

Hill. The Council expects the new Bus Station to become a much more popular boarding point than the existing Bus Station, but in order to maximise the attractiveness of bus use, proposes two new bus stops in Upper Brook Street.

2.7.5 This will require further modifications to the highway and current pedestrian crossing points. Initial highway engineering assessment indicates that these can be accommodated in the positions shown in *Figure 2* without adding to traffic congestion. (This part of the town centre highway network can be congested at peak times, or when lanes are blocked by delivery vehicles.)

2.7.6 The Council will expect the full cost of all highway works to be borne by the developer.

2.7.7 The Council will require the Bus Station to incorporate:

- high quality passenger facilities including public toilets, waiting space, information and ticketing, public refreshments, and other relevant facilities, integrated with surrounding shops;
- clear separation of vehicle and pedestrian areas, and safe, easy access onto buses for all passengers;
- measures to meet the needs of people with disabilities or other mobility impairment;
- facilities for drivers and other operational staff;
- good weather protection for passengers;
- capacity to accommodate existing and future bus services adequately and efficiently with a minimum of 12 x 12 metre bus bays and 3 layover bays;
- accommodation for shopmobility and community transport services (Revised Deposit Local Plan Proposal DP.4);
- the possible incorporation of the CCTV suite, if it has to be relocated from Middle Brook Street as part of the redevelopment;
- convenient set down and pick up facilities for taxis and some other vehicles; and
- direct, safe and convenient pedestrian access to shopping, the Guildhall and the rest of the town centre.



15 Taxi rank in The Broadway

2.7.8 The management of the new Bus Station will be the subject of negotiations between the Council, developer, and bus operators, with a view to the City Council taking responsibility and ensuring it is available to all scheduled buses serving the town.

2.7.9 Pedestrian and vehicular conflict should be minimised, and where it occurs, the street space should be designed for pedestrian priority. Bus priority measures along Friarsgate should be considered in line with Proposal T.7.

2.7.10 An easily accessible taxi rank with good links with the Bus Station must be incorporated into the development, to replace, and if possible improve on, that which is likely to be lost from Silver Hill as a result of the development.

## 2.8 Parking

2.8.1 The Council's parking strategy is to relocate long stay parking to "Park and Ride" facilities planned for the entrance points to the town. Public parking provision within the site should be short-stay for shoppers and leisure users, and priced to deter longer stay 'commuter car parking', see Proposal T.4. Public parking provision should include convenient and safe set-down and pick-up facilities for patients attending the proposed medical facilities.



16 Silver Hill

2.8.2 The Council will prefer to replace the existing Friarsgate multi-storey public car park with new covered parking, subject to an appraisal of the financial implications. The replacement parking should meet modern standards of layout and design. Public car parking must be re-provided within the site, but with no more spaces than the maximum that would have been provided by refurbishing the existing structure. This is covered further in Para 3.6.3.

## 2.9 Access

2.9.1 As part of its aspiration to integrate this area into the surrounding shopping areas and to extend the primary shopping area, the Council will give consideration to the closure of a number of streets and access points to through traffic, including:

- All or part of Tanner Street which will be the main service access and entrance to the public car park; and
- Silver Hill (although this may have to remain open at times to service smaller shop units.

2.9.2 The Council will require a Transport Assessment (TA) addressing the traffic impact on junctions, traffic signalling, bus movements, emergency vehicle access and cycle and pedestrian networks. The TA should also indicate the broad balance between demand and capacity and justify parking requirements. It should provide the scope for Travel Plans to be prepared by future occupiers. The TA will inform the scale and nature of developer contributions which may be required and resolved through Section 106 and Section 278 Agreements with the City and County Councils.

2.9.3 The scheme should provide off-street servicing for larger retail units. The principal access to such areas should be off Tanner Street. Servicing bays must have adequate capacity for large vehicles to manoeuvre. Some on-street servicing and loading will be acceptable as part of the scheme, but hours of access will be restricted. The impact of service vehicles must be minimised as stated in the Revised Deposit Local Plan Review Proposal W.7.

2.9.4 Existing and new streets within the development should be designed to be 'pedestrian-friendly' using high quality materials.

2.9.5 The development should be designed to encourage greater levels of accessibility within the development and in the town centre as a whole. The development should provide facilities for cycle parking and storage and facilitate links to cycle routes to and through the town centre.

## 2.10 Historic environment and archaeology

2.10.1 The site has a rich history dating from the original Roman settlement. Roman roads influence the boundaries of the site on the north, west and south, and a further road ran north south through the site. Roman buildings once fronted these streets, and remains of some are likely to survive. By late Saxon times, north-south roads crossed the site, with High Street and Silver Hill also in existence. Again these street frontages would have been occupied by houses and other structures. In the medieval period, the site remained intensively occupied with tenements and associated structures. 15th century development included a fulling mill and millpond. In the 18th century, industry occupied the area, but the only above-ground evidence is the Woolstaplers Hall, now used in part for storage by Marks and Spencer. Malthouse Yard was accessed off Busket Lane and the northern edge of the site included Forder's Buildings housing coal, slate and timber yards.

2.10.2 New development should take account of the foregoing historical associations both in the planning and construction stages.

2.10.3 Across the whole site, the streams are evidence of a high water-table in the area throughout its history. As a result, the surviving archaeological deposits are likely to include important and sensitive organic remains - wood, leather, textiles, plants, etc. In this context, any changes to the groundwater levels on the site, caused either by flood alleviation measures or by development, will have archaeological implications.

2.10.4 Following the guidance and procedures set out in PPG16 Archaeology and Planning, and in accordance with Proposals HE.1 and HE.2 of the revised Deposit Local Plan



17 Archaeological dig in the town

Review, the developer will be required to carry out a detailed archaeological assessment. This will ascertain the nature and form of the surviving remains in this very sensitive part of the town. It will highlight any necessity for further more detailed archaeological evaluations of parts of the site. These evaluations will help to inform the layout and position of new buildings and the nature and location of foundations. They will also inform discussions and agreements for any mitigation measures, both before and during construction.

2.10.5 The preparation and implementation of an agreed programme of archaeological works on such a complex site will be time-consuming. It must be addressed early, and in conjunction with the flood risk assessment (see below) to minimise delay and disruption. The Council would prefer such work to be undertaken by its own Archaeology Section. The team has unrivalled knowledge of the archaeology of the town, and having been responsible for the major excavation that preceded the adjacent Brooks Centre development, understands the problems and constraints that are likely to be encountered.

## 2.11 Flood risk

2.11.1 The eastern part of the site lies within the Environment Agency's Indicative Flood Plain of the River Itchen and development proposals will require an agency-approved Flood Risk Assessment following the guidance of PPG25 Development and Flood Risk. Development in a functional flood plain must also accord with the Local Plan Review Proposals DP.10 and DP.11.

2.11.2 The Lower Brook passes under Friarsgate from the north and splits into two branches. One passes under the medical centre, then into a closed culvert before it emerges to the south of the Broadway, with a short section open to the east of the existing bus station exit. The other branch remains open between the Bus Station and the rear of the St John's almshouses before entering a culvert under Basket Lane and the Broadway. The culverts are part of the surface water drainage system and will continue to perform this function.

2.11.3 It will be necessary to resolve the flooding issues relating to the site and this part of the town centre before any redevelopment proceeds. A detailed survey of site levels will be required to determine the exact extent of the flood plain and identify measures to reduce flood risk. The Revised Deposit Local Plan Review endorses the Environment Agency's partnership policy, encouraging developers to join in a collaborative study seeking a solution to the flood risk in Winchester town centre. Contributing developers would sit on the study Steering Committee.

2.11.4 Flood risk to the site has four components:

- Flooding from the River Itchen, arising from the limited capacity in the main river channel through the town;
- over-ground flows when the system is surcharged in the town centre;
- surface water drainage into the brooks; and
- ground water levels on the site (the Environment Agency's Itchen Sustainability Study is developing a model for ground water prediction).

2.11.5 The Environment Agency's preferred solution is for comprehensive action to the main river and elsewhere. The culverts could then be opened up as amenity areas as part of the open space network through the site, while still performing a surface water drainage function.

## 2.12 Conservation

2.12.1 The town has a wealth of historic buildings and sites. The whole site lies within the Winchester Conservation Area (Proposals HE.4-HE.8). Historic buildings adjacent include:

- The Grade 1 listed St Johns Room and Chapel in the Broadway, originally a thirteenth century hospital.
- A stone gateway adjacent to the chapel leads into the peaceful landscaped courtyard of St Johns Hospital almshouses, which are Grade II listed.



18 Gateway adjacent to the chapel leads into the peaceful landscaped courtyard of St Johns Hospital almshouses



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19 The terrace of Georgian houses on the west side of Eastgate Street.

20 Marks & Spencer warehouse

21 The Coach House Inn



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22 The Antique Market



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23 The 19th century Grade II listed Guildhall

24 View from Lawn Street looking towards Health Centre

- A stone and brick wall running along the boundary of the bus station is not listed but is old and attractive. The Council, depending on the design of public open space and access, will entertain partial or total demolition to create a useable public space. Access rights across the land to the east of this wall to/from the almshouses will have to be addressed.
- The terrace of Georgian houses on the west side of Eastgate Street.
- The Marks and Spencer warehouse, formerly the Woolstaplers Hall is not listed but is a good and sound 19th century building. It would be appropriate to remove the later two-storey extension, but the main building should be retained and reused.
- The "Antique Market" building, part of the Kings Walk development, is a former 19th century warehouse. Although not listed, it accommodates popular small-scale uses within the town centre. The Council will only permit its demolition if the developer can demonstrate that retaining the building would seriously compromise the redevelopment of this part of the site. If this proves to be the case, the Council will require the uses accommodated in the antiques market to be offered a similar and suitable alternative location, such as the Woolstaplers Hall, before the building is removed.
- The Coach House Inn (formerly the India Arms) is a listed building in the Broadway to the south of the Woolstaplers Hall. It has a yard and stables backing on to the hall, which might provide an additional access route.
- The 19th century Grade II listed Guildhall opposite the exit from the bus station is an important building both physically and culturally.
- Other buildings in the Broadway and High Street are important for the context they provide for any new development.



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2.12.2 The developer will be expected to reflect the key conservation policies of the Revised Deposit Local Plan Review, in particular Proposals HE.4 - HE.8.

2.12.3 The developer will also be expected to carry out a street character study of the surrounding area as part of the Design Statement to accompany the planning application. This should build on the work of the Winchester Conservation Area Strategy (2002).

## 2.13 Relocation

2.13.1 The Friarsgate Health Practice and other health uses in Friarsgate will have to be relocated as part of the redevelopment. Although the St. Clements Surgery could be retained on its present site, the redevelopment would be made easier if it is



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