17 and 83 long stay parkers arriving in the morning period will switch to Tower Street from closed car parks (Gladstone Street, Cattle Market and Upper Brook Street) in this Scenario, which is modelled as exceeding available capacity. However, in reality, this would mean parkers would need to switch to other car parks (including the Station, where there remains capacity) or to other modes (including the other five existing P&R sites).

Moreover, given that long stay parking tariffs charged at Tower Street are double the cost of Cattle Market, in practice parkers who currently use Cattle Market who are price sensitive would be more likely to switch to other long stay car parks that charge the same as Cattle Market (including Chesil Street Multi Storey, Coach Park) or one of the five existing P&R sites which would be cheaper still. Further, the increase in usage of these nearby city car parks is likely to be overestimated due to the model not explicitly accounting for switchers to other P&Rs.

7.1.2.2 Use of Kings Barton P&R Lite

Kings Barton P&R Lite is well utilised in Scenarios 0 and 0+ (93%). It should be noted that the use of Kings Barton P&R Lite is not directly affected by the closure of Cattle Market in the model, as the same number of switchers to the P&R are predicted to occur regardless, as this is based on the survey results (see Section 5.3). However, it is expected that Tower Street car park (which the model suggests could reach or exceed capacity) would in practice instead result in long stay parkers choosing to switch to the Kings Barton P&R lite site alongside those switching to use the five other existing P&R sites.

Should WFH revert to 2019 levels, demand for Kings Barton P&R Lite would exceed capacity by 183. Moreover, as stated in Section 5.1, it is likely that the model will be underestimating use of Kings Barton P&R Lite as it does not include any additional demand that may be induced (e.g.

mode shift to P&R from other modes such as bus). It also does not include long stay parkers arriving after 10:30.

7.1.2.3 Impact on Carfax Junction

As set out in the Baseline Report for this Study, the User Intercept surveys showed that of the sample of Cattle Market car park users, 14% travelled via Andover Rd, 16% travelled via Worthy Road and 70% via other routes. Over the course of a day, the ANPR survey recorded 318 vehicle entries to Cattle Market. If Cattle Market parking provision was to be removed as part of the Station Approach project, this would have an impact on the vehicular movements using Carfax junction (the signalised junction in Winchester City Centre between Stockbridge Road/Andover Road/City Road), likely to:

- Remove around 223 vehicle movements crossing the Carfax junction northbound, previously accessing Cattle Market from the east and south of the junction
- Add 95 vehicle movements crossing the Carfax junction southbound, previously accessing Cattle Market via Andover Road or Worthy Lane, but now using the junction to access alternative parking south of the removed provision at Cattle Market
- However, the above does not account for those switching to a Northern P&R which would likely consist of some proportion of those vehicles previously accessing Cattle Market via Andover Road

7.1.3 Provision of a New Strategic Northern P&R

The provision of a new Strategic Northern P&R allows the room for any additional demand by increasing total P&R capacity on Andover Road corridor to 1,050 spaces. As in Scenarios 0 and 0+, the demand for the P&R is between 187 and 383 across all three demand sensitivity tests, although this would not be the total expected demand at this P&R, as stated in the known exclusions in Section 5.1.

It would be expected that all P&R sites (both the Northern P&R as well as existing P&Rs) would be likely to see further increases in demand if price sensitive parkers decide not to switch to alternative car parking near to Cattle Market (such as Tower Street which is double the cost for all day parking) or if long-stay parkers who are not making onward journeys by train feel that the station car parks are not suitable alternatives. Increasing use of P&R by parkers who are not all-day long stay commuters would require different approaches to how the P&R system is marketed and communicated so that the benefits of using P&R are shared with these people (see Section 7.2.3).

7.1.4 Long Stay City Parking Tariff Increases

The increase of long stay tariffs in the city centre car parks does further encourage parkers to use P&Rs (564 in the core test), but this additional switch to the Northern P&R is minimal (9 int eh core test).

Based on catchment analysis of the origins of parkers (using the user intercept survey results), there are an insufficient number of additional vehicles in the correct catchments to justify further switching to the Northern P&R. The generalised cost model utilised for Scenario 2 (see Section 5.6) does see switching to other P&Rs due to the number of vehicles in the correct catchments for these P&Rs. Notably, this includes those using the M3 from the north, as the journey time to P&Rs in the Bar End area are much quicker than to the Northern P&R.

7.1.5 Future State Test Results Concluding Remarks

Without assuming changes to tariffs or the removal of parking, it is predicted that the Strategic Northern P&R and Kings Barton P&R Lite together will see 18% utilisation, assuming 2022 levels

of WFH, based only on the switch expected from Cattle Market, Gladstone Street, Station West and Station East. This forecast is based on the survey results, which asked parkers if they would switch to the P&R in the north, without asking in relation to tariff changes or the removal of the respective parking in the city centre.

With the doubling of long stay tariffs in the city centre, the Northern P&R is predicted to increase only to 19% utilisation. This is due to the catchments of the origins of vehicles using the city centre car parks. Should WFH decline and revert to 2019 levels, the Northern P&R could see this predicted demand rising to ~400 vehicles, giving an overall predicted range for this Study of around 200-400 vehicles in peak time. However, as highlighted throughout this Study, the composition of demand for the Northern P&R consists of:

- Morning long-stay commuters from the closure of car parks for Station Approach (estimated in this Study as 196 based on current WFH levels)
- Additional commuting demand should WFH lessen over time (~200 additional vehicles, should WFH revert to 2019 levels)
- Commuters that arrive outside of the AM period or stay for less than four hours
- Those switching from other car parks and existing P&R
- Other purposes (e.g. shoppers)
- Any measures to further encourage P&R (e.g. traffic management, bus improvements)
- Over capacity car parks in Winchester City Centre potentially pushing vehicles to use P&R

It should be noted that switchers to the P&R are based on the premise that a good quality bus service is in place, as stated in the User Intercept Survey question.

Existing P&Rs increase by 555 vehicles in total, demonstrating the greater number of vehicles in correct catchments for these P&Rs. Again, these numbers will increase if home working was to increase from the current levels (assumed 2.5 days a week).

Although the forecasts for some Scenarios suggest that some Winchester City Centre car parks could see demand exceed capacity in some areas, this demand can be redistributed and accommodated within other car parks, including the five other existing P&Rs and other long-stay car parks in the centre outside the scope of this Study, such as Chesil Street and Coach Park.

It should be noted, however, that there are a number of limitations to this Study which will impact the results. These are summarised throughout the report but, most notably, the predictions do not account for the switching of vehicles to the Northern P&R from car parks outside of the scope of this Study and assume only long-stay parkers arriving in the morning will switch. These assumptions are compared with those of existing approaches in Section 8.2.

All results are caveated with several possible overestimations and underestimations which are summarised in Section 8.2.

7.2 Other Recommendations

7.2.1 Complementary Mode Shift Options

Reducing parking availability and increasing prices in the city centre forms one priority element of the WMS (and more detail on how this would be done can be found in the Parking and Access Strategy). Providing less and more expensive city centre car parking would help to incentivise people to make greater use of sustainable transport, thereby helping to reduce car traffic in the centre of Winchester (WMS Priority 1). However, the WMS recognises that measures to improve the current offering for both active travel and public transport need to be developed in tandem

with any changes to the parking landscape to give people attractive alternative travel options for their journeys currently made by private car.

7.2.1.1 Public Bus

The results from the user intercept survey carried out in central Winchester car parks as part of this Study showed that 54% of respondents would consider leaving their car at home if bus services were more frequent and more reliable (Figure 7-1). As part of the WMS (WCC & HCC, 2021), the Council is looking to introduce bus priority measures on key radial routes into the city centre and work in partnership with operators to encourage more people to use local bus services. This also aligns with ambitions set out within the Hampshire Bus Service Improvement Plan (BSIP) (HCC, 2021).

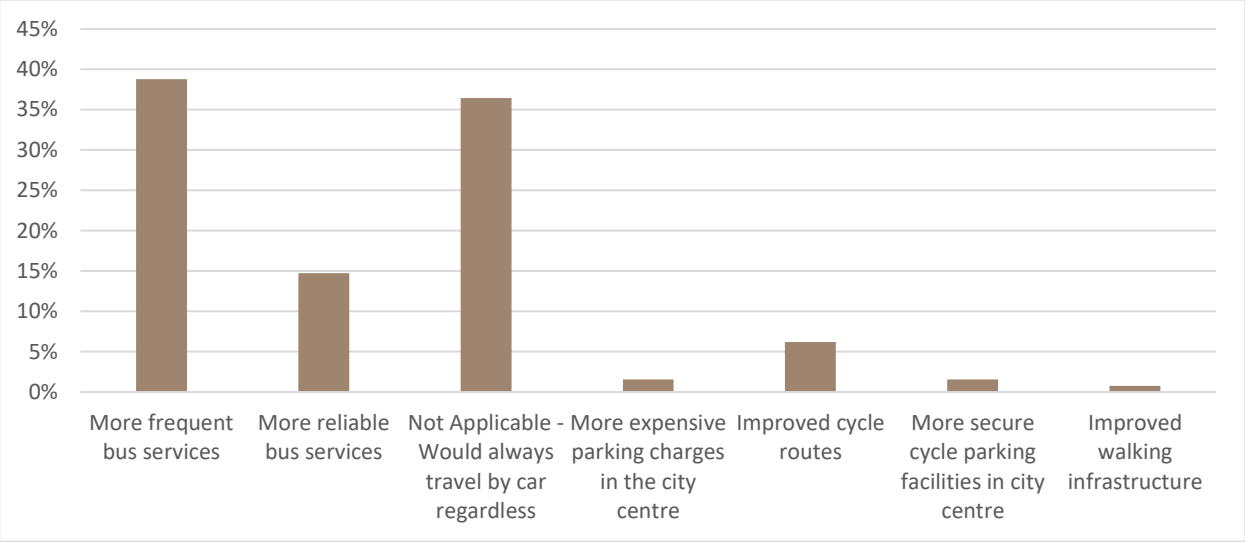

Figure 7-1: Reponses to 'What Would Encourage you to Leave the Car at Home?' (Sample Size: 129 (17%))

Currently there are 20 regular bus services operating into central Winchester, served by two main operators. Stagecoach runs a frequent bus service that connects the city's P&R facilities every 10-minutes at peak times (under contract to WCC) and operates other regular services to residential areas within Winchester. There are also hourly services to surrounding towns and villages such as Andover, Salisbury, Alton, Petersfield, Twyford, Colden Common, Fareham, Eastleigh, Chandlers Ford and Southampton. The service to Chandlers Ford and Southampton is run by Bluestar.

Using the postcode data collected by the survey and overlaying bus frequencies by route, it was calculated that approximately one-third of the respondents' journeys could have been replaced by a 30-minute journey at peak hour (Figure 7-2). This suggests that current provision of bus service is limited, and many communities lack an acceptable level of service for the bus to be an attractive travel option. The area to the west of Winchester (postcode SO22) had the highest density of survey respondents. This area covers 18 bus routes with frequency ranging from 10-minutes to one a day (see Figure 7-3). The current bus services from Winchester provide connections to most respondents' area apart from Hart, Guildford, Surrey Heath, Portsmouth and East Hampshire.

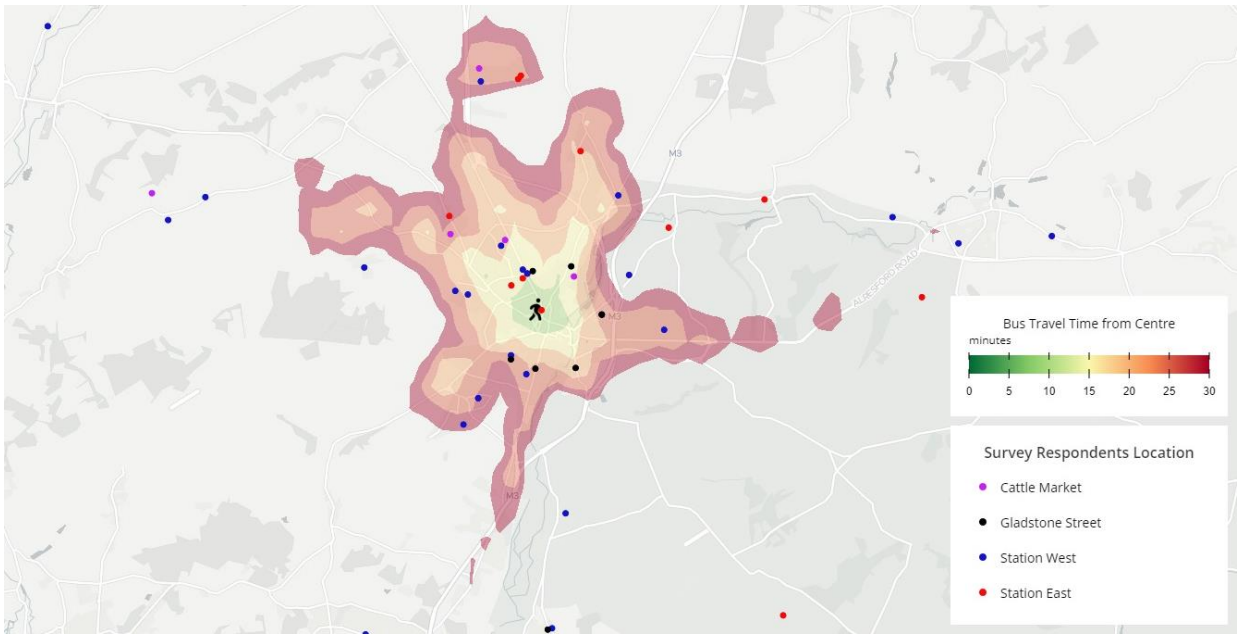

Figure 7-2: Time Needed to Travel to Winchester City Centre by Bus (Including Access & Egress by Walking) in the Morning Peak Hour with Origin Postcodes of Survey Respondents by Car Park Surveyed

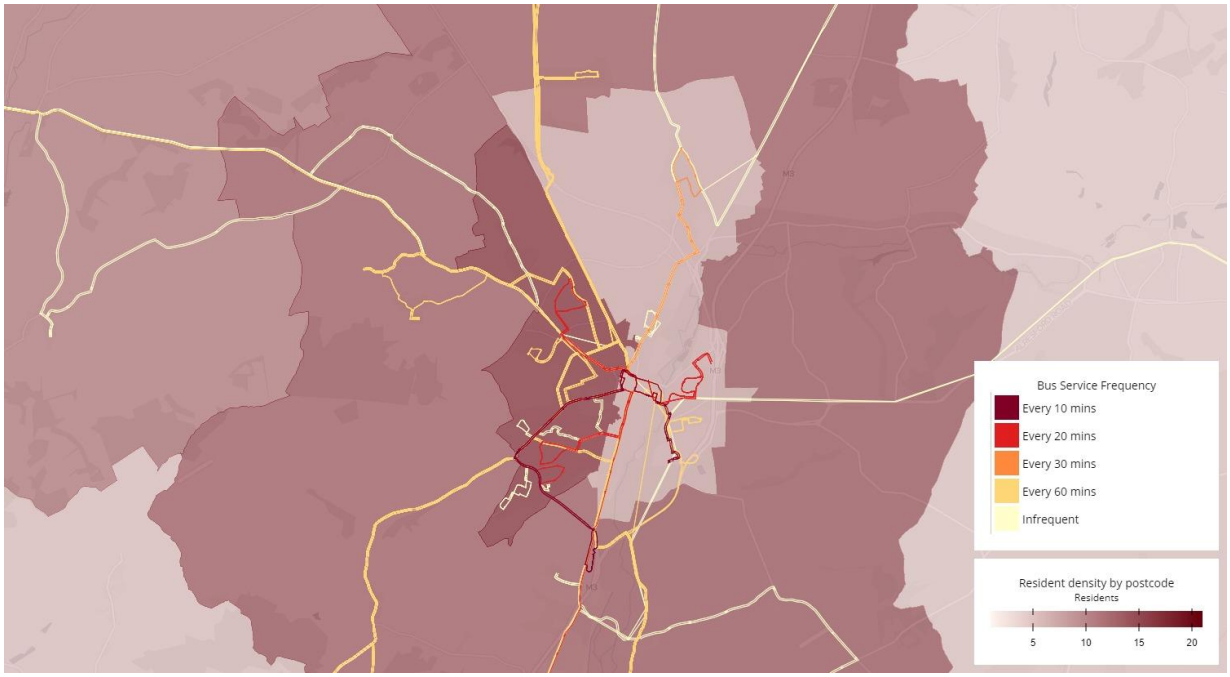

Figure 7-3: User Intercept Survey Origin Density by Postcode & Bus Service Frequency (Sample Size: 115 (15%))

7.2.1.2 Rail

Using a similar isochrone analysis for rail services, Winchester Station serves most respondent locations (such as Basingstoke, Farnborough, Andover, Eastleigh, Southampton, Bournemouth, Fareham, Salisbury and Reading) and London within a one hour or less journey time (Td, 2022) (see Figure 7-4). Other respondents originate from further afield, such as Bristol, Hampshire and Woking and other towns in Surrey, can be reached within two hours.

This analysis of rail trips demonstrates that some key user origins are also covered by rail services, meaning some car park users accessing Winchester Station could potentially switch to rail for their full journey. However, results from the user intercept survey indicate that for those choosing to travel from Winchester rather than a closer station, they do so due to quicker journey times and more frequent services which are not available to them at their local station.

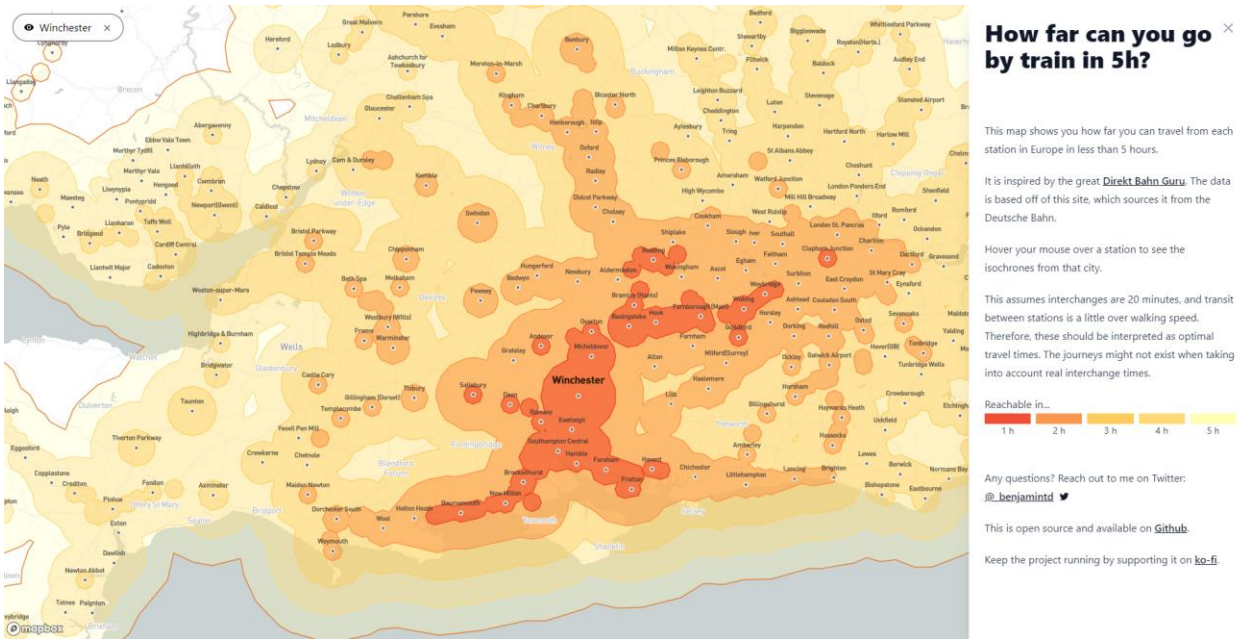

Figure 7-4: Time Needed to Travel to Winchester City Centre by Rail in Peak Hour (Source: (Td, 2022))

7.2.1.3 Cycling

Walking and cycling are a priority, as HCC and WCC are looking to reallocate road space to improve pedestrian and cycle provision through development of a Local Cycling and Walking Infrastructure Plan (LCWIP). As part of the Winchester Movement Strategy, WCC is looking to deliver a network of high-quality walking and cycling routes (WCC & HCC, 2021). The LCWIP schemes will improve cycling access from Kings Barton to Winchester City Centre, as such, opportunities to promote P&R on Andover Road and new cycling facilities may prove useful in generating modal shift in Winchester (WCC & HCC, 2021).

Similar to the bus analysis, one third of survey respondents are within a 30-minute cycle journey into Winchester City Centre (Figure 7-6). However, there is less cycling infrastructure where most respondents' origins are, on the west of Winchester.

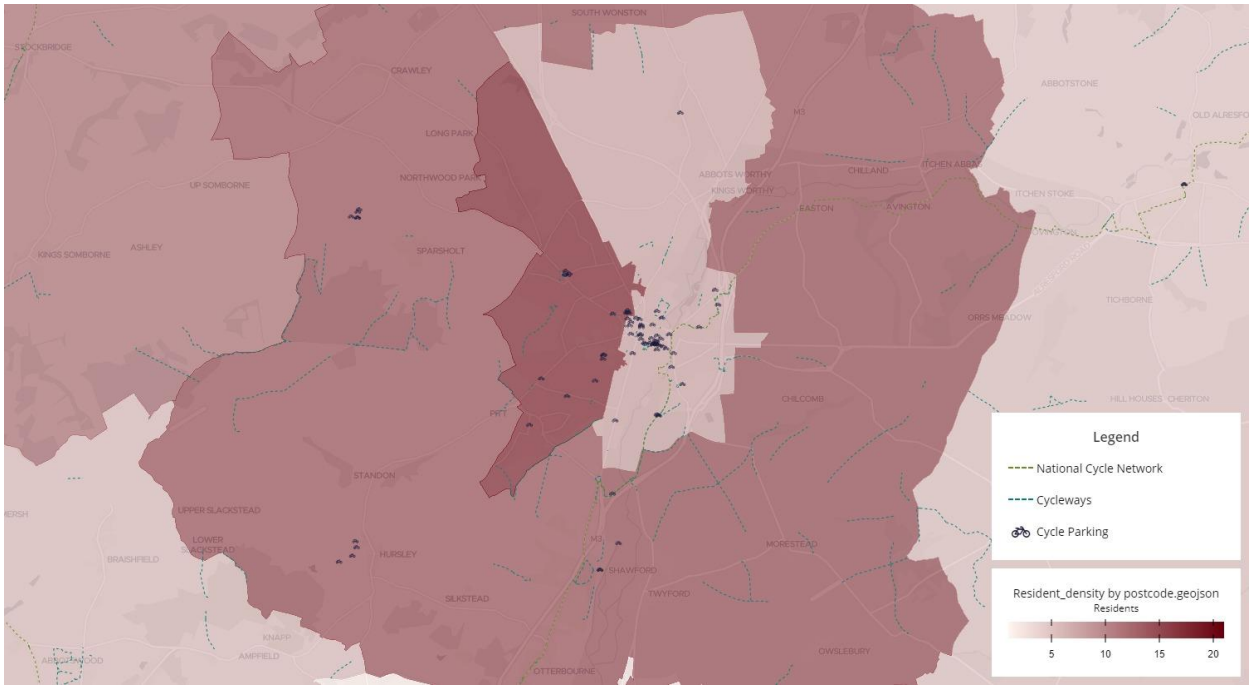

Figure 7-5: Cycle Infrastructure within Winchester City Centre with Postcode Density of Survey Respondents

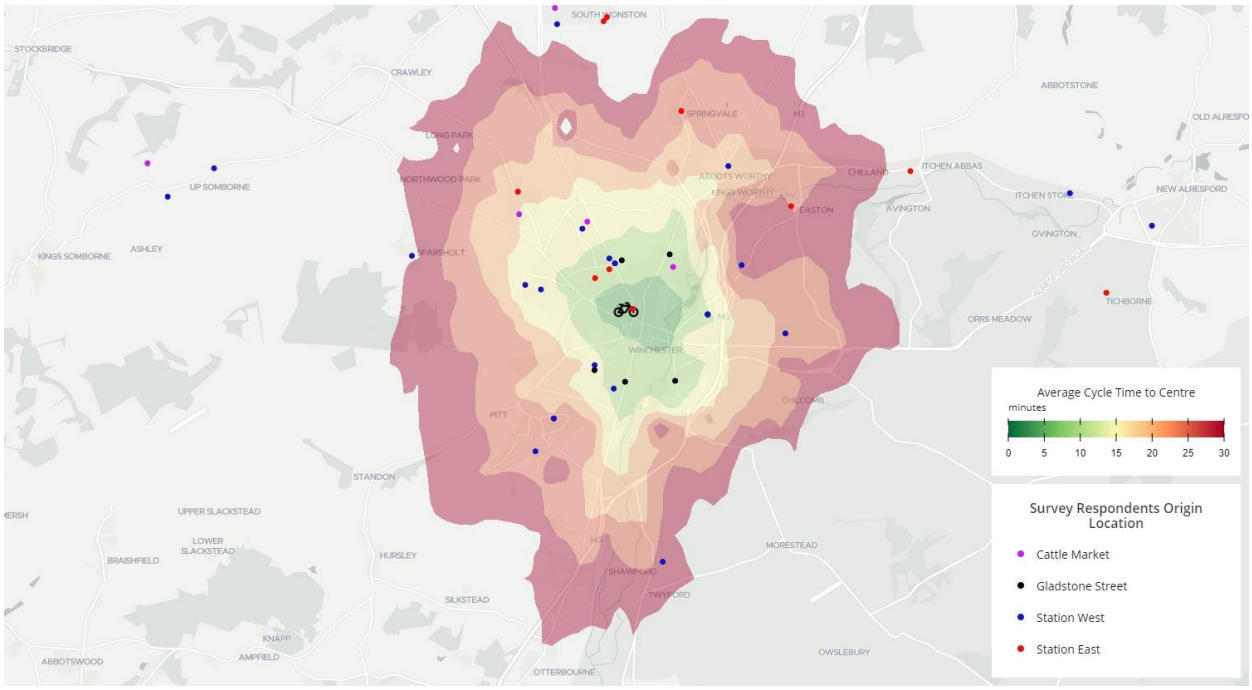

Figure 7-6: Respondents Within 30 minutes Cycle to Winchester City Centre with Origin Postcodes of Survey Respondents by Car Park Surveyed

Additionally, it is important that sufficient good-quality and secure cycle parking is made available at the Station, as well as in the city centre more widely, to allow a further shift to cycling into the city centre and for accessing the Station for long stay commuters wishing to leave their bicycle.

7.2.2 Employee & Associated Business Parking

7.2.2.1 Discouraging Employee City Centre Parking

From the stakeholder engagement carried out during this Study, it has become clear that some employers within Winchester provide some staff with free parking within PNR car parks in the city centre. This will reduce the impact of any future tariff changes as they will not have a direct impact on drivers, and large employers are more likely to be able to absorb the rise in cost. Engaging with city centre employers that currently offer this as a benefit to explore ways to discourage the practice, and potentially replace it with a corporate discounted P&R agreement, would have a greater benefit on reducing congestion in the city centre caused by commuter traffic.

A similar issue has been noted in the Winnall Community Plan (Winnall Forum, 2012) regarding the Winnall Industrial Estate, which generates large volumes of car commuting journeys and some working in the Industrial Estate Park on those residential roads that don't have permit parking schemes in operation. Discouraging parking by introducing permits and encouraging employers to take up a corporate discounted P&R offer could help alleviate the issues for Winnall residents.

Surveys undertaken in 2020, as part of the WMS, suggest that there were 1,959 PNR parking spaces available in the city centre.

7.2.2.2 P&R Routes to Key Employment Sites

In order for the P&R to be an attractive option for people commuting to the town centre, it is essential that the routes service key businesses within Winchester. Existing P&R routes should be reviewed to ensure that key local employers and businesses are being served, and the new Northern P&R could help to alleviate some of the parking pressures at the Royal Hampshire County Hospital for staff, patients and visitors by including the hospital and the city centre on its route.

7.2.2.3 Employee & Business P&R Permits

Engagement with some of the key employers in Winchester has demonstrated the popularity of the P&R and corporate discounted ticketing agreements, with significant uptake (for example 32% of respondents to the WCC travel survey used the P&R) driven by savings and convenience. There are a number of other employers operating in Winchester that are interested in signing up to discounted P&R ticketing for staff, including the Winchester School of Art. Engaging with all major employers in the area to encourage and maximise P&R use, and the potential benefits to them should they be able to reduce their need for on-site staff parking spaces, would help support the shift away from city centre parking.

7.2.3 Parking Information & Communication

Communication of the proposed changes to parking in Winchester is important, to avoid people entering and circulating around the city centre searching for parking spaces which may not be available or perhaps be deemed too expensive, contributing to congestion.

On the other hand, the P&R provision (both existing and proposed) should be promoted to those that may already be currently driving to Winchester, in order to (further) encourage their use. This includes both advance promotions and road sign communications.

7.2.3.1 Advance Promotions & Targeted Marketing

Communications designed to promote the use of P&Rs (both existing and proposed) in advance of journeys into Winchester City Centre can be achieved through advertisements on social media, WCC's website, local news, via key employer newsletters/communications and targeted posters within Winchester City Centre (such as the city centre car parks, at Winchester Station and key employment areas).

Promotions for the P&R sites should be designed to target non-commuter demand in particular, to further encourage its use by leisure trip makers (as demand currently mostly comprises of long stay commuters). An example of this targeted marketing can be found in Figure 7-7.

Promotions should simply and clearly set out the benefits of the P&R service in comparison to city centre parking, such as cost or journey time. It could also include details on the location(s) and operating hours/timetable (e.g. frequency and first and last service), with links to relevant webpage(s) for more information.

Figure 7-7: Example of Advance Promotion for Oxford P&R via Social Media

7.2.3.2 Road Signage

Drivers using the radial routes to enter Winchester could be informed of changes to availability and tariffs, as well as having clear directional signage for how to access the nearest

P&R, in order to avoid worsening congestion as parking in or near the city centre is progressively reduced in line with the WMS.

Variable Messaging Signs are already deployed when there are special events in the area (such as Christmas markets and University open days) and could be used to provide parking information to road users and encourage them to seek alternative parking locations. They may also be useful for communicating when the hospital visitor car park is full and providing specific information about P&R routes to the hospital to help patients who are not familiar with Winchester.

7.2.4 Electric Vehicles

One of the key priorities of the WMS is to reduce city centre traffic. Whilst it is acknowledged that electric vehicles (EVs) do not contribute to this goal as they still cause congestion, the switch to zero emission vehicles remains an important aspect of reaching net zero goals at a local and national level.

For this reason, we recommended that EV charge points are installed at all P&Rs where they are not currently available and at the Northern P&R, to cater for EV users. In addition, charging at a reduced rate could be offered, either as part of a corporate P&R agreement or the P&R ticket itself to encourage people not to use city centre parking.

7.3 Concluding Remarks & Next Steps

This Final Report summarises the potential for a Strategic Northern P&R on Andover Road using up-to-date demand as a result of the COVID-19 pandemic in the context of changing supply and pricing of parking in the city centre to encourage mode shift.

This Study will inform the Station Approach Project, whilst aligning with the developing Parking & Access Strategy and the WMS.

8 Appendix A: Review & Comparison of Existing P&R Demand Forecasts

Chapter at a Glance

This Chapter sets out existing P&R demand forecasting as carried out by Atkins and compares the methodology and results for this Study, drawing conclusions about the assumptions and estimations made for both approaches

8.1 Background

As stated in the Baseline Report, in 2021 Atkins carried out a Feasibility Study (Atkins, 2021) for a Winchester P&R to support the delivery of the WMS. Their Study assessed potential future P&R demand using the Solent Sub-Regional Transport Model (SRTM) and considers two potential new sites (Andover Road in addition to the committed 200 space Kings Barton P&R 'lite' site, and Winnall near M3 Junction 9) and expansion of two existing sites (Bar End and South Winchester).

Atkins carried out a "what if" analysis to understand the consequence of differing proportions of public and PNR parking demand shifting to existing or proposed P&Rs in 2030. For high and low scenarios, this was 65% and 40% from public parking (respectively) and 36% and 29% from PNR parking (respectively). This resulted in 796 users of the Northern P&R in the low scenario and 527 users in the high scenario, as summarised in Table 8-1.

P&R Scenario	Switchers from Public Parking	Switchers from PNR Parking	Total
High	599	198	796
Low	368	158	527

Table 8-1: 2030 Demand for Kings Barton P&R Lite/Strategic Northern P&R, Split by Public & PNR (Source: Atkins WMS P&R Feasibility Study Phase 2)

This Chapter reviews and compares the methodology and results of the Atkins Feasibility Study with that carried out for this Study, to understand the merits of each methodology and the justification of the proposed demands.

It should be noted that the Atkins future P&R demand forecasting approach estimated the impact on P&R usage of two new inbound bus gates (on Chesil Street and on Southgate Street) and a new inbound bus lane on Andover Road between Athelstan Road and Worthy Lane. By making car travel into Winchester City Centre via these three corridors either slower or requiring drivers to enter the city via a different route would have made using P&R relatively more attractive in the forecasting results. However, in the forecasting work for this Study, we assumed a three-minute improvement on all P&R inbound journeys to represent an element of bus priority on the routes.

8.2 Comparison of Forecast Methodologies & Assumptions

The Atkins P&R Feasibility Study methodology and results has been thoroughly reviewed using the Winchester Park & Ride Study Report (Atkins, 2021) and through email exchange with Atkins. This has then been compared to the methodology for this Study for several elements as summarised in Table 8-2. This comprises of:

- Calculation/Assumption: Element of the methodology that is being compared
- Summary: Summaries of the respective element as included in each methodology
- Impact on Difference in P&R Demand Results: Concluding summary of the difference between the two methodologies for this element and how this will affect the resulting Northern P&R demand. This has been colour-coded to highlight where the greatest (in red) and smallest (in green) differences are between the methodologies

- Likely Underestimation or Overestimation of P&R Demand: Summarises where overestimations or underestimations may have occurred in each methodology

Ref	Calculation/ Assumption	Summary		Impact on Difference in P&R Demand Results	Likely Underestimation or Overestimation of P&R Demand	
		Atkins	City Science		Atkins	City Science
A	**Parking Provision & Tariffs Assumptions**	• Provision of a Northern P&R • No explicit changes to tariffs/provision	• Provision of a Northern P&R • Scenarios 0-1 assume closure of city centre car parks as part of the Station Approach and Scenario 2 additionally assumes a change in city centre long stay tariff	This affects the methodology employed which is covered in E and G	N/A - Atkins did not explicitly assess the impact of changes to parking provision/tariffs and it is unknown how the proportion of city centre parkers switching to the Northern P&R (F) is determined	Potential for underestimating as surveyed car park users were not asked about their likelihood of using a Northern P&R if the car park was closed
B	**Forecasted Vehicular Demand Assumptions**	• 2030 Forecast Year • The SRTM will likely forecast an underpinning increase in vehicular demand (in line with national road traffic forecasts), but this is unknown • The SRTM will likely forecast an additional increase in vehicular traffic specific to any new local developments, but this is unknown	• 2030 Forecast Year • Applies a 5% increase in demand in line with business growth in Winchester as predicted by DfT NTEM (see Section 5.2)	Unknown but not likely to be vastly different	None	Potential for underestimating as we have not accounted for an increase in demand due to any local developments (e.g. new housing developments)

Ref	Calculation/ Assumption	Summary		Impact on Difference in P&R Demand Results	Likely Underestimation or Overestimation of P&R Demand	
		Atkins	City Science		Atkins	City Science
C	Forecast Commuting Demand Assumptions	SRTM base model is 2019 therefore forecast models do not account for any WFH	Assumes current recorded levels of WFH (~2.5 days/week on average) continue (see Section 3.3) and applies two WFH sensitivity scenarios (high and low)	If we assume 2.5 days a week WFH, demand could be up to 50% of 2019 demand on any given day (used as a reference year by Atkins)	Likely overestimating demand	None
D	Pool of Parkers Available to Switch to P&Rs	• 3,254 public + on-street parkers • 1,959 PNR • Includes all lengths of stay • Pre-pandemic occupancies • Daily occupancies	• 423 public car park parkers (long stay only) • On-street and PNR parkers not included in the model • 2022 demand (accounts for WFH) • Occupancy during a morning period is only considered	Significant difference between the definition of available city centre parkers to switch to a P&R	Likely overestimating demand as it's unlikely that short/medium stay users will switch	• Potential for underestimating demand as we have not considered parking outside scope of this Study that may switch to the Northern P&R • Potential for underestimating demand as we only consider those parking in a morning period will switch

Ref	Calculation/ Assumption	Summary		Impact on Difference in P&R Demand Results	Likely Underestimation or Overestimation of P&R Demand	
		Atkins	City Science		Atkins	City Science
E	Calculation of the Proportion of City Centre Parkers Switching to the P&R (F)	Unknown	• **Scenarios 0-1**: Directly derived from the survey, comprising of those that answered highly likely/likely they would switch and a proportion of those that did not answer this question but stated their postcode/origin that would sensibly use the Northern P&R • **Scenario 2**: a generalised cost model was applied to understand further switches made when doubling long stay tariffs	N/A	Unknown as the methodology is not clear and proportions quoted should be used with caution	Mixed: • Possible that it will overestimate as stated preference does not translate to actual choices • Could be underestimating as additional switching could occur due to busy/overflowing city centre car parks and further incentives to use the P&R
F	Proportion of City Centre Parkers Switching to the P&R	• **High P%R Demand Scenario**: 65% (of public and on-street) and 36% (of PNR) • **Low P&R Demand Scenario**: 40% (of public and on-street) and 29% (of PNR)	• **Scenarios 0-1**: 44% of long stay users (on average, as this differs by car park) • **Scenario 2**: 46% of long stay users (on average, as this differs by car park)	Proportions are not dissimilar and sit within the range tested by Atkins		

Ref	Calculation/ Assumption	Summary		Impact on Difference in P&R Demand Results	Likely Underestimation or Overestimation of P&R Demand	
		Atkins	City Science		Atkins	City Science
G	Calculation of Forecasted Users of the Northern P&R	• Demand on Stockbridge Rd, Worthy Rd, Dean Ln, Andover Rd taken and divided by total demand entering Winchester City Centre • This proportion is then applied to the pool of parkers (D) and the proportion switching (F)	Proportion switching (F) applied to each car park occupancy (D)	None	None	None
	Bus Infrastructure Priority Assumption	Assumed two new bus gates (on Chesil Street and on Southgate Street) and a new inbound bus lane on Andover Road	Assumed quicker P&R bus journey times (nominal three-minute reduction) as a result of general bus priority infrastructure on all P&R routes	It is not clear if the journey time comparison between private vehicle and P&R bus directly affected the proportion of switchers to the P&R (E and F) in the Atkins work	Unknown	Mixed – the journey time reduction applied could be improved by assigning this to the relevant P&R service routes and calculating expected journey time reductions for individual routes

Table 8-2: Comparison of Forecasting Demand Methodology Elements Between Atkins P&R Feasibility Study & this Study

8.3 Concluding Remarks

In summary, the greatest impacting difference between the two approaches is the pool of parkers to which the switching proportion is applied to, because:

- Atkins used a greater number of locations (assume all parking locations in Winchester) to which they drew upon for potential Northern P&R users
- We have used post-pandemic demand, roughly half of pre-pandemic demand, and assumed this will continue in the future whereas Atkins has not
- We have assumed only long stay parkers arriving in a morning period can switch, whereas Atkins have not made this distinction, therefore capturing a larger number of parkers across all lengths of stay (including short stay) and all time periods

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CENTRAL WINCHESTER REGENERATION

UPDATE
07/06/23

Winchester City Council

THE CENTRAL WINCHESTER REGENERATION OPPORTUNITY

UPDATES

- DEVELOPMENT PARTNER ANNOUNCEMENT
- DRAFT DEVELOPMENT AGREEMENT
- ARCHAEOLOGY TRIAL TRENCHING
- KINGS WALK
- FRIARSGATE MEDICAL CENTRE
- JIGSAW DRAFT STAKEHOLDER ENGAGEMENT PLAN

STAKEHOLDER ENGAGEMENT

June 2023

Jigsaw

Partnerships Places

PYRAMID of CONCESUS BUILDING

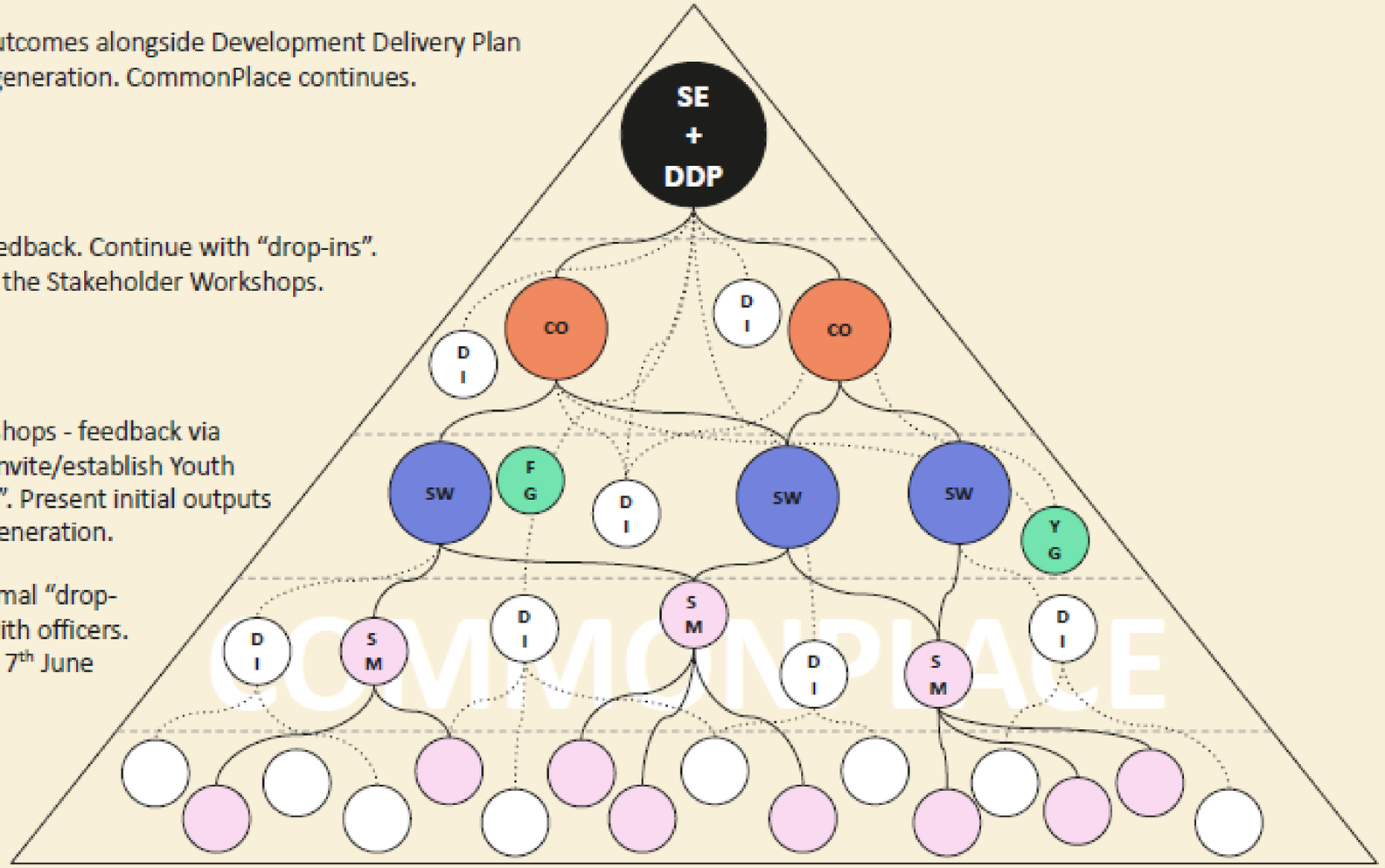
Step 5 - Present Stakeholder Engagement Outcomes alongside Development Delivery Plan to 31st January 2024 Cabinet Committee: Regeneration. CommonPlace continues.

Step 4 - Host Co-Creation Workshops and feedback. Continue with "drop-ins". CommonPlace is refreshed with output from the Stakeholder Workshops.

Step 3 - Host 4 x Themed Stakeholder Workshops - feedback via CommonPlace, refresh existing Meanwhile. Invite/establish Youth and Futures Groups. Continue with "drop-ins". Present initial outputs to 4th October 2023 Cabinet Committee: Regeneration.

Step 2 - Launch CommonPlace, regular informal "drop-ins" with the public and strategic meetings with officers. Initial scoping/stakeholder plan presented to 7th June 2023 Cabinet Committee: Regeneration.

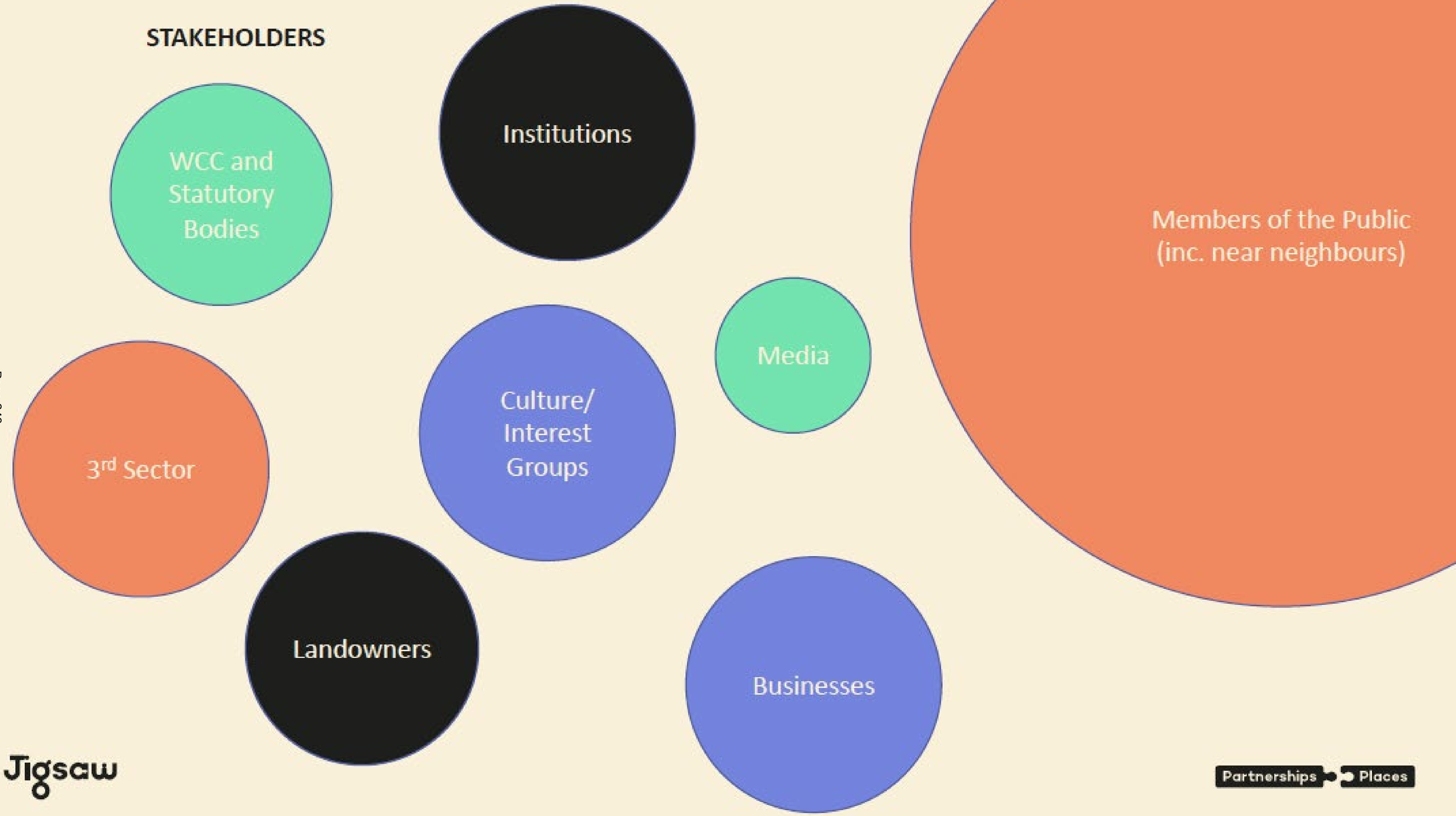
Step 1 - Informal meetings with various; Officers, residents, businesses.



Jigsaw

Partnerships Places

STAKEHOLDERS



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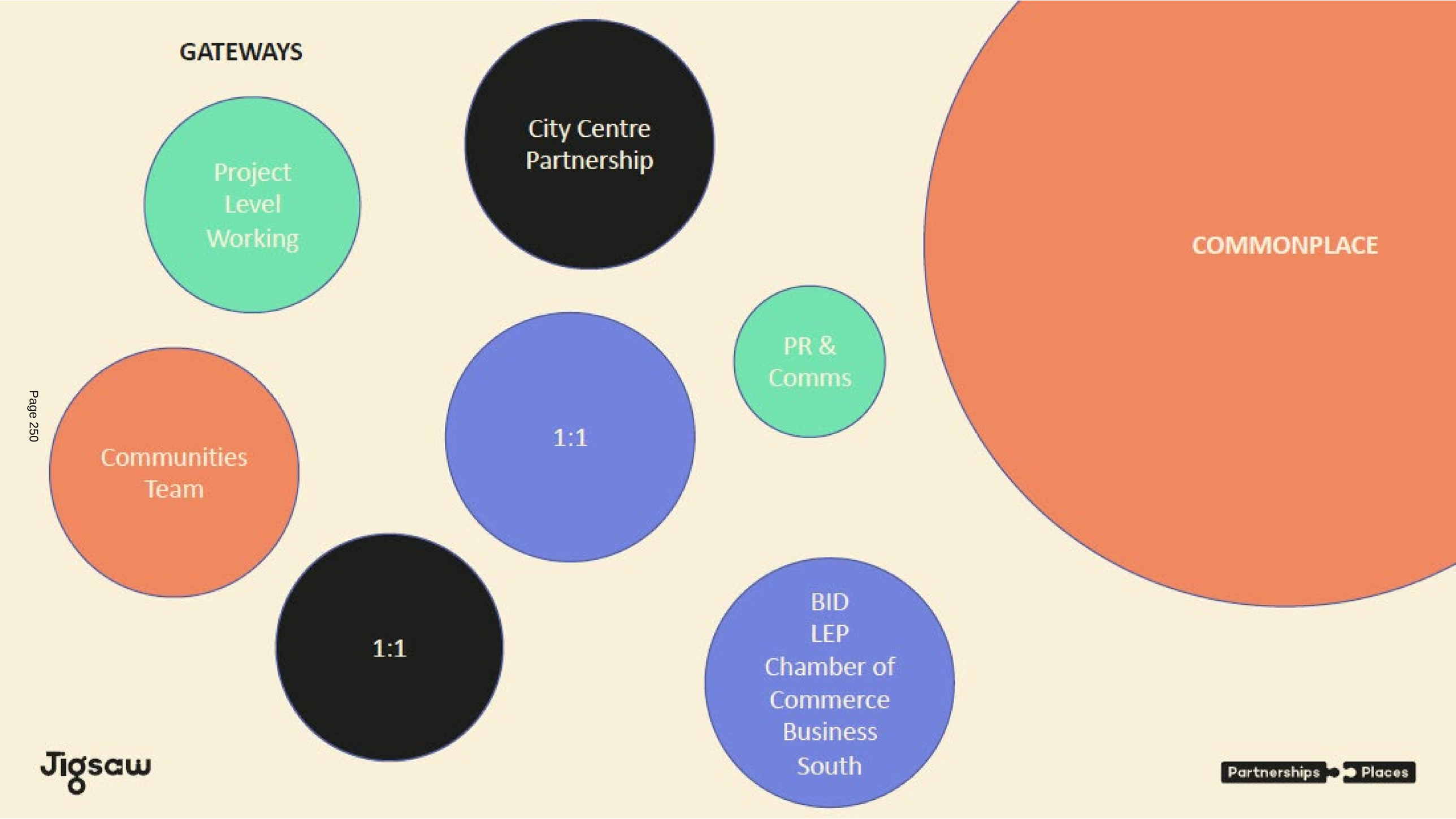
Partnerships Places



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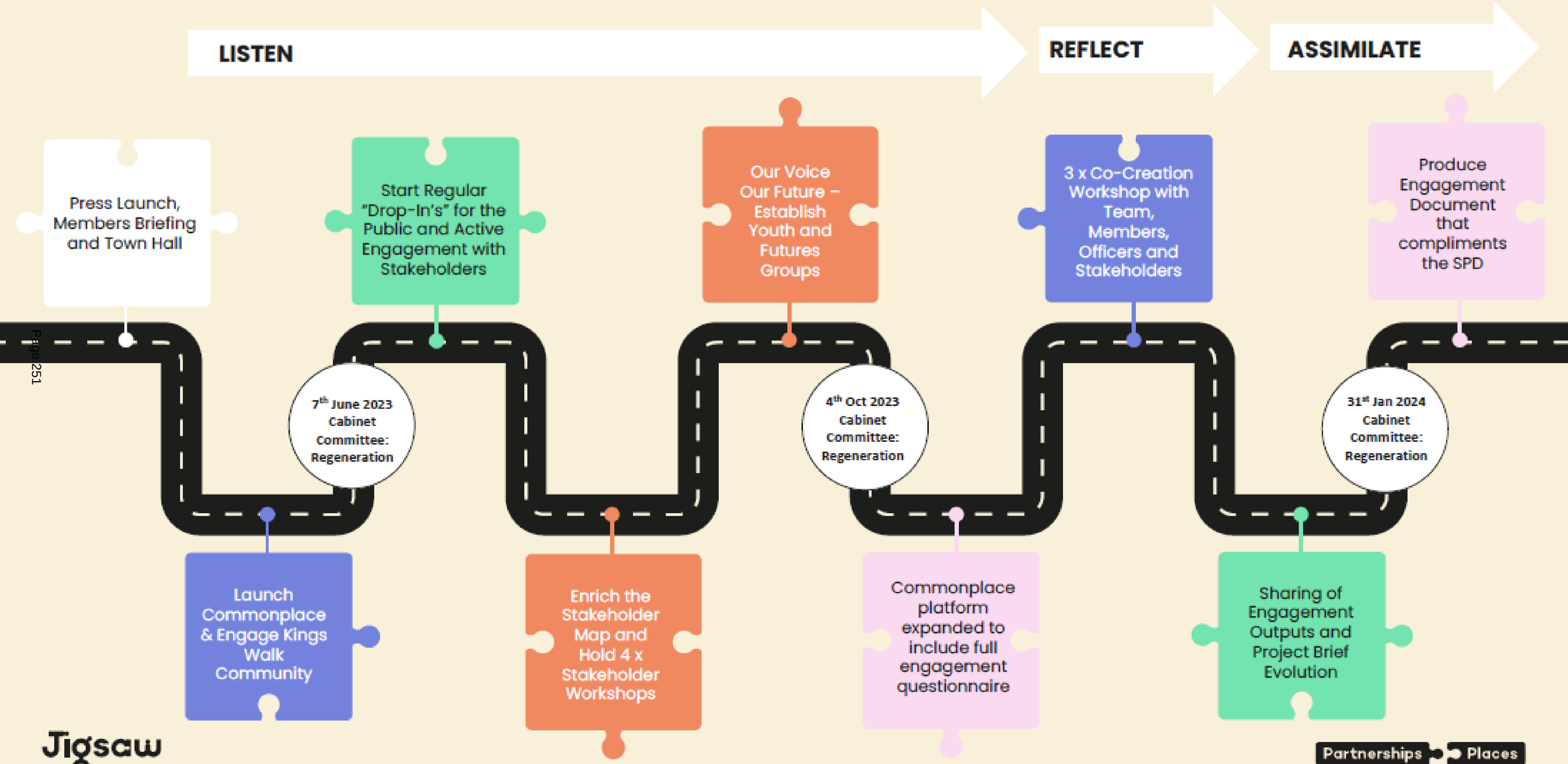
Partnerships Places

ROADMAP



Jigsaw

Partnerships Places

THANK YOU

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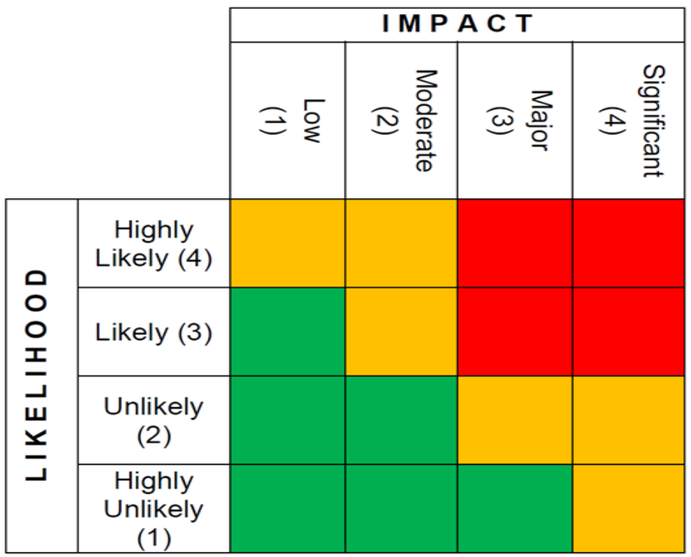
CWR Key Risks - Risk Register

Risk Causes	Risk Consequences	Likelihood (1-4)	Impact (1-4)	Risk Score	Mitigation	Immediate Actions	Residual Likelihood	Residual Impact	Residual Risk Score
Change of Administration/ Administration Policy	New direction of travel leading to council terminating the DA	Unlikely (2)	Significant (4)		Regular liaison with party Leaders and All Member briefings to maintain knowledge, understanding and support for the project.	Plan municipal year 2023 briefings. Head of Programme to own this risk.	Unlikely (2)	Significant (4)	
Legal challenge	Progress on the project is delayed or prevented.	Unlikely (2)	Major (3)		Regular engagement with stakeholders and members of the public to include them on the journey and identify early any issues that might escalate. Complex processes/Decisions receive additional legal support.	Legal Workstream Lead to identify any complex decisions/processes and provide advice to technical officers to ensure proper treatment of process and decision making.	Unlikely (2)	Major (3)	
Change of Statutory Legislation	Progress on the project is delayed or prevented or the project has to take a different approach.	Unlikely (2)	Major (3)		Key area to monitor is Planning, particularly as the council refreshes the Local Plan. Monitor consultation and where appropriate Members will lobby policy and law direction.	Planning Workstream lead is to make sure the needs of the project are aligned with emerging drafting of the local plan and to get early sight of any proposed changes that might be detrimental to the project.	Unlikely (2)	Major (3)	
Insufficient council resource to continue through to delivery	Progress on the project is delayed or prevented or the project has to take a different approach resulting in damage to council reputation and further cost.	Unlikely (2)	Significant (4)		Please see risk code CR001 in the Corporate Risk Register, appended to the Risk Policy (page 30-39)	Actions will be captured in the Corporate Risk Register.	Unlikely (2)	Significant (4)	
Change in external market conditions	Increasing costs or falling values leading to inability to get a viable scheme in line with the Development Brief.	Likely (3)	Significant (4)		The DA contains the mechanism to review and adjust the brief in order to arrive at a scheme that is both viable for Jigsaw and affordable to the council.	Head of programme to continue to monitor final drafting of the DA to make sure the review mechanism remains as agreed.	Unlikely (2)	Significant (4)	
Inability to agree final terms of the Development Agreement	Council and Jigsaw do not enter in to the DA and the CWR project does not progress. Council reputation severely affected and further cost to review and start again.	Unlikely (2)	Significant (4)		Continue to work with Jigsaw to agree outstanding points and press for speedy sign off and completion.	Legal Workstream lead working very closly with our appointed legal representatives to complete the DA drafting.	Unlikely (2)	Significant (4)	
Inability to resolve movement related issues with Hampshire County Council	Hampshire, Winchester, Jigsaw and the bus operators are unable to agree on plans for movement or public realm.	Likely (3)	Major (3)		Use HCC/WCC Movement Strategy Governance and HCC/WCC Regeneration and Growth Partnership board to resolve issues. Regular liaison to ensure knowledge, understanding and support. Integration with city-wide Movement Strategy and bus plans.	Arrange WCC/Jigsaw briefing for HCC Leader and other key HCC stakeholders.	Unlikely (2)	Major (3)	



Likelihood	Probability
Highly Unlikely	1% to 25% chance in 5 years
Unlikely	26% to 50% chance in 5 years
Likely	51% to 75% chance in 5 years
Highly Likely	76% to 100% chance in 5 years

	Low (1)	Moderate (2)	Major (3)	Significant (4)
Financial	Less than £20K	£20k or over and less than £200K	£200K or over and less than- £2MK	£2M plus
Service Provision	No effect	Slightly Reduced	Service Suspended Short Term /	Service Suspended Long Term Statutory duties not delivered
Health & Safety	Sticking Plaster / first aider	Broken bones/illness Lost time, accident or occupational ill health	Loss of Life/Major illness – Major injury incl broken limbs/hospital admittance. Major ill health	Major loss of life/Large scale major illness
Morale		Some hostile relationship and minor non cooperation	Industrial action	Mass staff leaving/Unable to attract staff
Reputation	No media attention / minor letters	Adverse Local media Leader	Adverse National publicity	Remembered for years
Govt relations	One off single complaint	Poor Assessment(s)	Service taken over temporarily	Service taken over permanently

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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