



Meeting	Cabinet Committee: Regeneration
Date and Time	Tuesday, 15th October, 2024 at 2.00 pm.
Venue	Walton Suite, Guildhall, Winchester and streamed live on YouTube at www.youtube.com/winchestercc

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).



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).

Members of the public and visiting councillors may speak at the committee provided they have registered to speak three working days in advance. Please contact Democratic Services by 5pm on **9 October 2024** via democracy@winchester.gov.uk or (01962) 848 264 to register to speak and for further details.

5. **Minutes of the previous meeting held on 8 February 2024** (Pages 5 - 8)

6. **Chairperson's announcements**

7. **Station Approach update** (Pages 9 - 30)

8. **Central Winchester regeneration update** (Pages 31 - 44)

Laura Taylor
Chief Executive

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7 October 2024

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

**With the exception of exempt items, Agenda, reports and previous minutes are available on the Council's Website www.winchester.gov.uk*

CABINET COMMITTEE: REGENERATION – Membership 2024/25

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

Non-voting invited councillors: Councillors Aron, Bolton, Godfrey and Reach (deputies: Councillors Horrill and Laming)

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

The terms of reference are available on the council's website [here](#).

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

Disabled access is normally available, but please phone Democratic Services on 01962 848 264 or email democracy@winchester.gov.uk to ensure that the necessary arrangements are in place.

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CABINET COMMITTEE: REGENERATION

Thursday, 8 February 2024

Attendance:

Councillors
Tod (Chairperson)

Cutler
Learney

Thompson

Non-voting invited councillors

Councillors Bolton, Cramoysan, Edwards and Godfrey

[Video Recording of this meeting](#)

1. **APOLOGIES**

There were no apologies received.

2. **DISCLOSURE OF INTERESTS**

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

3. **PUBLIC PARTICIPATION**

Richard Baker (City of Winchester Trust) spoke regarding the Central Winchester Regeneration (CWR) Project update and his comments are summarised under the relevant minute below.

4. **MINUTES OF THE PREVIOUS MEETING**

RESOLVED:

That the minutes of the previous meeting held on 4 October 2023 be agreed as a correct record.

5. **CHAIRPERSON'S ANNOUNCEMENTS**

Councillor Tod had no announcements to make.

6. **STATION APPROACH PROJECT UPDATE (PRESENTATION)**

The Leader welcomed to the meeting Richard Jobson and Oliver Moore from Design Engine Architects.

The Director of Regeneration, Richard Jobson and Oliver Moore from Design Engine gave a presentation which included their work to undertake a concept master plan for the site. The presentation was available on the [council's website](#). It was explained that there was to be a series of stakeholder workshops in March, followed by public engagement in June. A Member Briefing would take place on 22 May 2024.

The Director of Regeneration, Richard Jobson and Oliver Moore responded to members' questions in relation to the following:

- a) Assurances regarding ongoing collaboration with Network Rail and South Western Trains.
- b) Linking the project to the Winchester Movement Strategy and other related policies and aims to reduce traffic and improve space for walking and cycling.
- c) Were previously undertaken capacity studies for each of the sites included in the baseline work currently being undertaken by Design Engine?
- d) Responded to questions on project milestones and proposals for future engagement.
- e) Assurances regarding the project's connectivity with other city-wide transport issues. Design Engine were to meet with the respective design teams for Station Approach and Central Winchester.
- f) Referring to the regeneration project in Andover regarding any commonalities.

The Leader thanked the Director of Regeneration, and the representatives from Design Engine for their update.

RESOLVED:

That the contents of the presentation be noted.

7. **CENTRAL WINCHESTER REGENERATION (CWR) PROJECT UPDATE (PRESENTATION)**

The Leader welcomed to the meeting Matt Woolgar and Warwick Smither from Jigsaw.

The Head of Programme: Central Winchester Regeneration (CWR) introduced a presentation to the committee on an update to the CWR project. This was available on the [council's website](#). The Historic Environment Officer also provided a detailed update on archaeology. Members' questions were responded to in relation to the following:

- a) The next stages following the conclusion of archaeological investigations and whether there could be any unforeseen impact on the project timelines.
- b) Details of how the archaeological work had been coordinated on site.
- c) Was there anything additional that had arisen in response to the latest consultation work undertaken by Jigsaw that may not have aligned with work already undertaken by the council?

- d) Proposals regarding a youth and school groups and how this would inform plans going forward.
- e) How public engagement could be 'sold' to residents.
- f) Clarity and confirmation regarding terminology, such as differences between Development Delivery Plan and Master Plan.

Richard Baker spoke during public participation and asked if the council had the signed a contract with Jigsaw to develop and complete the regeneration of the central Winchester area?

The Leader thanked Mr Baker for his question, and it was confirmed that a contract with Jigsaw had been signed. In response to a supplementary question from Mr Baker it was noted that completion of the legal processes to complete the associated legal formalities was imminent.

The Leader thanked the Director of Regeneration, the Head of Programme – Central Winchester, the Historic Environment Officer and representatives from Jigsaw for their update.

RESOLVED:

That the contents of the presentation be noted.

The meeting commenced at 2.00 pm and concluded at 3.50 pm

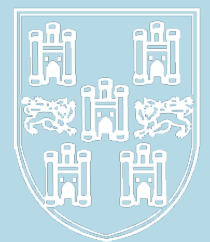
Chairperson

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STATION APPROACH

CABINET COMMITTEE: REGENERATION

15/10/24



Winchester
City Council

Update

- Concept Masterplan Public Consultation



Consultation 16 September to 27 October 2024

- **Online exhibition of proposals** on website
- **Mail-drop** to surrounding area
- **E-mail to Parish Council** for distribution to mailing lists
- **Press Release and Posters**
- **Letter to key stakeholders** offering 1-2-1 meeting
- **Social media promotion**
- **Workshop with Planning Officers**
- **Pop-up presence** – 24 September & 5 October
- **Live presentation/ Q & A** – via Teams 9 October
- **Drop-in session** – 19 October
- **Online survey** – via citizens space

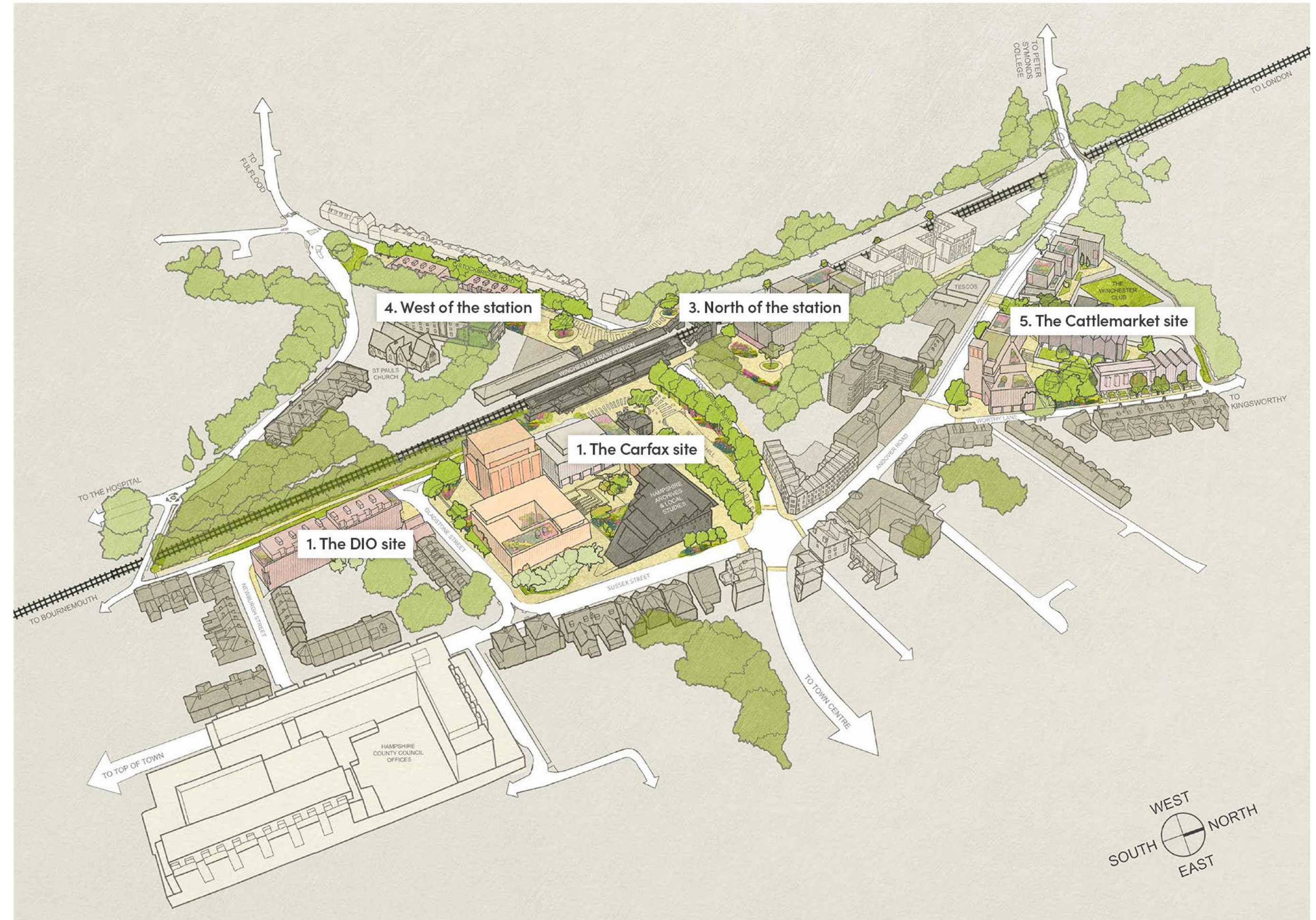
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**STATION
APPROACH**
WINCHESTER

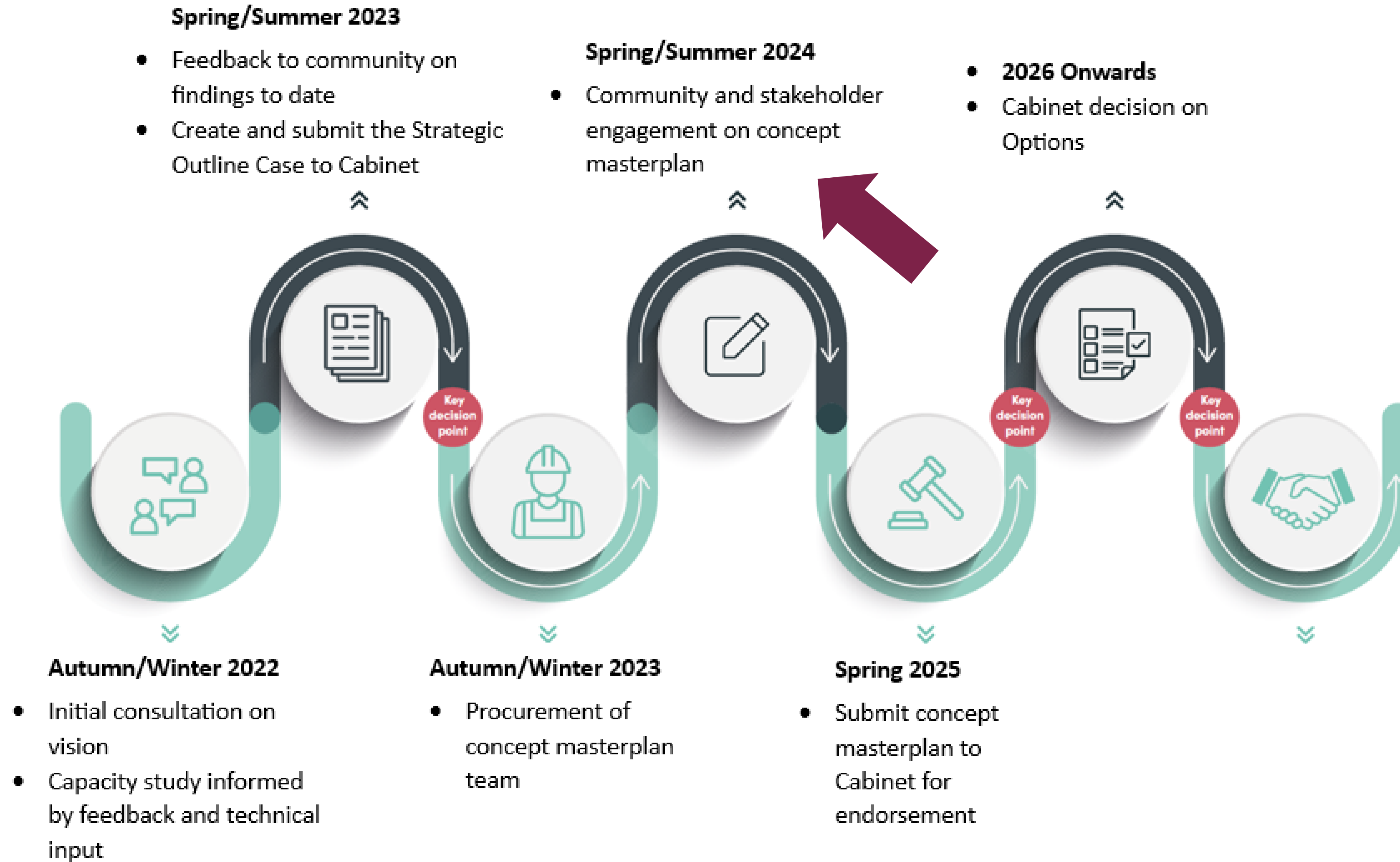
Ongoing Activity

- **Consultation closes – 27 October**
- **Finalise concept masterplan – October 24 to January 25**
- **Present CMP to Cabinet for Endorsement – Spring 25**



**STATION
APPROACH
WINCHESTER**

The Journey



Design Engine

- Presentation of the draft Concept Master Plan by Design Engine



[240919-public consultation-boards_rev08-Supercompressed.pdf](#)

DESIGNENGINE
ARCHITECTS

NEW masterplanning

STEVEN BEE
URBAN COUNSEL



ARUP



STATION
APPROACH
WINCHESTER

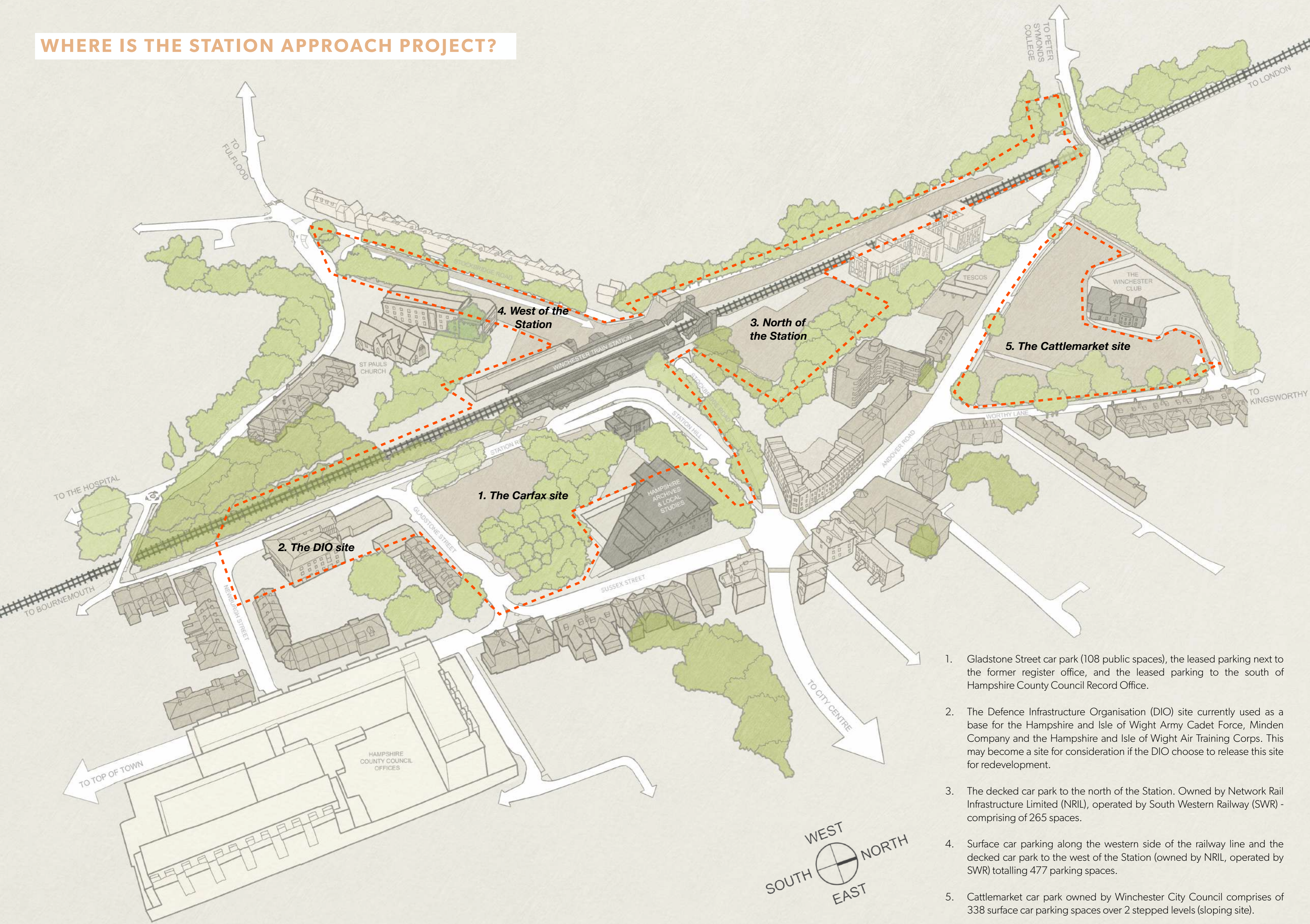
CONNECTING PLACE

STATION APPROACH WINCHESTER

Station Approach Concept Masterplan

A Connected Place ... a lively place to live, work, and play, a welcoming gateway showcasing the nature of the city and beyond, and a sustainable travel hub.

WHERE IS THE STATION APPROACH PROJECT?



1. Gladstone Street car park (108 public spaces), the leased parking next to the former register office, and the leased parking to the south of Hampshire County Council Record Office.
2. The Defence Infrastructure Organisation (DIO) site currently used as a base for the Hampshire and Isle of Wight Army Cadet Force, Minden Company and the Hampshire and Isle of Wight Air Training Corps. This may become a site for consideration if the DIO choose to release this site for redevelopment.
3. The decked car park to the north of the Station. Owned by Network Rail Infrastructure Limited (NRIL), operated by South Western Railway (SWR) - comprising of 265 spaces.
4. Surface car parking along the western side of the railway line and the decked car park to the west of the Station (owned by NRIL, operated by SWR) totalling 477 parking spaces.
5. Cattlemarket car park owned by Winchester City Council comprises of 338 surface car parking spaces over 2 stepped levels (sloping site).

INTRODUCTION

The area around Winchester Railway Station is an important gateway to the city. Winchester City Council's emerging local plan identifies the 'Station Approach' regeneration area. It is allocated as a mixed-use site in the plan with potential to deliver up to 250 homes and aims to achieve the following aspirations:

- Ensure the area around the Station enhances the economic vitality of the city, offering improved employment opportunities.
- Create a high quality and welcoming arrival point that improves wayfinding so that pedestrians and cyclists can find their way to the city centre and other key destinations safely.
- Create an area that appeals to a variety of people and adds to the existing commercial and cultural life in the city.
- Enhance how the area looks and improve the environmental impact of the area, including keeping important trees and opportunities for new planting.
- Safeguard and enhance strategically important views to and from the site, and to respect and enhance the character of the area.
- Create a cohesive high-quality townscape, and improvements to public spaces.

Winchester City Council appointed local architects Design Engine to develop a Concept Masterplan.

The Project Team consists of Design Engine Architects, NEW Masterplanning, Steven Bee Urban Counsel, Urban Movement and ARUP Engineering.

There will be a requirement that any future planning application must take into consideration the concept masterplan for the entire site.

A Connected Place ... a lively place to live, work, and play, a welcoming gateway showcasing the nature of the city and beyond, and a sustainable travel hub.

WHAT IS A CONCEPT MASTERPLAN?

It is important to note that a concept masterplan is not a detailed design of what will be built on the site, but instead a set of guidelines for developers providing key parameters including heights of buildings, movement and access (e.g. cycling, walking, public transport) and land uses (e.g. homes, businesses, open spaces).

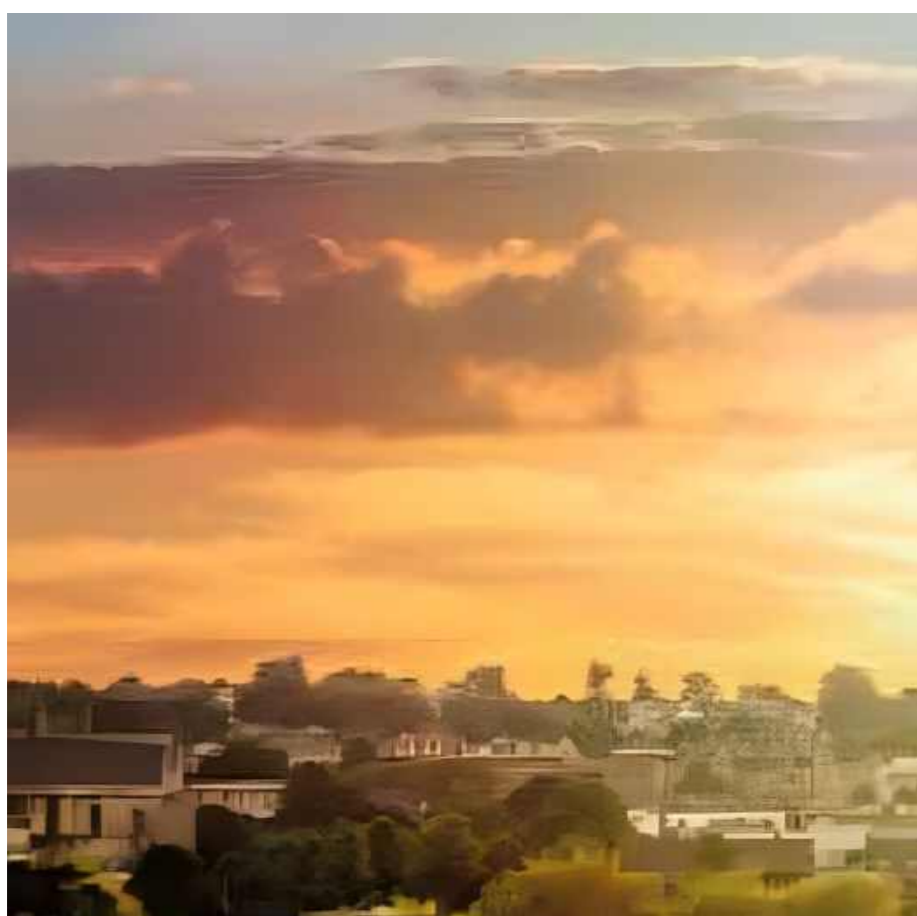
Developers will need to prepare detailed masterplans for individual sites that are in line with the principles set out in the concept masterplan for the wider Station Approach area.

The council now want to share the draft concept masterplan proposals with you. The vision for Station Approach together with ideas and proposals on how to deliver the vision are set out in the following pages.

THE CONVERSATION SO FAR - DEVELOPMENT PRINCIPLES

In 2022, the Council consulted local residents and stakeholders on their aspirations for Station Approach and over 1000 people shared their thoughts about what the opportunities were for the area. This feedback helped form a vision for Station Approach stated in **four development principles, and described further in a number of sub-principles:**

AGREED DEVELOPMENT PRINCIPLES



Connected and Sustainable Development



Development for Winchester's Future



High Quality Design, Positive Placemaking



Co-creating with residents, businesses, and stake holders

SUB-PRINCIPLES

Carbon neutral city by 2030
Low carbon development

Prioritise sustainable transport and Active travel

Reduce town centre traffic

Create healthy spaces for people

Support biodiversity and greening

Appropriate site mix to reinforce and complement Winchester's town centre and economic future

Promote an inclusive and accessible environment

Promote public value principles

Support affordable housing needs

Create a greater sense of arrival for Winchester

Respect Winchester's townscape and character

Enhance public realm, routes and spaces for people that are coherent, direct, safe, comfortable, and attractive

High quality architecture

Consider key views, preserve and enhance heritage

Open up our design process to as wide a range of voices as possible, specifically those who currently or should / will use the space regularly

Clear consultation plan

Listen and feedback

Balance aspirations with opportunities and site constraints

The Station Approach area is in a key position in the city. The railway sits in between the historic centre and the growth of new neighbourhoods.



“The whole town is beautifully wooded - from the hill at the eastern extremity you see a prospect of streets, and old buildings mixed up with trees.”

John Keats in a letter to Fanny Keats, sister, 29 August 1819

The Station and the City

WINCHESTER IN THE 19th CENTURY

Typical characteristics of the Victorian city:

- Historic medieval city core maintains a strong relationship with the Itchen river and the landscape.
- Close connection between town and country - many views to landscape.
- Defining component of Winchester’s urban landscape are the large trees within the city, as observed by Keats (see above).
- Railway line and station building outside the historic city wall - areas around station more fragmented and less urban.

WINCHESTER IN THE 21st CENTURY

Characteristics of Winchester today:

- The railway station today is no longer on the periphery, but central to the city.
- The station and railway line today divide the western areas of existing and future city growth, from the historic and economic city core to the east.
- The Station area needs to be less of a physical barrier and more of an economic asset with the city.
- Overarching character of the Winchester city scape has been retained over time, the sense of a city nestled amongst the wooded downs.



Station Hill, Winchester in 1909




The same view in 2023

The proposals which follow have been developed in response to what you have told us in the previous engagement and consultations, together with our site analysis, research and in line with the council's policies and strategies.


These ideas are presented under these six themes:

ARRIVAL



Improve the arrival experience to the station, and to the city, for visitors, residents, and commuters alike.

MOVEMENT



Prioritise sustainable transport, integrating links to the city and surroundings.

LIVE & WORK




Development to create opportunities for new jobs and homes.

CHARACTER



Embrace the character of Winchester. Creating distinctive routes, scale and places, knitting into the city's heritage.

VIBRANCY



Bring vibrancy and public use to the Carfax site at the centre of a new, connected 'Station Quarter'.

BIODIVERSITY



Allocate space for new trees, green areas, improving biodiversity and maintaining a natural setting for the city.



ARRIVAL

The current experience of arriving at the station, or into the city, lacks quality and identity. The concept masterplan identifies key routes and movement for points of arrival, and proposes improvements to the public spaces with the aim of enhancing the experience for visitors to the city and regular users of the station.



PUBLIC SPACES

1. Improving arrival experience at the Station with high quality public spaces, with opportunities for seating and enhanced greenery and prioritising pedestrians.
2. Potential to relocate car parking beneath trees on Station Hill, allowing for improved public space and opportunities for pop-up food & drink / market uses.
3. Provide a 'green' first impression to city through retention of trees on Station Road, wider pathways, and improved conditions for growth and maintenance of existing biodiversity.
4. High quality and expanded public space outside Old Registry Office to improve setting of historic building.
5. New level pedestrian routes through Carfax site, create new public spaces encouraging people to sit, pause, meet, and play.
6. Enhance existing route north of Station and create new public space providing private vehicle drop off point and more attractive routes to Station from Andover Road for pedestrians and cyclists.
7. Re-provide safe and secure cycle parking and bike hire provision close to Station entrance in overlooked location.
8. New pedestrian and cycle connection between Andover Road and Hyde with new pocket park on Andover Road.
9. Potential for new neighbourhood green space with improved pedestrian and cycle connections between Fulfood and Western Station.
10. Potential to remove car parking along edge of Station West Car park to create space for a segregated walking route to Station approach.
11. Opportunity to improve pedestrian and cycle provision along Stockbridge road, better connecting Fulfood and other neighbourhoods to Station and city centre.
12. Opportunity for future redesign of City Road to improve walking and cycling routes into city centre.



ARRIVAL

Redirecting access for private vehicles enables a pedestrian-friendly public space on the Station Hill forecourt. Bus, cycle, and disability access will be prioritised with taxis pickup and drop off nearby.

VIEW FROM STATION ENTRANCE OF STATION HILL

Possible interpretation of this concept masterplan



Existing photograph from Station exit on east side



Alternative bus shelter canopy



Enhancing green with seating & planters



Improved paving and tree protection



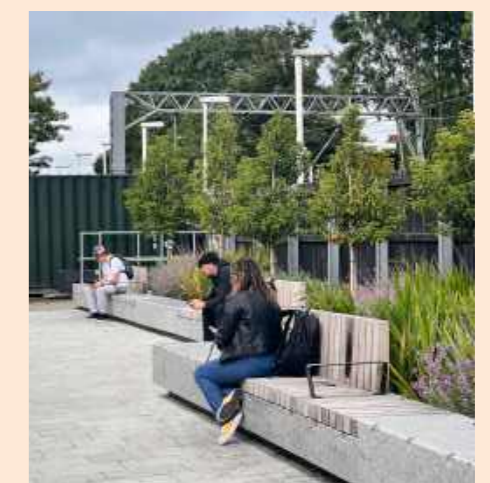
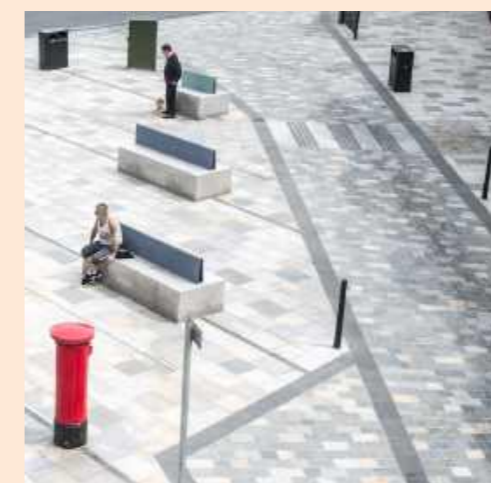
Animated night time use



STATION NORTH ARRIVAL

PROPOSAL:

Redevelopment could reposition multi-deck car parking, with possible student residential, or hotel use above. Creating new public piazza providing space for station drop off and taxi access via a shared route



Welcoming public realm with high quality planting and ground finishes

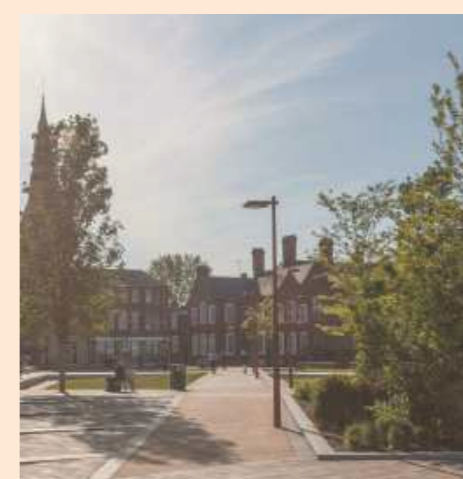


STATION WEST ARRIVAL

PROPOSAL:

Reallocating 65 parking spaces to create new linear avenue of pedestrian approach to west entry of Station.

NOTE: Subject to further study and Department for Transport policy relating to parking demand



Improved public route with integrated signage and way finding



STATION UNDERPASS ACCESS

PROPOSAL:

Improving the connection from the front and back of the station through the heavily used underpass. Considering public art and lighting improvements to the existing tunnel to make it a more enjoyable route



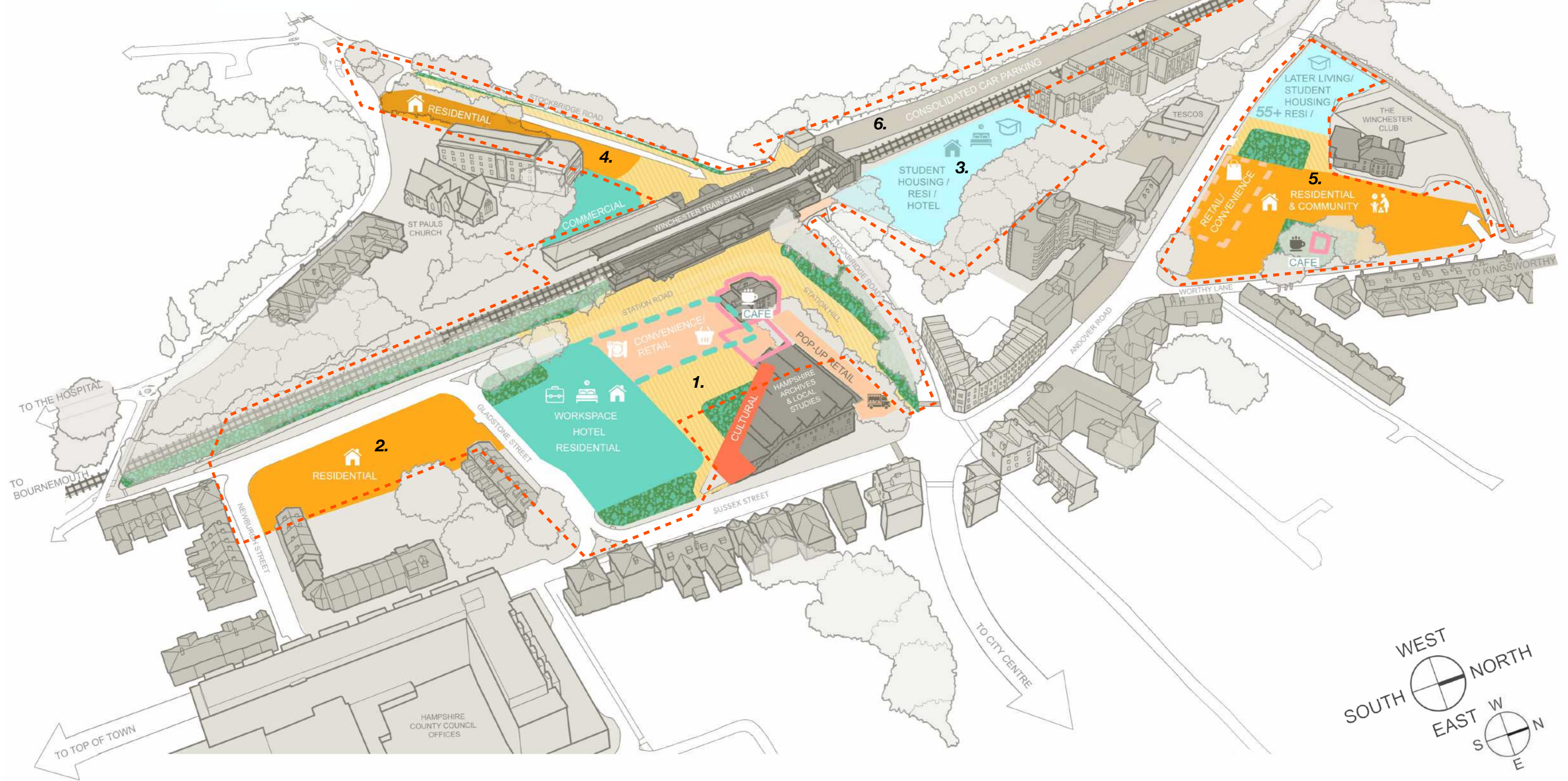
Public art adding colour and vibrancy to existing buildings



LIVE & WORK

Much of the existing sites are dominated by surface carparking. The concept masterplan proposes to remove a proportion of parking on some sites, to create the opportunity for new development.

This will seek to bring value to the area with new flats, houses, and homes for young and old, alongside different types of informal workspace and formal office facilities. Public places to meet, eat and socialise, as well as convenience shopping will foster local retail activity and a sense of identity. Together these new uses will bring the area to life, creating the sense of a new 'Station Quarter' within Winchester.



1. CARFAX PROPOSAL

The goal is for the station area to provide both an identifiable waypoint for the journeys of people moving through the station area; and a place where people can spend time with a mix of uses.

The proposal focuses on having new office use at Carfax, as an ideal position given the proximity of the train station. It is hoped to both attract large organisations with Grade A office space, as well as provide facilities for small businesses and drop-in flexible work spaces.

Retail uses such as a small supermarket and a cafe/bar, along with potential pop-up food and hot-drink vendors would serve both resident and transient users of the site.

There is an opportunity to engage with the Hampshire County Council Record Office building to intensify its use. The new development would be set away from the Record Office building, creating a new external public space. A public cafe or drop-in workspace overlooking this would enliven the space behind the building and the diagonal route across the site.

3. STATION NORTH-EAST

The existing decked carpark could be re-sited and replaced, to maintain similar parking numbers with additional new development above it. This could offer the potential to also accommodate a hotel use, or student residential units. Adjoining new public space could improve access to the station and bring more activity to this area of the site.

4. STATION WEST PROPOSAL



Mixed Residential
T2 Architects,
Winchester

While it would be dependent on a lower demand for, and removal of, parking spaces, in the future there may be opportunity to develop the Station West carpark, providing a linear arrangement of terraced homes or duplex flats.

These would help make this site a part of the neighbourhood and bring a better quality of pedestrian approach to the station's approach from this direction, replacing a dominance of vehicles.

2. D.I.O SITE PROPOSAL

Residential use is proposed for this site, with the purpose of 'completing' the neighbourhood block. A development of flats would enliven the street frontage along Station Road. Terraced house units would be located to relate to houses on Gladstone street and Newburgh street.

Mixed residential building types with green public realm



5. CATTLEMARKET PROPOSAL

The aim is to knit the new development into the current street scene in terms of the scale of the varying surrounding buildings of Andover Road, and the Hyde neighbourhood conservation area.

Denser, taller, buildings for residential use, including a mix of market/affordable flats or student residential uses, are proposed along the Andover Road. Residential townhouses and terraces could be located along Worthy Lane.

A new building, allocated for residential flats, at the junction between Andover Road and Worthy Lane offers the chance for a taller building to present a new landmark in the local area.

The existing Winchester Club is not within the current concept masterplan scope. However the council is continuing to talk with the near neighbours.

Existing sloping levels at the north and south of the site offer opportunities to conceal parking accessible at street level below more active uses above.



Landmark building:
Niall McLaughlin Architects

6. STATION NORTH-WEST

This site area has least potential to benefit from a change of use, and as such the existing linear surface carpark along the railway line could be optimised by adding an upper deck, whilst also seeking to form a new carpark access point onto Andover Road at the north.

Care would be taken to facilitate potential future new pedestrian and cycling routes into the site from Brassey Road and Andover Road.

Deck carpark example





LIVE & WORK

VIEW FROM THE TOP OF ANDOVER ROAD
Possible interpretation of this concept masterplan



PROPOSAL:
New residential buildings could line Andover Road with space for landscape and routes in between new flint walls. Existing levels could allow for buildings at street level whilst concealing parking below. Potential for a landmark building in the distance. Beyond the crossing will start the new southbound bus and cycle lane.



Existing photograph from Andover Road



Existing photograph from Station Hill

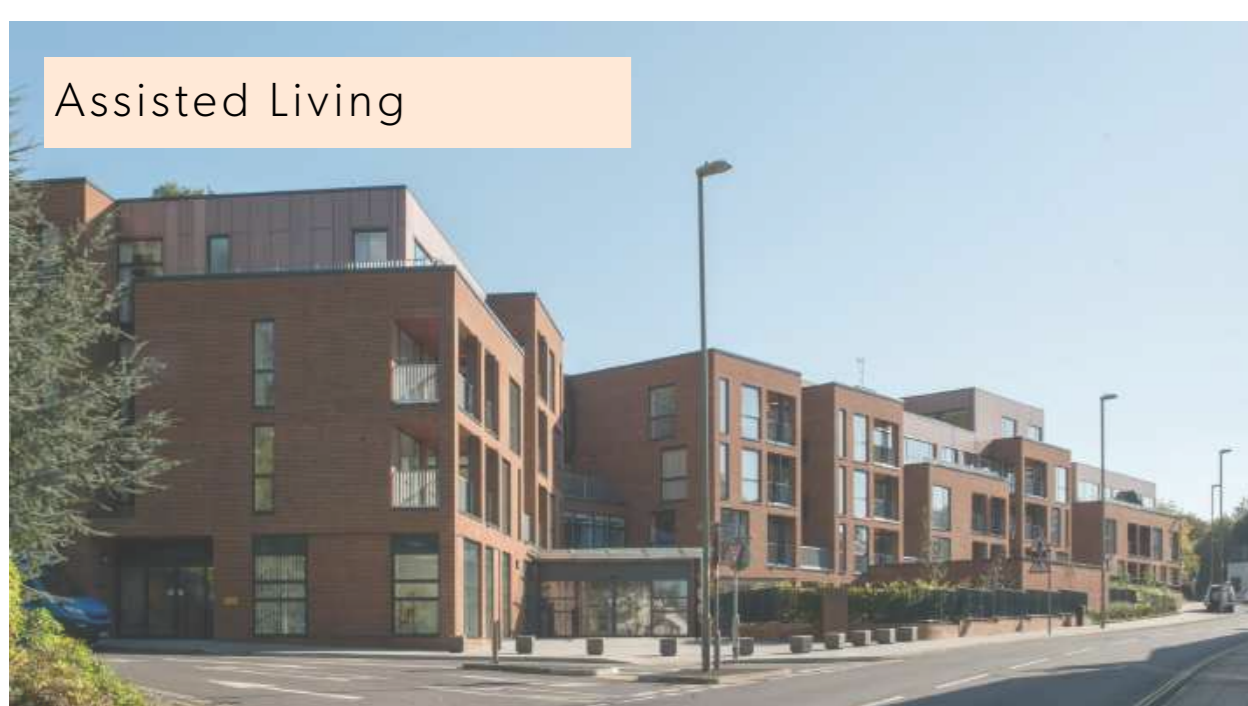
PROPOSAL:

- A. A taller building could be placed here to provide a landmark for the station quarter. The buildings could be set back, to retain the trees on the corner of Gladstone Street.
- B. The proposal suggests residential flats on Newburgh Street.
- C. An opportunity to widen the pedestrian routes towards Upper High Street and the Westgate, plus to major institutions via St Paul's bridge. Additional planting and biodiversity would be possible if railings were moved further into Network rail land.

VIEW OF D.I.O & CARFAX DEVELOPMENT
Possible interpretation of this concept masterplan



Example Building Types:



Assisted Living



Student Residential



Market Residential



Coker Close residential



VIBRANCY

The proposal will add new facilities for Winchester, to enable the station area to make a positive contribution to the city, beyond just a functional transportation purpose.

The Station Approach sites present a unique chance to benefit from a large volume of people flowing through the area. The opportunity to capture this passing trade can lead to the creation of a new vibrant 'Station Quarter', activated by places to eat, meet, drink, work and play. Combined with adding new ownership of the area from on-site businesses and residents, this can lead to a safer, more welcoming and more populated place to be.

ANIMATING STATION APPROACH

The success of external urban spaces is often dependent on the activity within the surrounding buildings. The opportunity for office use at Carfax should draw key employers with diverse workforces to populate the site throughout the day. This supplements the morning and evening travelling footfall of commuters. Community facilities may also be appropriate on the Cattlemarket site to support people living in the new homes and to benefit existing communities.

A cafe or bar located in the old Registry Office opposite the station could be a popular spot for people to gather or wait before continuing their travels; particularly if outdoor seating is available in the newly pedestrian-friendly area. The bar's evening operations, along with a potential mini supermarket next door, would provide active frontages. This activity could enhance the sense of safety around the station forecourt into the evening.

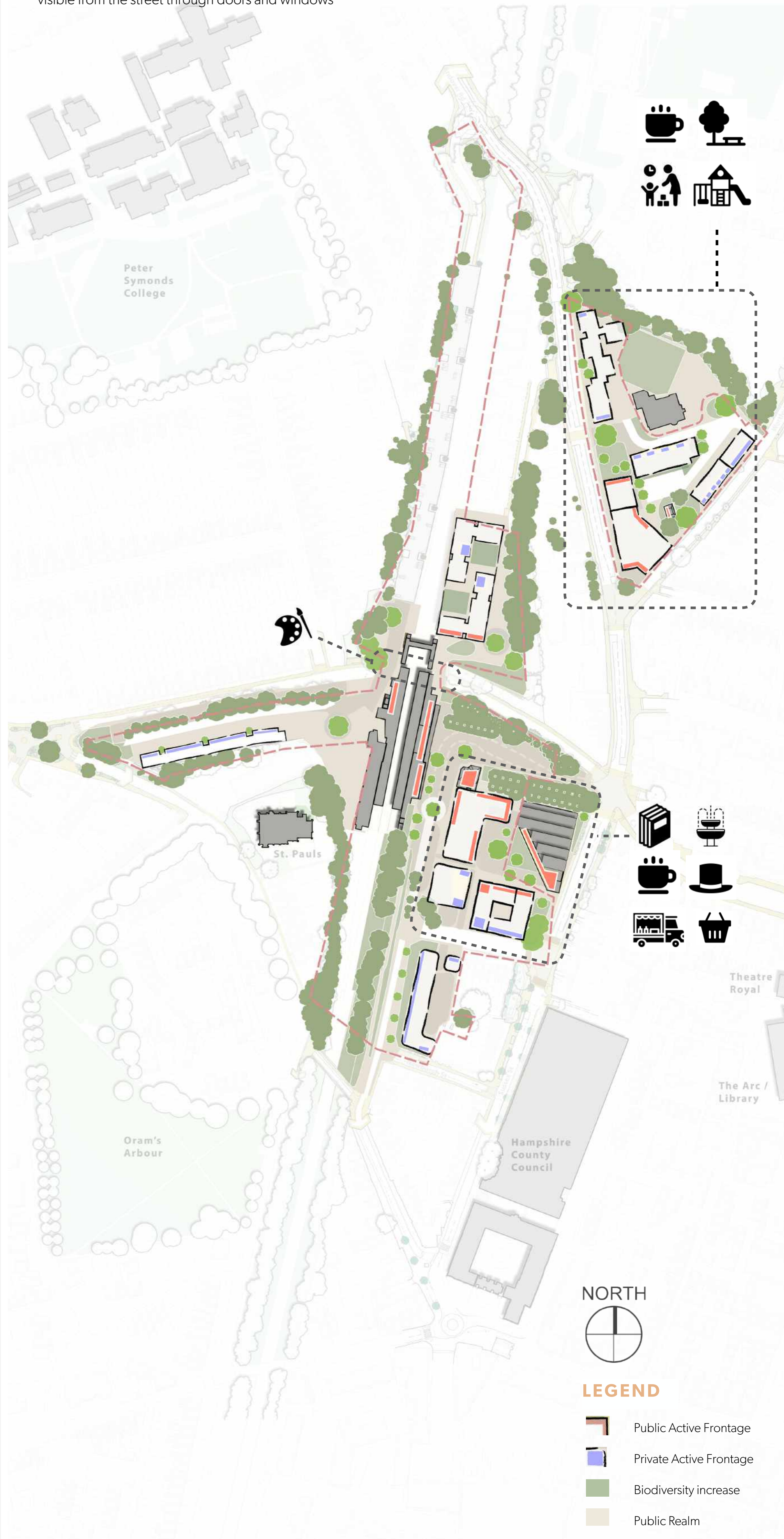
The Hampshire County Record Office building is a significant feature next to the development site. The building's use does not currently attract footfall, or income.

However, improving the diagonal route behind the building and repurposing the existing spaces facing onto the current garden could improve public outdoor space. It could provide a viable public cafe / informal work space use, helping bring to life the new external public space.

The Cattlemarket site presents an opportunity to create a small pocket park across from the existing Tesco supermarket. This park could be enhanced by a coffee shop or cafe on its southern side. Further into the site, a more peaceful area shielded from traffic and surrounded by preserved trees off Worthy Lane could be an ideal location for a children's playground. The existing small building in this area could be renovated to provide a community space.

ACTIVE FRONTAGE OF BUILDINGS TO KEY SPACES

'Active frontage' means buildings where the internal use is visible from the street through doors and windows



COMMUNITY FACILITIES





MOVEMENT

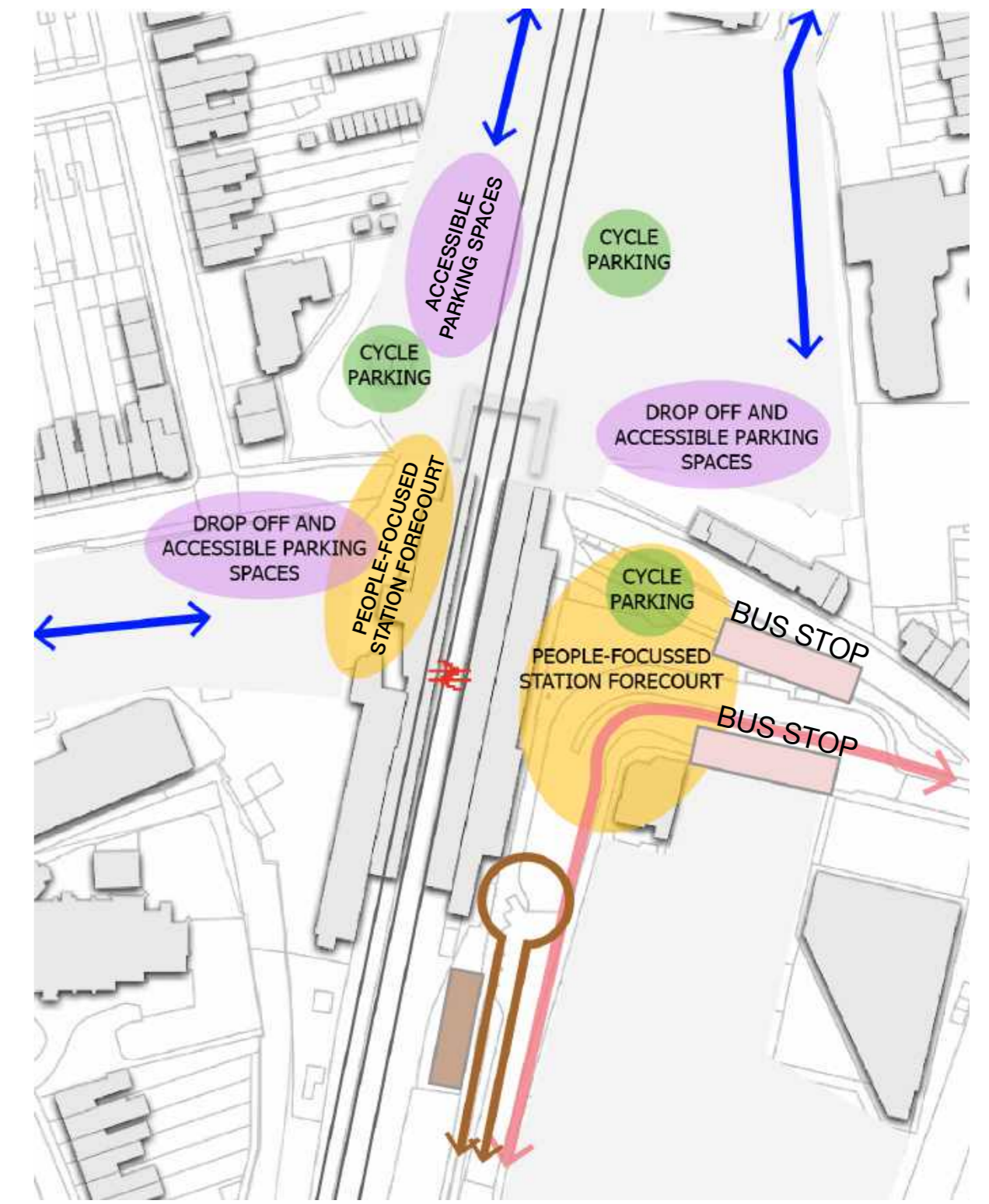
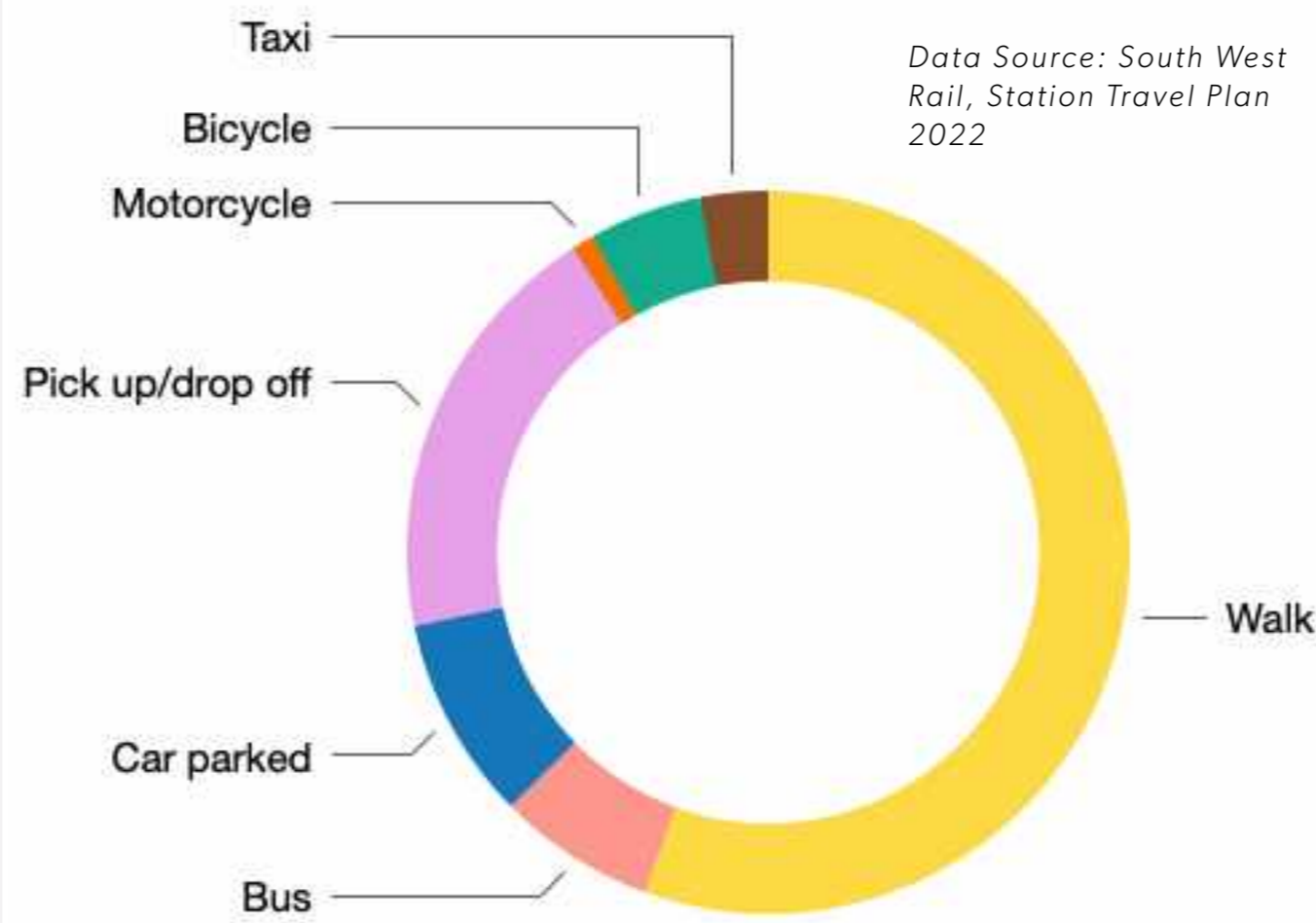
Our proposal includes changes to the current access layout to prioritise active travel and sustainable modes of transport and redirecting areas for taxi ranks and short-term pick ups/drop offs. Greater provision for walking and cycling could enable better links to routes outside the site and into the city/ surrounding neighbourhoods.

THE STATION FORECOURT

A recent survey shows that most people walk to the Train Station - significantly more than other modes of transport. All other modes have a share of less than 20% each. More people tend to be dropped off by car than choose to park up themselves. Whilst a good number of people come to the Station by bus, the Station is also an important pick up/drop off location for other bus journeys.

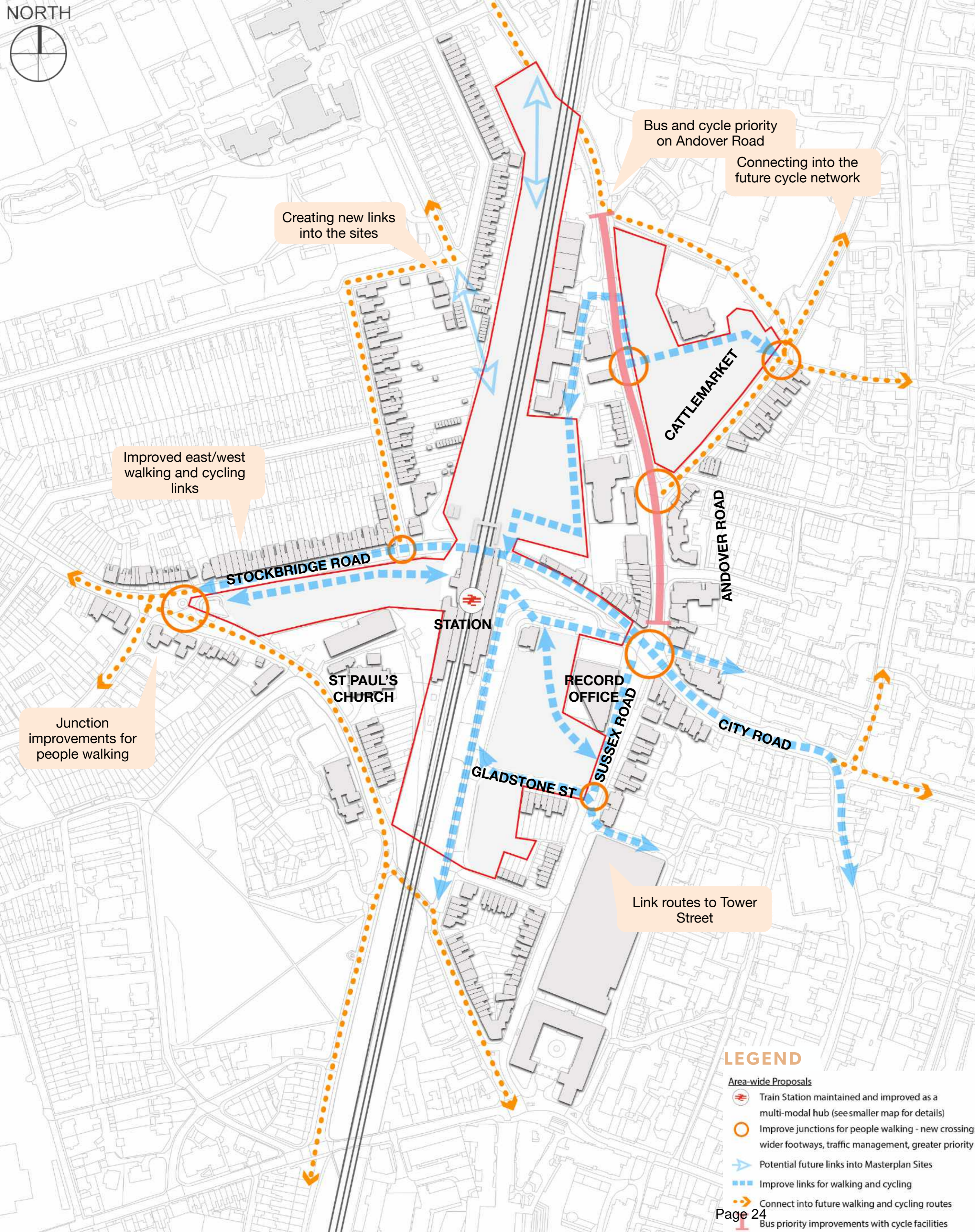
This suggests that a rethink is needed on how the area outside the Station is organised.

The aim is to realise the development principle to prioritise 'sustainable modes of transport'. The concept masterplan proposals are described below.



- Station Forecourt Proposals**
- Station forecourt area where people are prioritised
 - Proposed Bus movements at Station
 - Proposed Private Vehicle movements at Station
 - Proposed Taxi movements at Station

CONNECTIONS TO EXISTING CITY ROUTES



LEGEND

- Area-wide Proposals**
- Train Station maintained and improved as a multi-modal hub (see smaller map for details)
 - Improve junctions for people walking - new crossings, wider footways, traffic management, greater priority etc
 - Potential future links into Masterplan Sites
 - Improve links for walking and cycling
 - Connect into future walking and cycling routes
 - Bus priority improvements with cycle facilities

REVISED ACCESS PROPOSALS

The current access layout prioritises the taxi rank and short-term pick ups/drop-offs, in terms of who is able to get closest to the station. Further afield, existing routes for walking and cycling are incomplete or ill-defined and poor quality, e.g. crossing car parking etc. Our proposals to change this include:

- Prioritise sustainable transport modes closest to the station.**
- Make the eastern station forecourt buses-only, taxis turning around on Station Road to the south of the Station.**
- Bus-only access to the Carfax Junction from Station Hill will be maintained. This should be enforced by cameras.**
- Keep and improve good visibility to bus stops and taxi ranks. Taxis should rank on Station Road, south of the Station Forecourt.**
- Keep convenient accessible parking bays close to the station - possibly in the northwest car park, with improved signage.**
- Short stay pick up/drop off should be relocated away from the eastern forecourt to north-eastern and western car parks.**
- Better signage to key destinations from the station.**
- Provide a new westbound bus stop to meet travel demand. Bus stops at the Station should be redesigned as attractive parts of the new public space.**
- Remove the central island in the carriageway and narrow the carriageway to make it easier for pedestrians to cross. This could include new formal crossings.**



BIODIVERSITY

The Station area has features typical of Winchester's urban landscape, with lines of mature trees. It is proposed to add new trees enhancing the views and character of the city streetscape, alongside improving access to green space where possible, whilst nurturing and enhancing biodiversity.

BIODIVERSITY STRATEGY

The concept masterplan proposes that biodiversity is increased (by at least 10%) with additional planting and green space overall. Should there be any loss of plants or trees, as part of development work, this has to be measured so it can be rebalanced and increased elsewhere on the site.

The proposal aims to create new paths and parks wherever feasible, making natural features more accessible for people to enjoy. The goal is to enhance mental well-being and physical health through interaction with nature. This includes incorporating natural elements into play areas and cultivating green spaces to improve air quality and biodiversity.

Areas of un-developable land will be managed to enhance biodiversity, and retain and improve existing green corridors for urban wildlife habitat.

Each site also proposes new green spaces, new trees and planters within the outside public space. New buildings should also feature green roofs where feasible. All these elements would be designed and planted to ensure increased biodiversity is introduced to the wider sites when assessed overall as part of the masterplan development.

The concept masterplan proposes to incorporate green roofs into new buildings and landscapes, along with crucial infrastructure like Sustainable Urban Drainage Systems (SUDS). These aim to reduce rainwater runoff and would likely improve the environmental impact of the sites, compared to the existing carparks.

KEY: ENHANCING GREEN SPACES



Landscaping to open up and improve existing diagonal route across Carfax site creating a series of new public spaces for people to sit, spend time, meet and play, supported with new trees & biodiverse features.



Retain existing trees where feasible, improve public realm surrounding them to provide pleasant introduction to the city development set in natural setting.



Design public realm outside station to offer opportunities for seating, enhanced planting and informal play, through landscape levels design and furniture.



Remove car parking beneath trees on Station Hill, utilising space for public realm and pop-up food & beverage / market uses.



Introduce SUDS and permeable surface treatments to hard landscaped areas.



Retain existing linear collections of mature trees, maintaining and enhancing where possible these wildlife corridors within the city.



Enhancing lower level planting to help increase biodiversity in areas around open spaces and next to buildings and street edges, to achieve an overall net gain in biodiversity.



Remove car parking spaces along tree-lined edge of Station West car park to provide enhanced walking routes and station approach.



Reorganise under-utilised space at end of Station West car park at Stockbridge Road roundabouts, providing a new pocket park with improved biodiversity & planting.

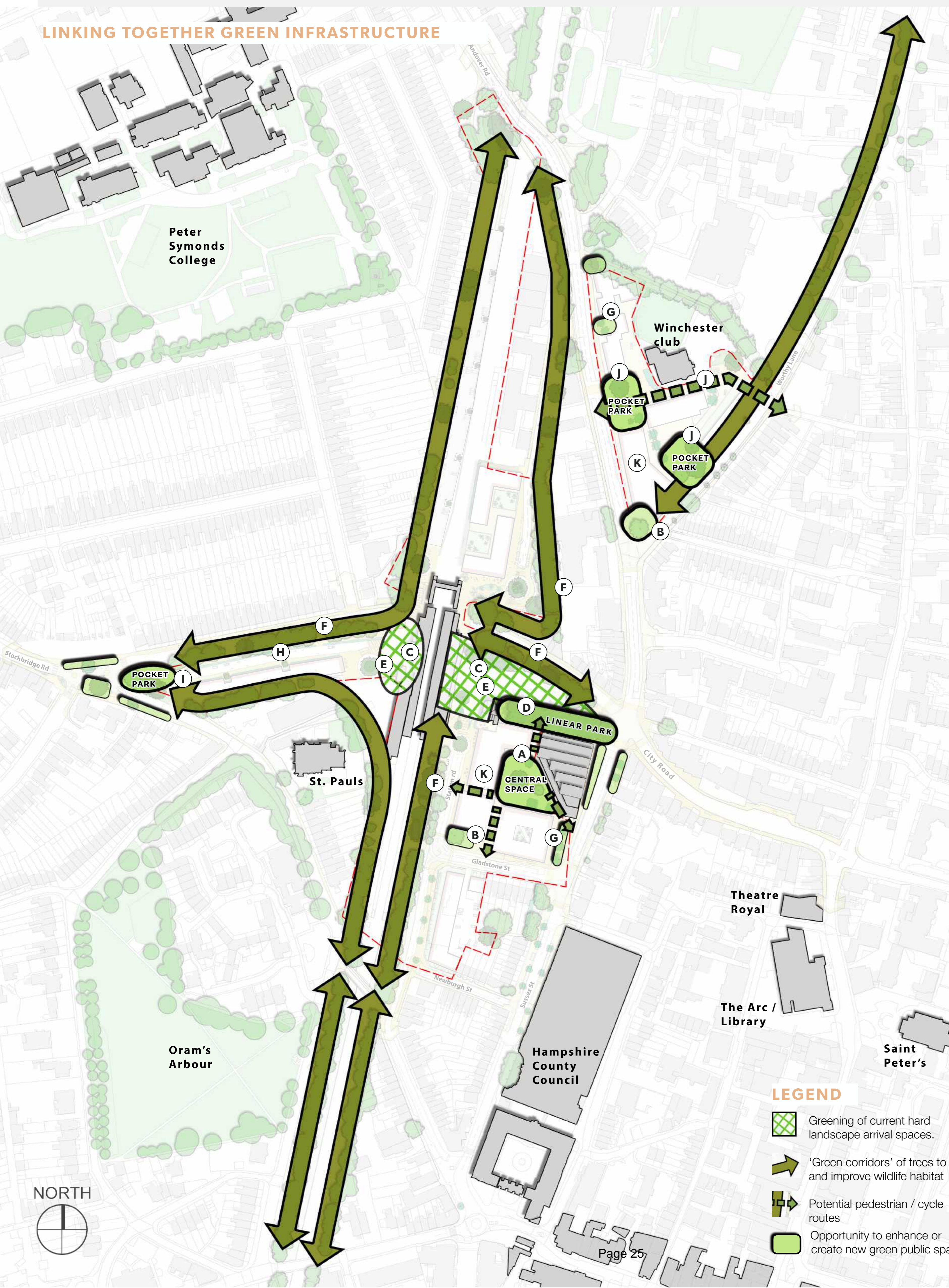


New Routes, green space and removing vehicles enhances existing pedestrian desire line crossing Cattlemarket to formalise route. Combined with new green amenity space for dwelling and play.



Opportunity to provide green roofs on new buildings to help enhance biodiversity net gain.

LINKING TOGETHER GREEN INFRASTRUCTURE



LEGEND

- Greening of current hard landscape arrival spaces.
- 'Green corridors' of trees to link and improve wildlife habitat
- Potential pedestrian / cycle routes
- Opportunity to enhance or create new green public space



VIEW INTO NEW CARFAX COURT

Possible interpretation of this concept masterplan



PROPOSAL:

New building footprints at Carfax site will be set away from the HCC Record Office - leaving space for a new pocket park at the centre of this site. Space for mature trees and planting amongst a stepped hard landscape could be further enhanced by a water feature or fountain which would create a space for people to sit, meet, relax and play.



Existing photograph of centre of Carfax site

Existing photograph of Cattlemarket from Andover Road



PROPOSAL:

Leaving space for a large gap between the new buildings along Andover Road provides for a new 'pocket park' opposite existing Tesco. This can contain raised lawns, space for new large trees to mature, shrubs and planting to provide screening and pleasant places to sit away from Andover Road.

VIEW TO NEW ANDOVER ROAD POCKET PARK

Possible interpretation of this concept masterplan





CHARACTER

The Railway Station is an existing landmark in the city – both as a transport hub and distinctive heritage building. The concept masterplan proposes that sites should be designed to be distinctive, drawing on the city’s key character as a guide and have a positive impact on the surrounding area. Creating places for people, use, and activity, helps to define a place, identity and character.

Whilst Winchester’s city centre contains many historic buildings of note, the characteristics of Winchester are perhaps more uniquely defined by the arrangement of spaces and routes in the city’s blocks and streets.

Some of the most memorable spaces in Winchester are accessed via meandering routes that widen and enclose a connected series of spaces and views. Informal smaller spaces are discovered along route and become pleasant places to spend time in, or move through.

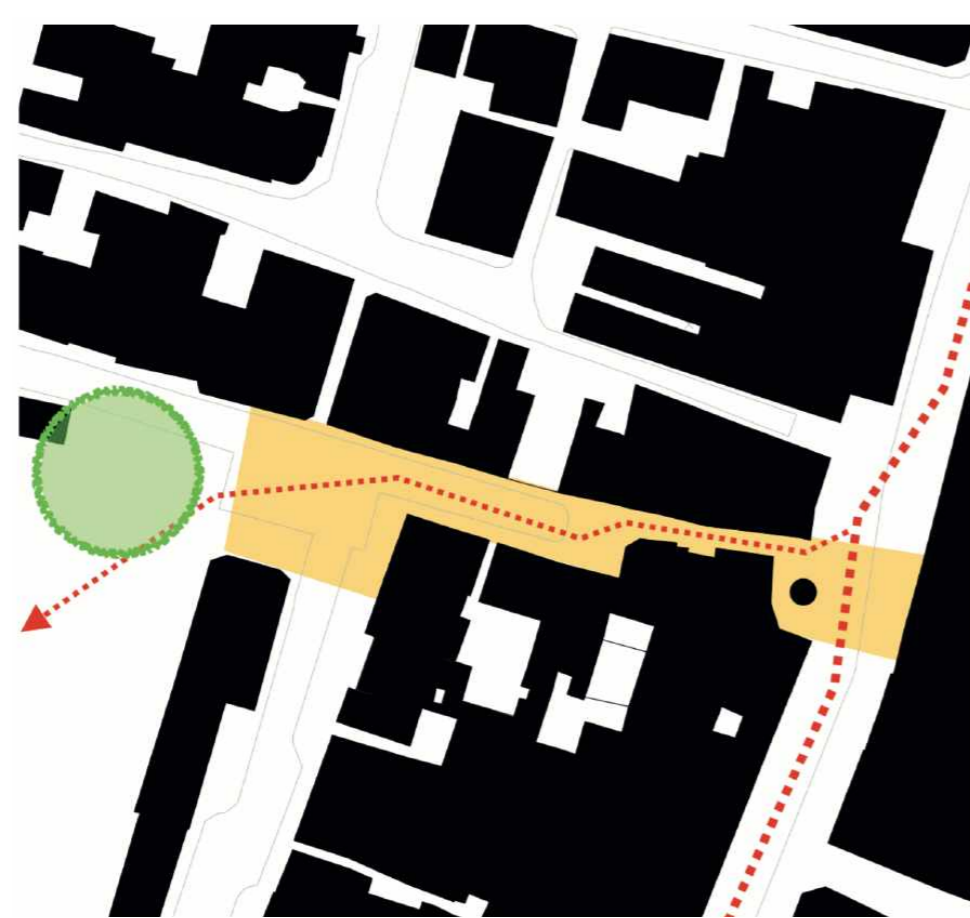
Winchester is a city set within the context of the South Downs. Its urban streets and squares are punctuated by impressive trees, while major routes are often lined with trees as green corridors.

The concept masterplan recognises these key features of Winchester and aims to embrace them to inform proposed development upon the Station Approach sites. It is the placement of building facades, footprints and new planting that can create this effect in new development.

CONNECTED SPACES IN WINCHESTER

The Square is probably the most well-known example of connected ‘discoverable’ spaces within the city.

The buildings offer lively active frontages and enclosed external spaces to sit and enjoy.



WALLS & LARGE TREES IN WINCHESTER

These street views highlight the importance of mature trees between buildings to emphasise the nature within the city’s streets.

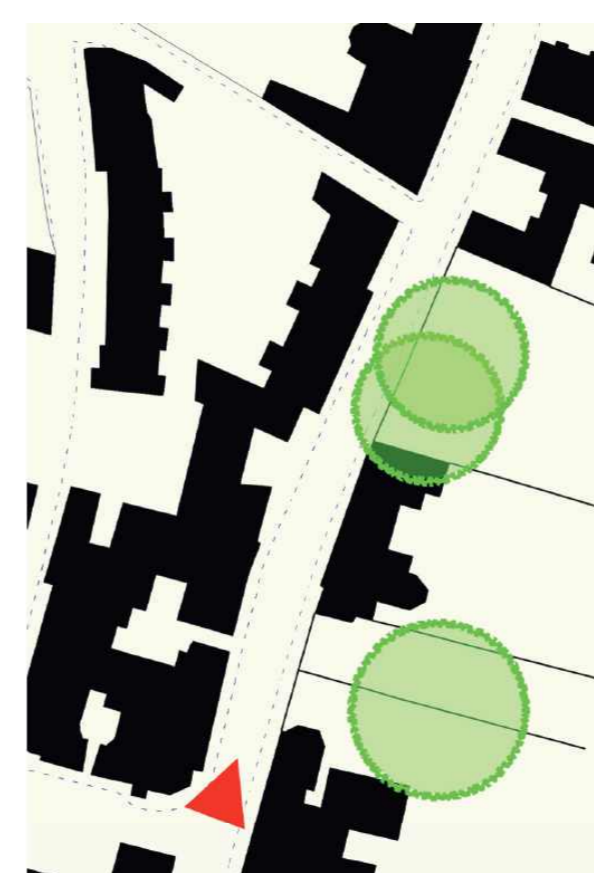
Walls made of high quality materials moderate between buildings, levels, landscape and trees as part of the distinctive townscape of Winchester.



Great Minster Street



St Thomas Street

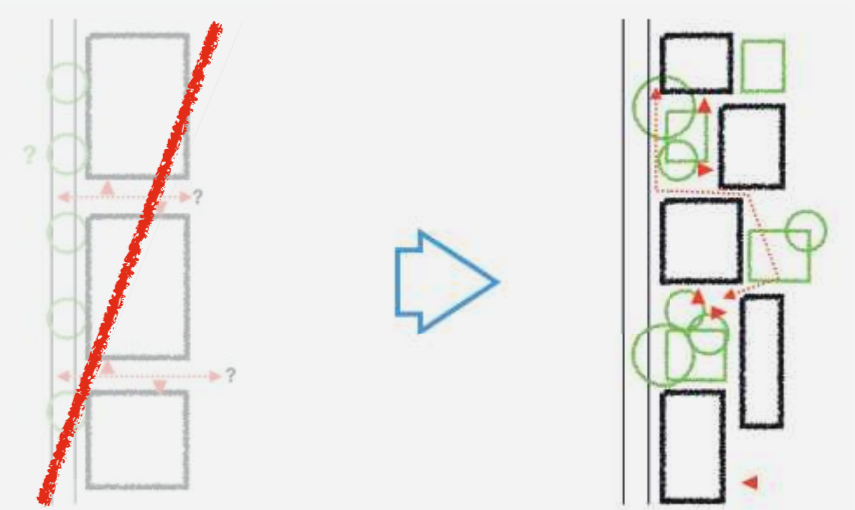


DEVELOPMENT FOOTPRINTS

The footprint of a building can help to create identity, character and places for people to spend time.

The plan sketches below show option studies, focusing on building footprint, and the connectivity and value of the spaces between the buildings.

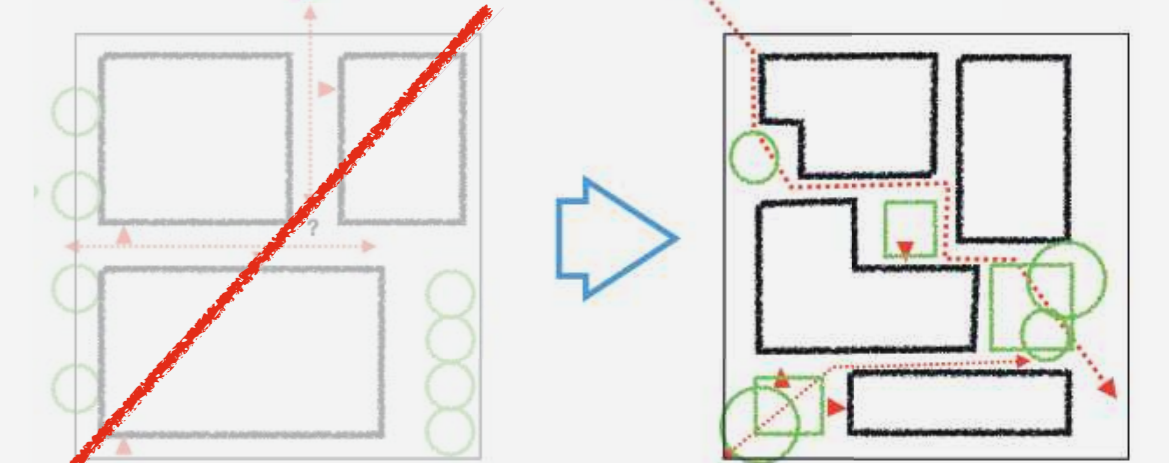
STREET FRONTAGE



Simple blocks with linear routes with limited active frontage.

Fragmented blocks facing the street, creating courtyards as well as routes through. Allows for more opportunities for green spaces and planting.

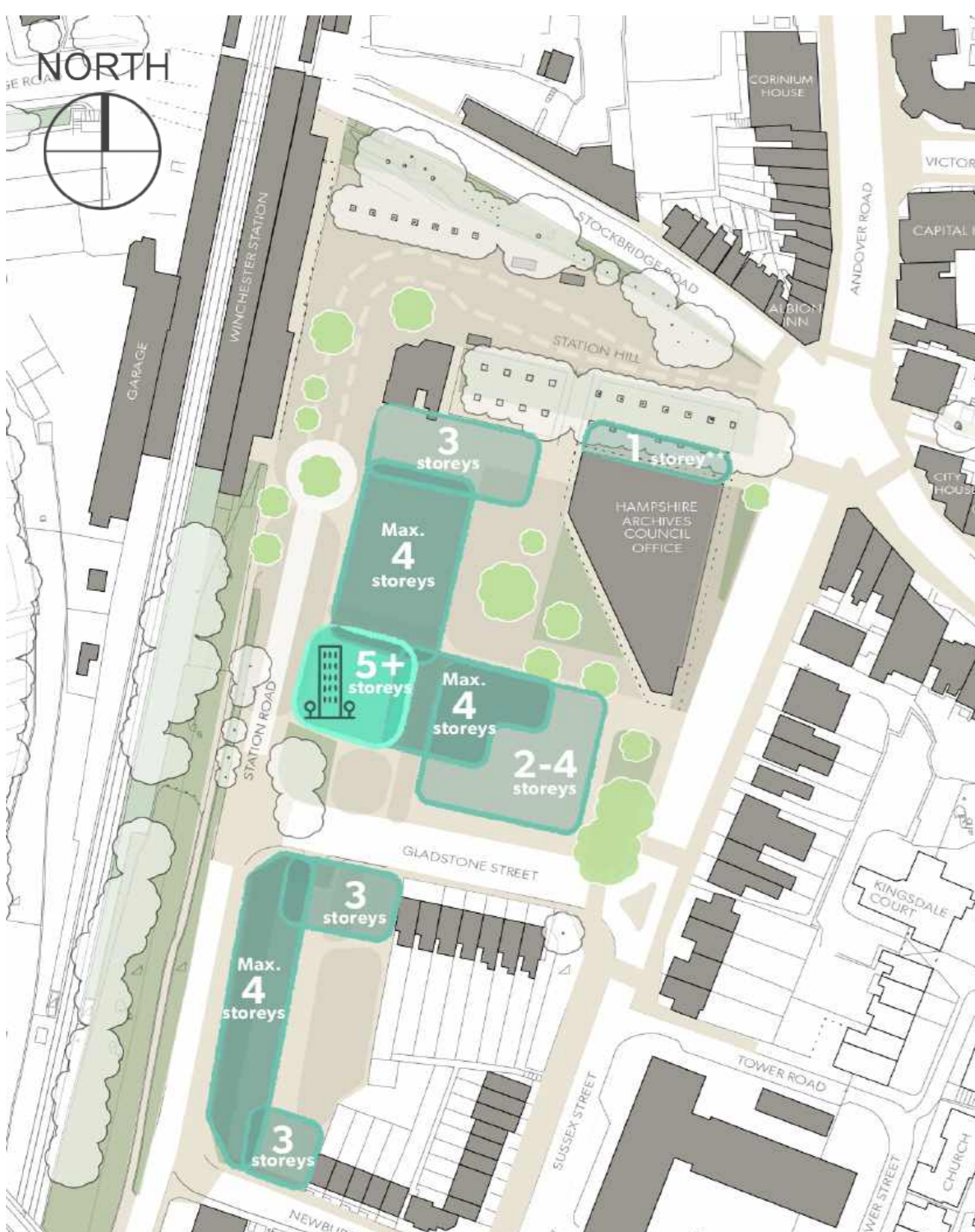
URBAN BLOCKS



Simple blocks with linear streets and limited opportunity for welcoming frontages. This arrangement is uncommon in Winchester and does not reflect the character of the city.

Fragmented blocks with streets and courtyards increases space and allows for entrances and windows. Attractive courtyards are connected via narrow streets and routes and is more in character for Winchester.

BUILDINGS, HEIGHTS, SCALE AND MASSING



CARFAX SITE

The massing and heights of development on the Carfax site should respect the existing heritage buildings with reduced scale around the Registry and listed Record Office. The new development scale could increase towards the highest point of the site at the top of Station Road, where a taller office building (5+ storeys) could provide a distinctive landmark.

CATTLEMARKET SITE

Buildings along Andover Road should suit the changing character from sub-urban Harestock/Weeke to the urban city centre. Development along Worthy Lane should respect the established conservation area of Hyde, and use a residential scale to ‘complete’ the historic street. An opportunity for a landmark building at the southern corner of Cattlemarket could create punctuation in the development, and help with way finding and giving a distinct personality to the area.





CHARACTER

The concept masterplan proposes to preserve key views to the station and enhance them with improvements to the surrounding public space, creating a more identifiable place for people to spend time. New development in terms of scale and mass should consider the adjoining conservation area, whilst also providing a focal point and landmark for the city.

HERITAGE AND KEY CONTEXTUAL VIEWS

Also Wider Townscape Views (beyond this map):

- Bushfield Camp
- Whiteshute Ridge
- St Catherine's Hill
- Morestead Road
- Magdalen Down
- Blue Boar Hill
- Oram's Arbour
- Milverton Road / Green Hill Road



BUILDINGS OF HISTORICAL SIGNIFICANCE



STATION BUILDING

This building has a distinctive frontage adding character and identity to the Station Hill approach. It is not proposed to expand the station building itself, but improvements to access and surrounding public space will improve its setting.



ST PAUL'S CHURCH

This grade II listed building enjoys an elevated setting which offers a partial view across the Carfax site. Any development should be aware of views from (and to) this location, however, the viewpoint is limited to the churchyard or carpark and will not compromise the church's operation or values. Ground level views are limited by vegetation and landform, but where height is created by new development there is potential for creating new views onto the church itself.



HAMPSHIRE RECORDS OFFICE

A large and distinctive grade II listed building, with imposing presence on the Carfax site and station arrival routes. The rear elevation of the building is glazed and open and looks out into gardens and a copse of trees, this aspect of the building is under appreciated and could be enhanced in a new development.



THE WINCHESTER CLUB

Although significant proportions of the original heritage building of Highfield Lodge survive, there have been various extensions and alterations and its formerly extensive garden is now dominated by the hard-surfaced public car park. Located outside the concept masterplan area, the building offers potential, and is in need of maintenance.



FORMER COUNTY REGISTRY OFFICE

A familiar feature building greeting station users. The proposal would be to restore public access and use. There's possibility of re-introducing food and drink in the form of a Cafe or Bar (historically a pub). The public space works to Station Hill would improve the setting and usage of the space outside.

PROPOSAL:

The concept masterplan proposes new family home townhouse units and smaller scale terraced duplex flats opposite existing homes which would be set back from the road along Worthy Lane. They should complement the existing homes, enhancing the feeling of a lively street.

Existing photograph of Worthy Lane



VIEW OF WORTHY LANE RESIDENTIAL

Possible interpretation of this concept masterplan



Thank you for taking the time to consider these proposals, your opinions and feedback are very important and will help to shape and inform the final concept masterplan for Station Approach.

HOW YOU CAN HAVE YOUR SAY:

Simply scan the QR code to complete an online survey.



Once you have reviewed the proposals contained here, there is a supporting questionnaire. It will ask you to consider your response to the proposed changes around the Station Approach area, and to share your thoughts by answering a short series of questions. You will also have an opportunity to raise any other points, or to pose questions for our team to consider. In completing this questionnaire, your views and opinions are recorded and will help to shape and inform the final masterplan.

The consultation will be open for 6 weeks between Monday 16th September 2024 - Sunday 27th October.

If you would like to request a paper copy of the survey please contact us and we will arrange for one to be sent to you.

Email: stationapproach@winchester.gov.uk

Phone: 07743 181 767

Website: www.winchesterstationapproach.co.uk

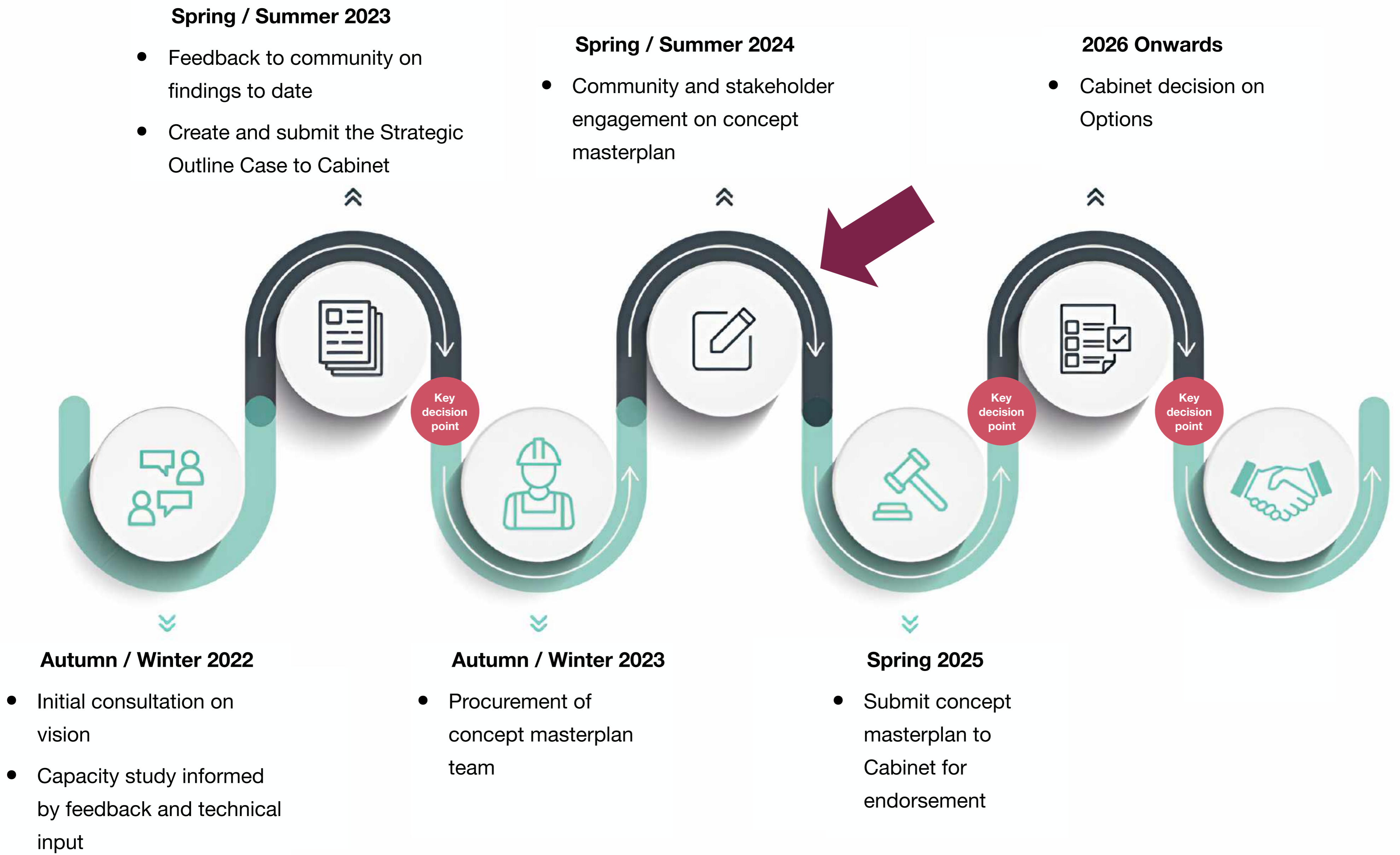
STATION APPROACH - PROPOSED CONCEPT MASTERPLAN FROM ABOVE

Possible interpretation of this concept masterplan



Once the consultation period ends all responses will be considered and the concept masterplan finalised. It will then be submitted to the council's Cabinet and, if approved, it will guide future development and be a material consideration for planning applications that come forward.

TIMELINE:

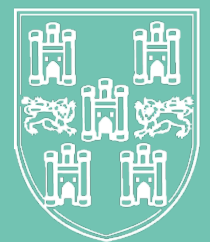




CENTRAL WINCHESTER REGENERATION

CABINET COMMITTEE: REGENERATION

15/10/24



Winchester
City Council



THE CENTRAL
WINCHESTER
REGENERATION
OPPORTUNITY

UPDATES

- FRIARSGATE PARK
- FRIARSGATE ARCHAEOLOGICAL DAY
- FRIARSGATE ONGOING ACTIVITIES
- DEVELOPMENT DELIVERY PLAN
- JIGSAW CO-CREATION AND UPDATE

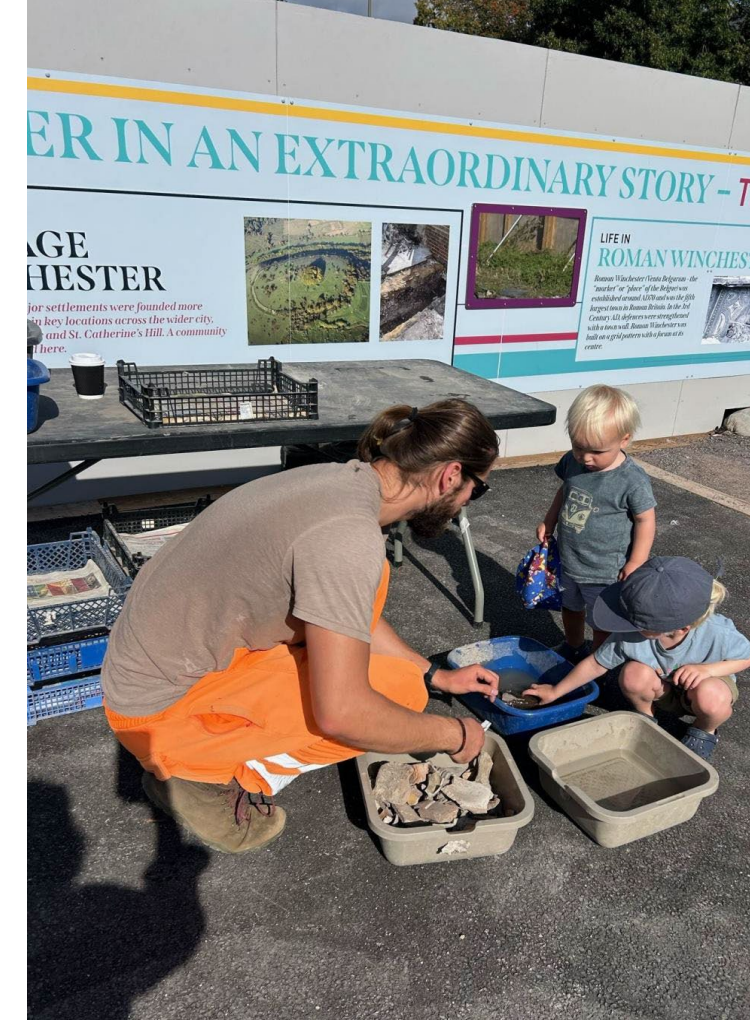
FRIARSGATE PARK



FRIARSGATE ARCHAEOLOGICAL DAY



29th August 2024



ONGOING ACTIVITY



- EXTENDING LEASES FOR KINGS WALK TENANTS
- DEVELOPING PROGRAMME OF ACTIVITIES FOR FRIARSGATE, WHICH WOULD UTILISE UKSPF FUNDING AND COULD INCLUDE:
 - CHRISTMAS LIGHTS
 - LINKING TO EXISTING PLANNED EVENTS
 - SUMMER MARKETS



DEVELOPMENT DELIVERY PLAN



INTENDED OBJECTIVES AND OUTCOMES

- PROGRAMME
- PLANNING STRATEGY
- ARCHAEOLOGY STRATEGY
- DESIGN STRATEGY
- SOCIAL AND ECONOMIC VALUE STRATEGY
- SUSTAINABILITY STRATEGY
- MEANWHILE USE STRATEGY
- COMMUNITY AND STAKEHOLDER ENGAGEMENT STRATEGY

- PUBLIC REALM DELIVERY PLAN
- INFRASTRUCTURE DELIVERY PLAN
- PHASE DELIVERY PLAN
- FINANCIAL MODEL

THE DEVELOPMENT DELIVERY PLAN IS AN EVOLVING DOCUMENT AND WILL BE UPDATED QUARTERLY AS THE PROJECT PROGRESSES AND MORE DETAIL IS PRODUCED DURING DESIGN.

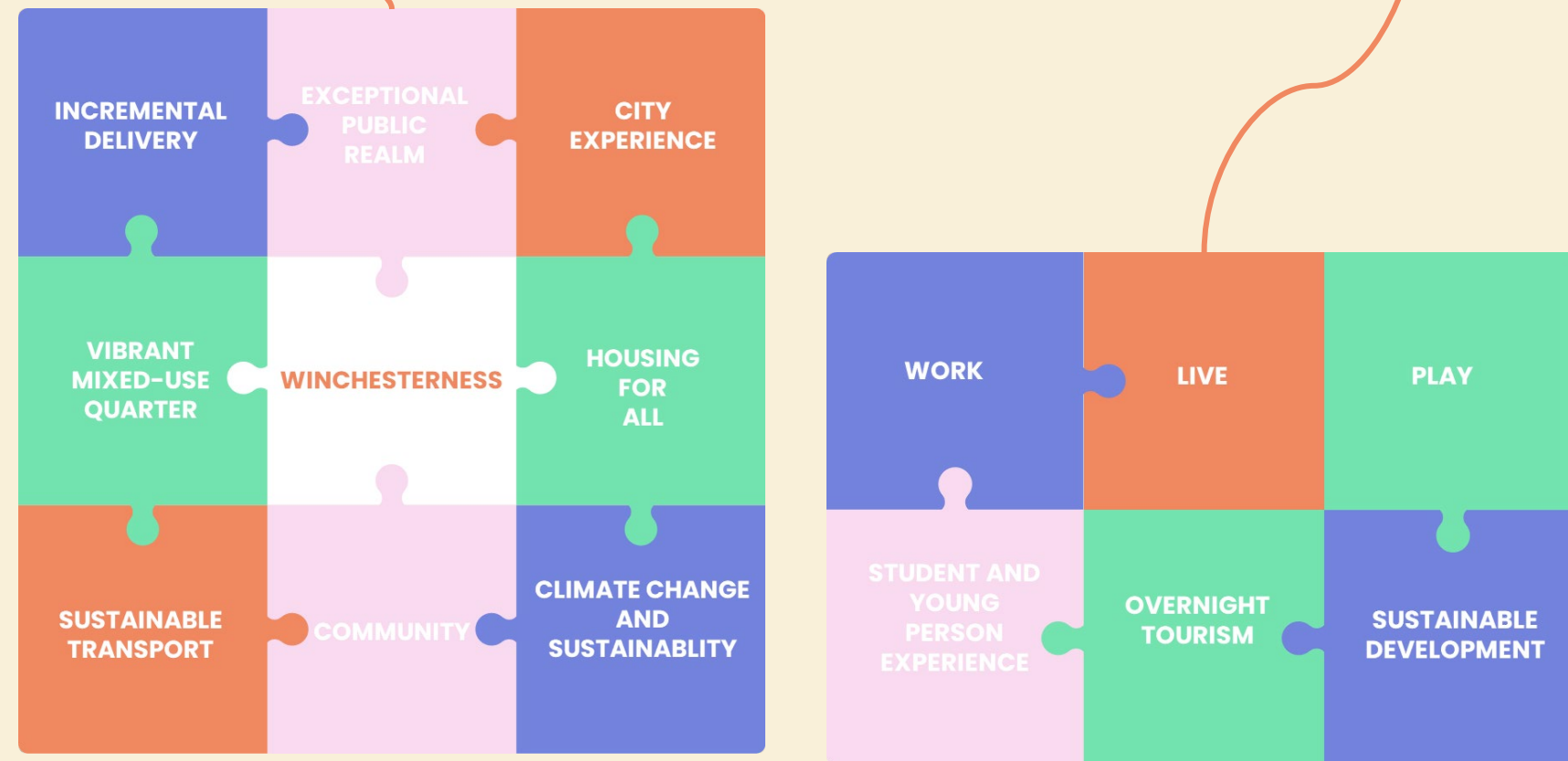
Update from Jigsaw

**CENTRAL WINCHESTER
REGENERATION**

Cabinet Committee Regeneration
October 2024

Development Brief & Development Agreement

Development Delivery Plan



Project Drivers



Project Context

Archaeology

Community and Stakeholder Engagement

Market Understanding

Design

Design Principles

Infrastructure

Movement

Delivery

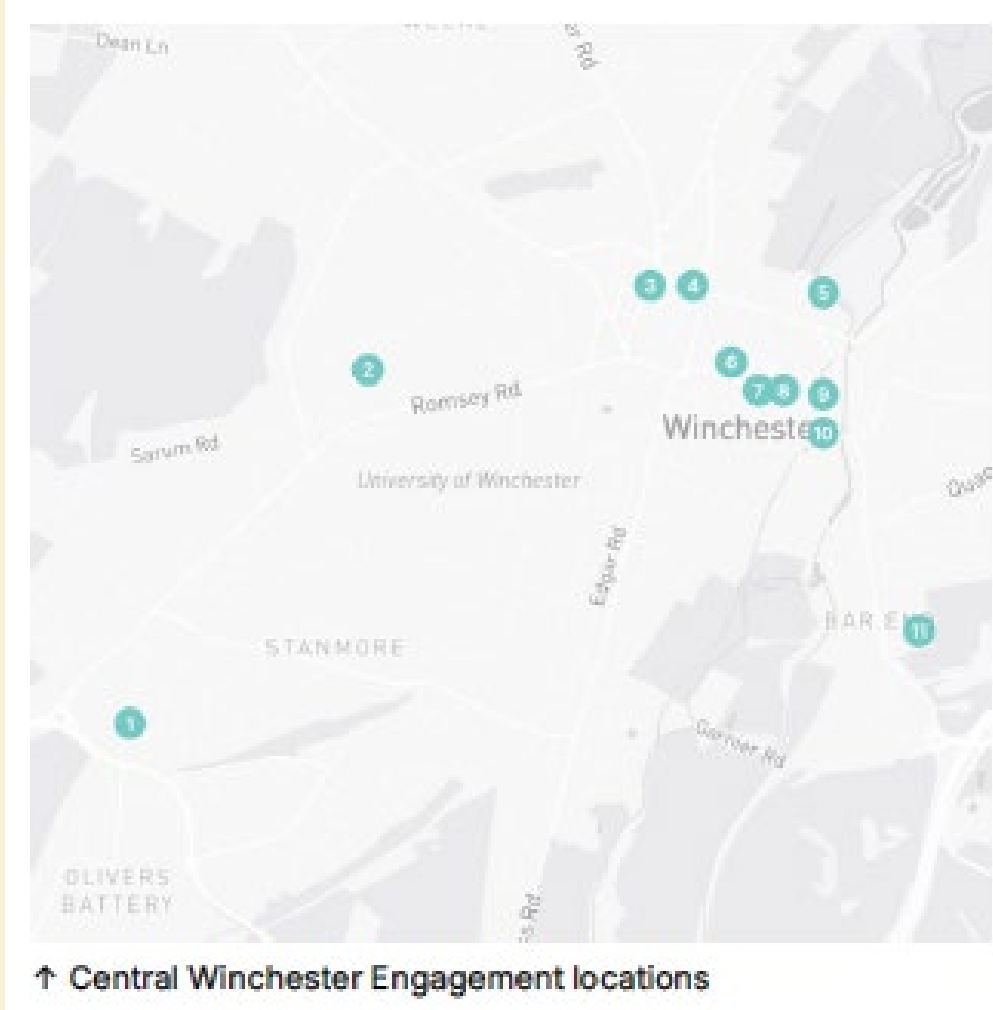
Planning & Delivery

Financial

Development Management

Meanwhile

Engagement update – looking back over the past 12 months...



33

Number of organisations met (as indicated on Stakeholder Map)

593

Number of people who attended event (includes Chamber presentation, RIBA talks and signups/postcards from Meet & Greets / Hat fair)

151

Number of children who attended a workshop / event (and completed postcard)



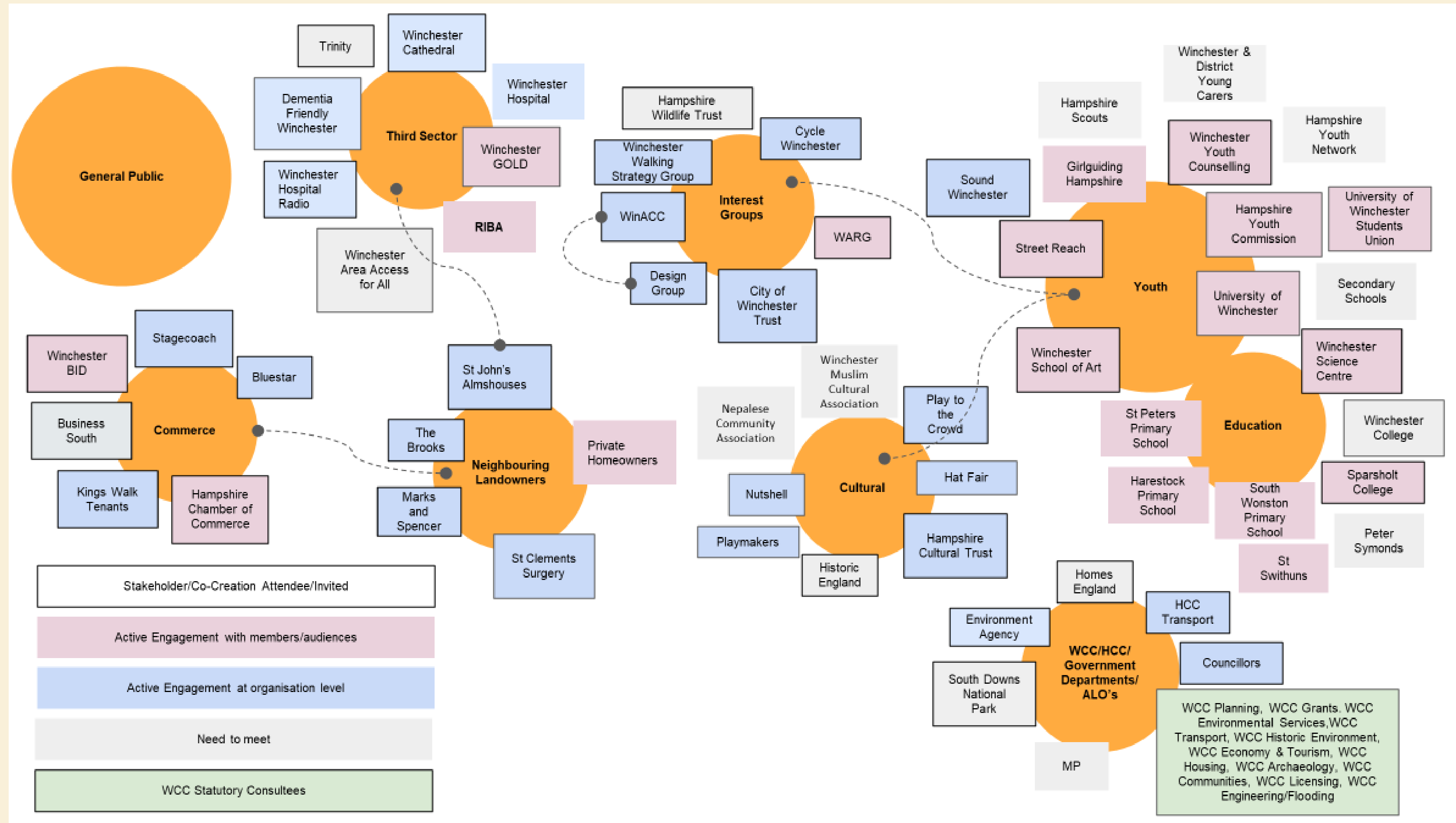
780

Number of people who opened CWR e-newsletter

141

Hours spent at events, meetings and workshops

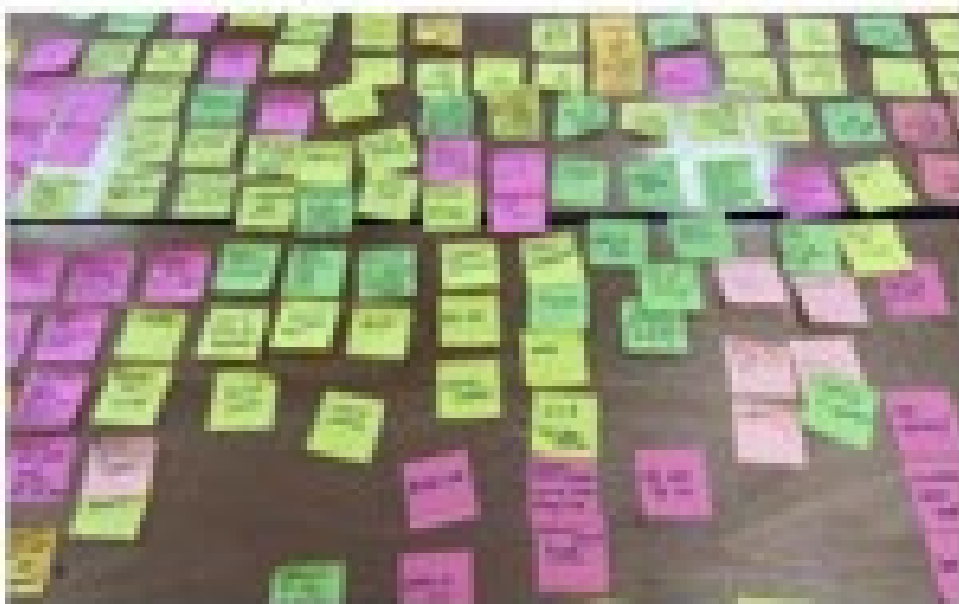
Engagement update – stakeholder map



Engagement update – co-creation workshops, May 2024

Page 41

A Illustrated Conversation



Each participant was brought images to the table that related to 3 key themes: People, Planet, Place. The images were used to spark a discussion and participants were encouraged to write key concepts, ideas or quotes that resonated during the workshop.

B Associating Conversation Output to Sub-Themes



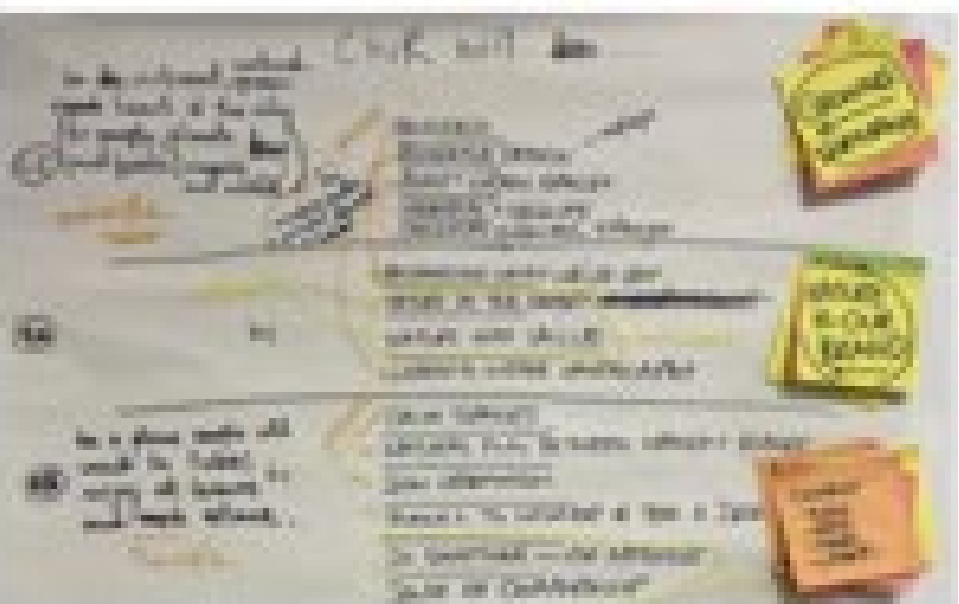
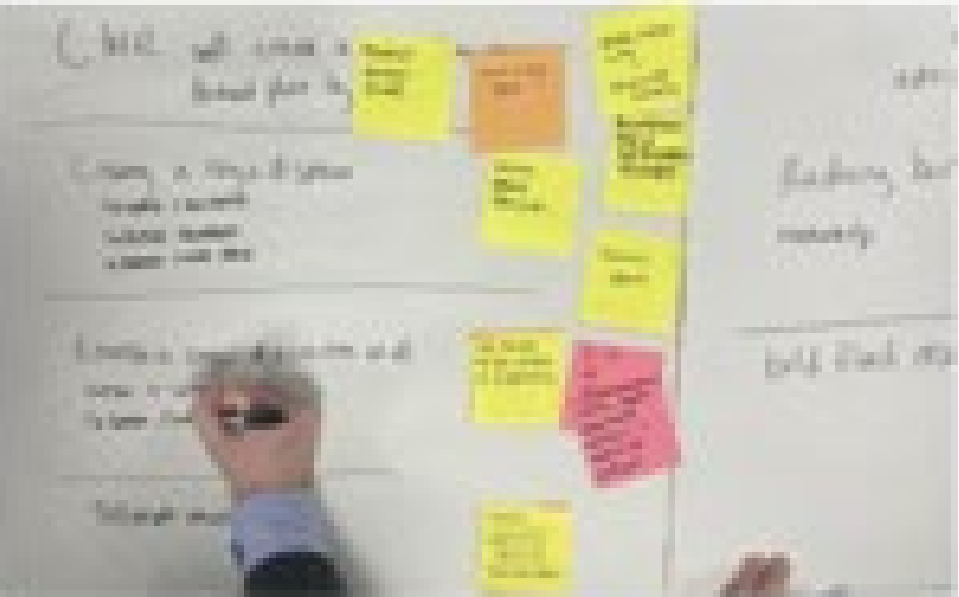
Participants then distributed/classified the key concepts, ideas and quotes (outputs of Step A) into 6 sub-themes that reflect the Footprint dimensions: Place, Wellbeing, Climate, Circular, Community, Nature.

C Conceptual Clusters



In smaller groups, the participants identified conceptual clusters within which the ideas could be segmented into.

D Future Actions & Ideas



Inspired by the conversations and the thematic organisation of ideas, the participant defines desired outcomes for each of the sub-themes in regard to the future neighbourhood and the impact it could have on the city as a whole.

Engagement update – co-creation workshops

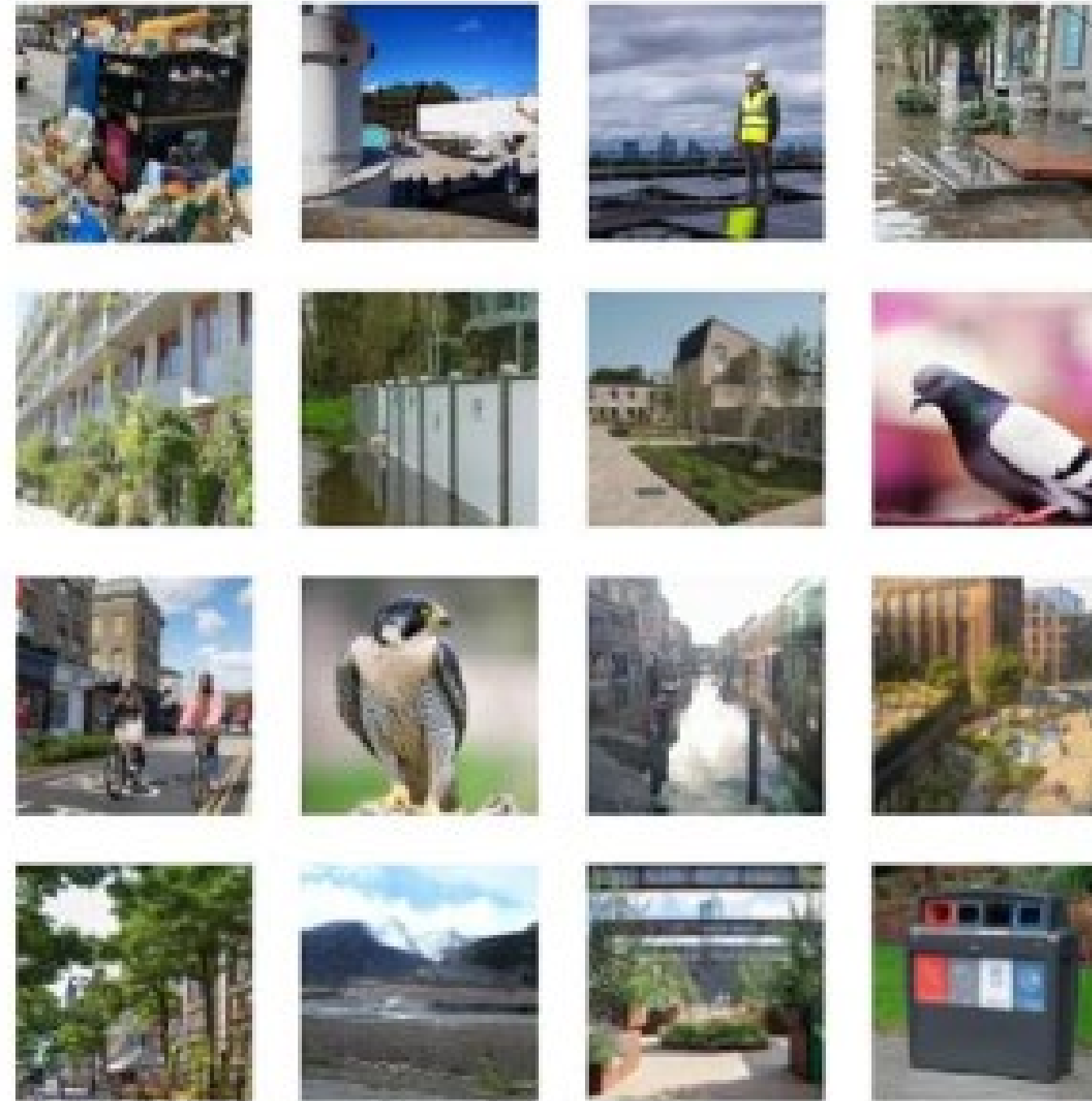
People

A person who might visit, live or work in CWR...



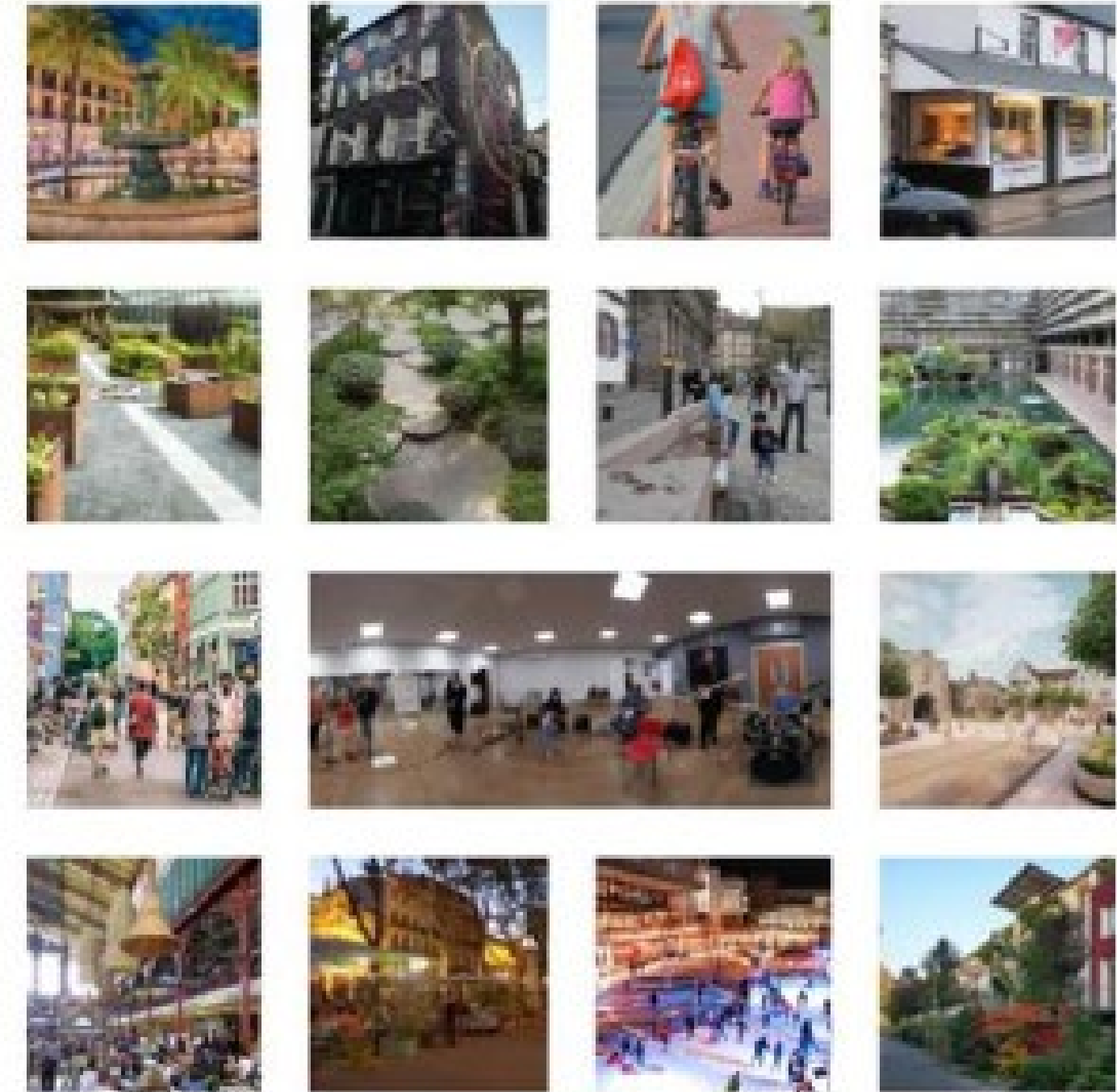
Planet

A picture that reflects the challenges of/how we can tackle the climate crisis in this location...



Place

A place that might have similar qualities to the CWR we want to create...



Engagement update – co-creation workshops

Theme	Day 01	Day 02	Day 03	Actions + Outputs
Call to Action	CWR will provide an example of climate conscious and heritage sensitive regeneration which delivers...	CWR will harness what is already underway and will work with community and support groups [Powered By You]...	CWR will be active and restorative, a mid-space approach that accommodates modular, accessible, inclusive, affordable, jazzy spaces (for all)...	The Central Winchester Regeneration project will be a restorative, climate conscious, low carbon and heritage sensitive regeneration process building on what has already started with a multi-disciplinary and co-designed response to the needs of creative, active and invested communities that delivers equitable outcomes for nature, residents and community. It will be designed flexibly and built to last, a model for sustainable living, working and communities, with a focus on young businesses, talent and people. It will be integrated into Winchester and a place that citizens are proud of. It will provide sustainable movement choices and through design put inclusivity and diversity at the heart. It will retrofit buildings, not people.
	A model for sustainable living, working and community focused on young businesses, talent and people...	Integrated into Winchester town and a place that citizens are proud of...	That will create a green neighbourhood, supporting sustainable movement choices...	
	An unexpected place for people and nature to thrive, with spaces and activities that engender a true sense of joy, welcome, and belonging...	A multi-disciplinary and co-designed response to the needs of creative, active and invested communities that delivers (equitable outcomes for nature, residents and community)...	Through design inclusivity and diversity from the start. Do retrofit buildings. Do not retrofit people...	
		A low carbon exemplar, designed flexibly and built to last...		

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