

# CENTRAL WINCHESTER REGENERATION COMMUNITY PLANNING REPORT BACK



04 July 2017

# The Team



# Community and stakeholder engagement

Engaged with numerous stakeholders and interested parties including: landowners, community groups, councillors, local charities, business groups, etc.

Bus and car park surveys undertaken with more than **550 people**

Roadshows in Winchester Sunday Market, Alresford, Bishop's Waltham and Winchester railway station, engaging over **200 people**

Involved over **150 students** from schools, colleges and universities

Over **700 people** attended the Community Planning Weekend on 24 and 25 March 2017

# Opening



# Removing barriers



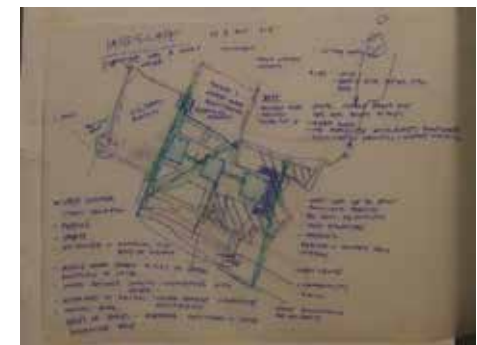
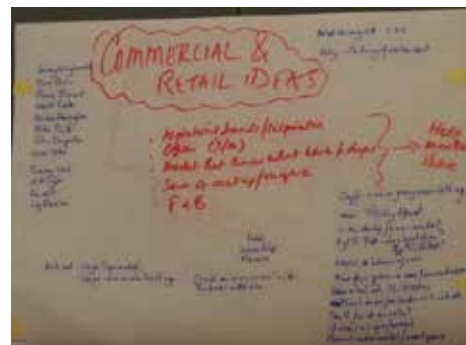
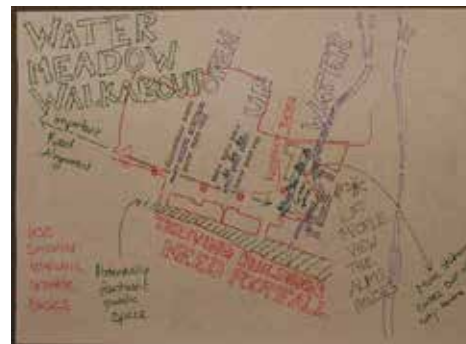
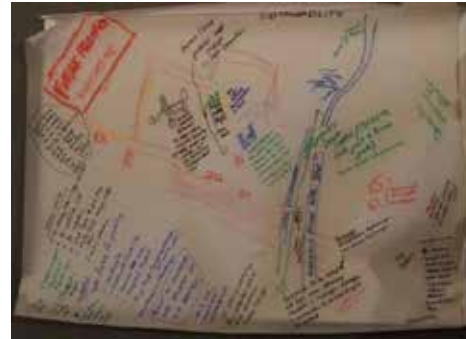
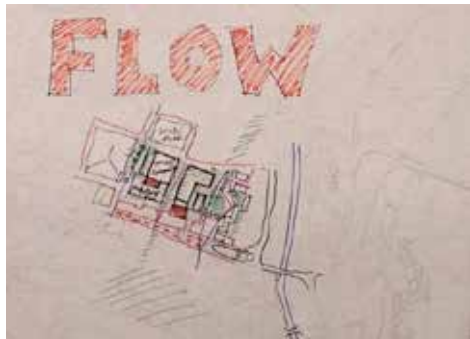
## Lunchtime Presentations

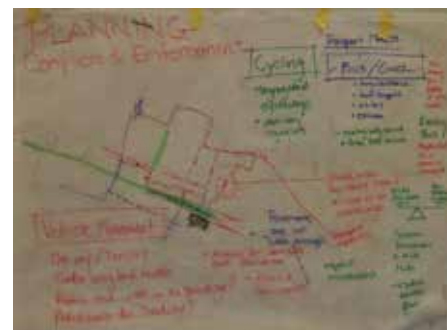
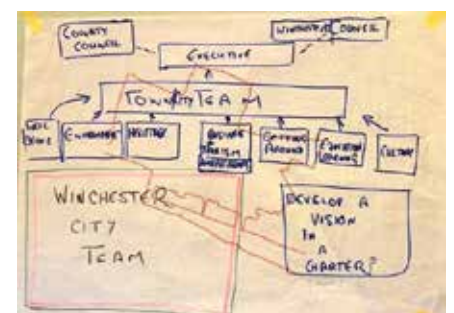
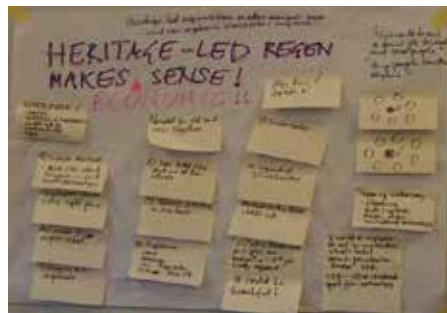
*“Scarborough experienced a dramatic renaissance through placemaking and a 20 year Vision!”*

*Nick Taylor*



# Hands on planning groups







# Key Themes

## 1. Support for Central Winchester Regeneration

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

*"We don't have to have one big scheme - let it happen organically."*



# Key Themes

## 2. Winchesterness

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

*“If we’re talking about Winchesterness, there are two starting points: one, there’s a crazy jumble of buildings, a ‘happy accident’, which makes it work. And then there’s its cultural character as a trading, educational and ecclesiastical centre.”*



# Key Themes

## 3. Streets, spaces and water

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

*“The old street pattern used to follow the brooks – why not bring it back?”*



# Key Themes

## 4. “City experience” economy

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

*“Winchester must compete by differentiating itself!”*



# Key Themes

## 5. Getting about

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

*“People are divided by those wanting to reduce car use and those needing to use the car.”*

*“I live outside and come to the city seven times a week, but it has become a nightmare to park. We need a backup for P&R facilities, otherwise I will stop coming to Winchester!!”*



# Key Themes

## 6. Buses

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

*“To get proper integrated transport you’ve got to get the location right.”*



# Key Themes

## 7. Heritage and culture

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

*“Winchester has a strong festival / cultural events dynamic. We want to facilitate this and recognise the need – formal and informal. It's part of what makes Winchester ‘Winchester’.”*



# Key Themes

## 8. Housing and community

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

*“Make it better for people to live here!”*





# Key Themes

## 9. Delivery and meanwhile uses

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

*“We need flexibly planned buildings whose ground floor can adapt over time.”*



# Key Themes

## 10. Community participation – keep the process going

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

*“The most important thing today is how much people agree.”*

*“We’re full of hope and we’re being patient – it’s all part of ‘Sense and Sensibility’.”*



# Generation X Street Surveys

Following the Community Planning Weekend, in order to drill down further into the views of an age group between approximately 25 to 50 years old, so-called **Generation X**, street surveys were conducted in Winchester High Street, Stanmore and Winnall over two days in **May**.

The tables on the following slides represent a summary of the issues and actions expressed by individuals. The questionnaire responses were tallied as a percentage which is shown.

## Conclusion

The survey outcomes were in the main consistent with the issues and aspirations that emerged during the Community Planning Weekend (CPW).

In summary, there is a desire to see high quality **public spaces** in a **mixed-use** area with a focus on the **creative / cultural** economy, **independent retail** with some **housing**.

Question	Response	Total Percentage
1) Are you familiar with Winchester city centre and the Central Winchester Regeneration Area?	Yes	72%
	No	28%
2) How often do you visit Winchester city centre?	Often	41%
	Daily	37%
	Rarely	17%
	First time	6%
3) How do you usually travel to Winchester city centre?	Walk	48%
	Car	24%
	Bus	11%
	Train	11%
	Motorbike	2%
	Bicycle	2%
	Plane!	2%

Question	Response	Total Percentage
4) What are the main reasons for your visits?	Shopping	52%
	Working	26%
	Socialising and other	22%
5) What do you <b>dislike</b> about the area in question?	Unattractive	35%
	Nothing	26%
	Poor range of shops	15%
	Traffic and pollution	9%
	The Brooks	7%
	Alcoholics and homeless	7%
	Poor pedestrian connections	7%
	Too many coffee shops	4%
6) How would you <b>like</b> to see the Central Winchester Regeneration Area improved in the future?	High quality, independant retail	41%
	More for young people	26%
	Affordable housing	22%
	Green space and landscaping	17%
	Creative mixed use hub	15%
	High quality public realm	15%

# Enterprise and Creative Economy Workshop

Following the Community Planning Weekend, in order to engage further with the enterprising and creative business community, a workshop was held to consider the local needs and aspirations. Approximately 30 people, including those representing a range of groups and organisations, attended the morning event.



# Enterprise and Creative Economy Workshop

The following summaries represent the key Issues and Actions emerging from the workshop.

## Issues

- Shortage of flexible workspace
- Lack of communication between creative industry
- Lack of support and promotion for independent enterprises
- Business rates and rents too high
- Shortage of mixed and meanwhile uses
- Loss of alternative and creative identity

## Actions

- Creative workspace audit required
- Coordinate creative and cultural activity
- Make use of existing buildings
- Develop core vision to guide regeneration bit by bit
- Ensure high quality, flexible public realm
- Create a flexible, mixed use central hub
- Learn from places such as Fisherton Mill, Salisbury, or Guildhub, Bath

# Enterprise and Creative Economy Workshop

The following is a list of the organisations that attended the workshop

- 360 Integrated PR
- ACG Architects
- Action Hampshire
- Blue Apple
- Crosstown Live
- Discarded Nut Theatre Company
- Drawnalism
- E Francis Architects
- Firecrest Mode
- Hampshire Cultural Trust
- Independent Painter/Poet
- Indigo 102
- JPLD
- London Clancy
- Mint Tea Boutique
- P&G Wells
- T2 Architects
- The Granary Creative Arts Centre
- The Handmade Cyclist
- The Two Mice
- Toscanaccio
- Winchester Chamber Music Festival Trust
- Winchester City Council
- Winchester Music Project
- Winchester Salt
- Winchester School of Art
- Winchester Science Centre
- Winchester Science Festival
- Winchester Poetry Festival



# Creative Workspace Discussion Paper

The following is a summary of the business property requirements of the creative economy community in Winchester.

- Institutional property investment has been directed to “prime” locations
- Premises targeted at larger, more established companies
- Opportunity for landlords to embrace short lettings and flexible terms to generate positive cash-flow
- Customer focused approach is key
- Market for wide variety of low cost and low specification space
- The Sorting Office in Eastleigh appears to be the type of space that the creative sector seeks

# Creative Workspace Discussion Paper

- Existing premises, such as the antiques market, could tap into an existing customer base
- Meanwhile use of buildings could help test the market for current and future demand
- Limited stock currently on the market in Winchester to cater for small, affordable units
- Some buildings could be utilised through subdivision, collaborative use and proactive management
- Any vacant building, irrespective of condition, is likely to attract demand from the creative sector for use
- Due to limited scope, further research is appropriate if more detail is required

# Technical Updates

# Transport

The Central Winchester Regeneration (CWR) Transport Study involved:

- Desktop research on local transport network & policies (Air Quality Action Plan & Car Parking, Walking & Cycling Strategies)
- Comprehensive site visit to view the local transport network, focusing on bus, parking, pedestrian, cyclist and loading facilities
- Community Planning Weekend participation on Friday 24th and Saturday 25th March 2017
- Undertook Bus & Car Park User surveys on Thursday 23rd March (0700-1900) and Saturday 25th March (1000-1700) at:
  - 5 bus stops (South Winchester P & R; East Winchester P & R; Bus Station; The Broadway; & Upper Brook Street)
  - 2 car parks (The Brooks & Middle Brook Street)
- Meeting stakeholders (Hampshire County Council, Winchester CTC / Cycling UK, WINACC & Councillor Hutchison)

# Transport

## Bus & Car Park User Survey Findings

Surveyors used questionnaires agreed with WCC to interview participants, which included ranking bus & car park facility criteria.

The bus user survey identified “**proximity to destination**” as the most important factor:

Rank	Criteria
1	Proximity to destination
2	Real Time information
3	Shelter
4	Safety and security
5	Seating

Top 5 Criterias for bus facilities in Winchester city centre in order of importance from survey

The car park user survey identified “**space availability**” as the most important factor:

Rank	Criteria
1	Space availability
2	Safety and security
3	Proximity to destination
4	Payment method
5	Maximum stay time

Top 5 Criterias for car park facilities in Winchester city centre in order of importance from survey

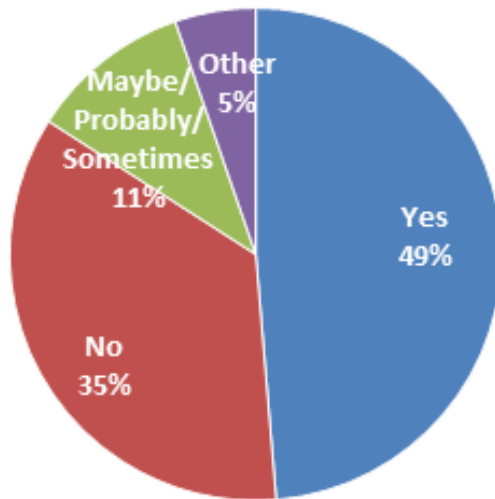
# Transport

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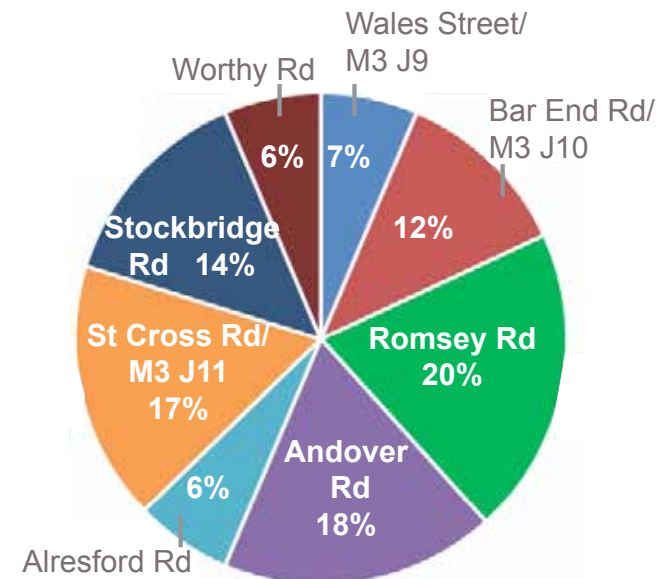
The car park user survey also asked whether participants would consider using a car park outside the city centre and walking in.

The results show 35% said “no”, suggesting there is potential to **encourage up to 65%** to do so:



The car park user survey also asked which route participants used to drive into the city centre.

For the 2 car parks surveyed, the results show **Romsey Road (20%)**, **Andover Road (18%)**, **St. Cross Road (17%)**, **Stockbridge Road (14%)** & **Bar End Road (12%)** as the most popular where there is potential to encourage use of P&R or car parks outside the city centre.



# Transport

## Issues & Opportunities

From the research, it is difficult to view the CWR area in isolation as there is an interaction with the wider transport network & thus the CWR development represents an opportunity to act as the catalyst for improving and addressing some of the wider city transport issues.

The study compiled the issues and opportunities within & outside the CWR area & identified key themes within the CWR area.



Buses exiting Winchester Bus Station onto The Broadway outside The Guildhall



Buses turning into Middle Brook Street from High Street across pedestrian desire line



One way system dominates along Friarsgate looking towards The Brooks and Middle Brook Street car parks

# Transport

## Bus facilities

- **Renovation or relocation of the bus station.**

The existing routing could be reconfigured to remove buses from The Broadway / High Street / Middle Brook Street / Silver Hill corridor – e.g. reversing the flow through the bus station or restricting buses to turn left out of the bus station. Alternatively, the bus station could be relocated - while relocation to the railway station would improve interchange, proximity to destination was the key criterion identified by the survey & thus re-provision within the CWR / city centre area should be considered (e.g. at Middle Brook Street car park). However, changing the bus flow or relocating the bus station will have implications for some services as they would incur a longer route through the city centre, where there is an AQMA, unless the wider traffic flow system is reconfigured.

- **Relocation of bus parking outside of the CWR / city centre area to the outer city (e.g. at / near one of the P&R sites).**



Buses exiting Winchester Bus Station onto The Broadway outside The Guildhall



Buses turning into Middle Brook Street from High Street across pedestrian desire line



One way system dominates along Friarsgate looking towards The Brooks and Middle Brook Street car parks



# Transport

## Parking provision

- **Parking demand should be minimised by discouraging traffic & encouraging sustainable transport.**

Public parking should be limited within the CWR area, prioritising disabled & resident parking with active/passive provision for electric car charging & a resident car club. Retail, office & leisure drivers should be encouraged to park outside the CWR area through signing/a parking map with walk times; higher parking charges/reduced availability of parking in the CWR area; lower parking charges/increased availability outside the CWR area, including P&R.

## Servicing and Loading

- Ensure servicing / loading does not interfere with operation of general traffic by **restricting it to certain off peak times during the day or at night & enforcing this, or to provide an off-street servicing facility / facilities.**

## Wider transport network

- The one-way system could be reconfigured or vehicle access to the CWR area could be restricted to certain types (e.g. buses, delivery vehicles, residents & disabled); walking & cycling maps of the city could be produced; a cycle hire scheme could be introduced potentially with electric bikes.

# Transport

## Issues & Opportunities

### Pedestrians

- The Broadway / High Street / Middle Brook Street / Silver Hill and Tanner Street corridors could be improved by **removing buses & widening footways or part / full pedestrianisation**, with traffic restricted to certain vehicles / times of day. In addition, wayfinding signs could be provided across the CWR area.

### Cyclists

- **North-south and east-west cycle routes should be provided across or close to the CWR area**

(e.g. Middle Brook Street / the river and Silver Hill / The Broadway for north-south and east-west cycle routes respectively) with cycle routes comprised of cycle lanes or paths & associated Toucan crossings. In addition, sheltered cycle parking facilities should be provided within the CWR area in a location that is central & overlooked / secure within the public realm.

# Transport

## Next Steps

The study recommended that the next steps should be:

- To develop the study's findings into a transport strategy / design for the CWR area as part of the Supplementary Planning Document for the different elements considered (buses, parking, pedestrians, cycling & servicing / loading)
- To work with HCC to develop a wider transport strategy for Winchester as part of the Winchester Transport Strategy study



Pedestrian zone with servicing facilities dominating on Silver Hill giving a back-street feel

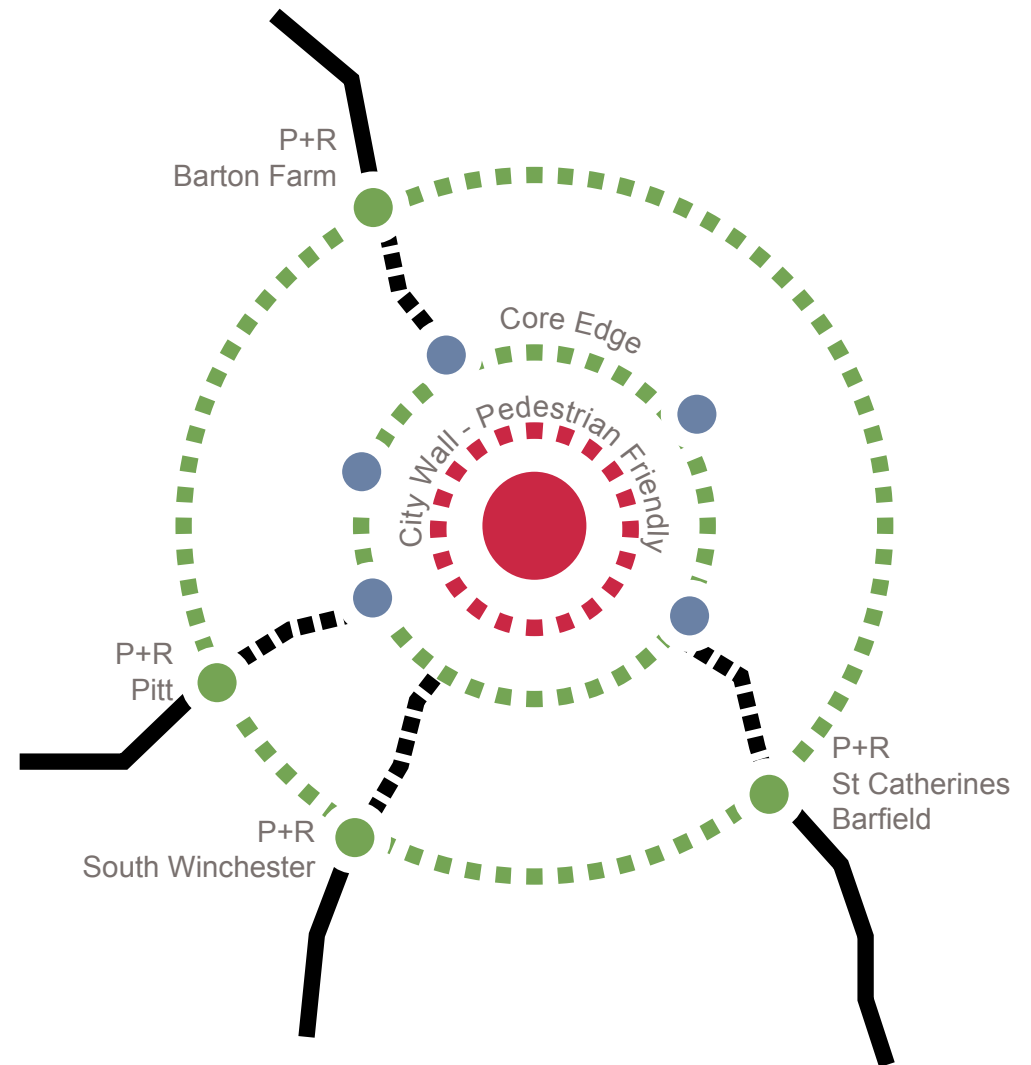


Underused cycle parking on Upper Brook Street (cycle infrastructure in the city centre is poor/limited)

# Approach to parking

The Winchester town parking strategy utilises a three ring approach to parking provision. The outer ring being Park and Ride, the inner ring being long stay park and walk car parks and the central ring is for short term parking.

The associated car parking charging reflects this strategy and seeks to encourage more parking in the outer and inner rings. The CWR SPD approach to parking should seek to reflect this strategy.



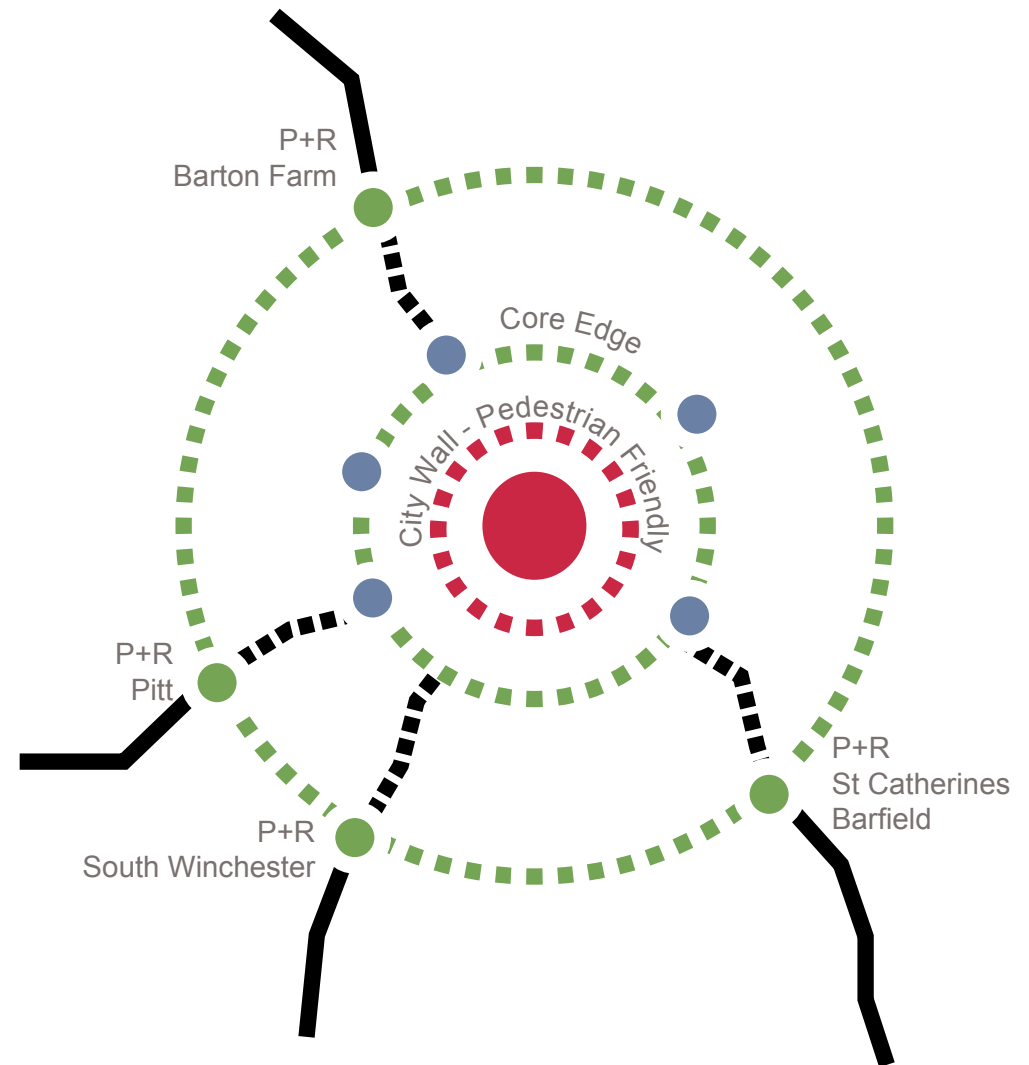
# Approach to parking

A key question for Parking provision in the CWR SPD is whether the loss of parking spaces associated with the demolition of the Friarsgate Multi-storey car park should be replaced, bearing in mind that the Town has coped with this reduction over the past year. The result of this loss has been to be spread parking to other near by car parks which is line with the council's strategy but has used up spare capacity.

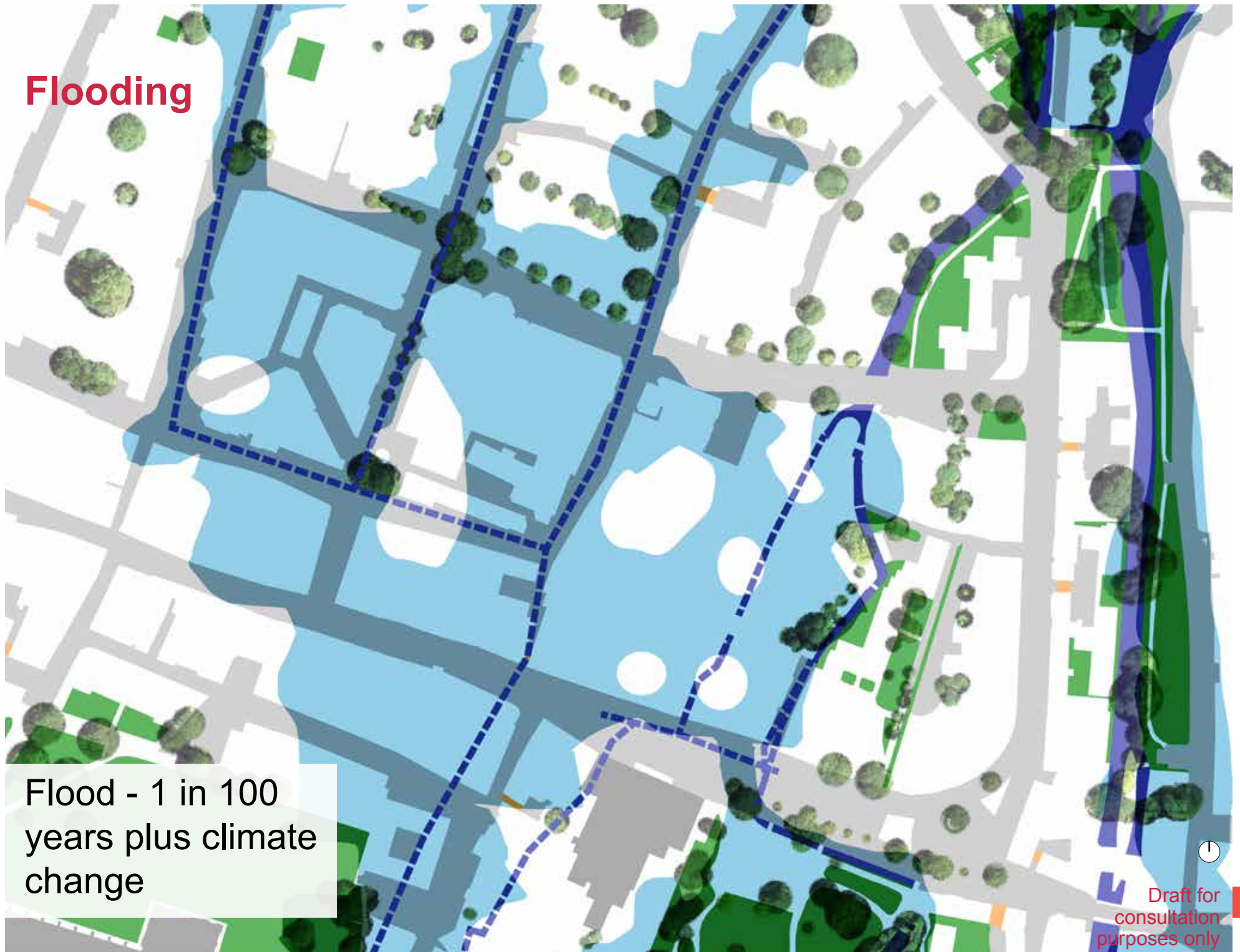
The key decision is therefore how much car parking should CWR area be seeking to provide and what will this mean for parking provision in the adjacent areas. Options are:

- Maintain levels
- Restore lost parking

**Next steps: technical work to consider the potential impact of Friarsgate car park closure, car park provision and input into the wider transport strategy.**



# Flooding



Flood - 1 in 100 years plus climate change

# Flooding

## Key learnings from the Flood Risk Assessment:

- Site is mostly within flood zones 1 to 3
- The EA are currently updating their modelling to show how the Durngate Flood Alleviation Scheme in Winchester will change flooding of the CWR site and other sites across Winchester (Durngate work).
- Flood mitigation on the CWR site can be improved through SUDs, the widening of the river channel to the east of the bus station, and additional landscaping to create a buffer of additional floodplain storage
- The existing land use across the site is primarily urban, green open space and the use of permeable surfaces is likely to improve the existing conditions
- Hydraulic modelling will need to demonstrate that detailed proposals (i.e. proposals after the SPD) will manage flood risk up to the required design level and that it does not impact on third party land, in line with the NPPF

# Flooding

## Hierarchy of SuDS Strategies

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



# Archaeology

1. The SPD will not be prescriptive but will set out stages and processes that need to happen in line with policy. NPPF States:

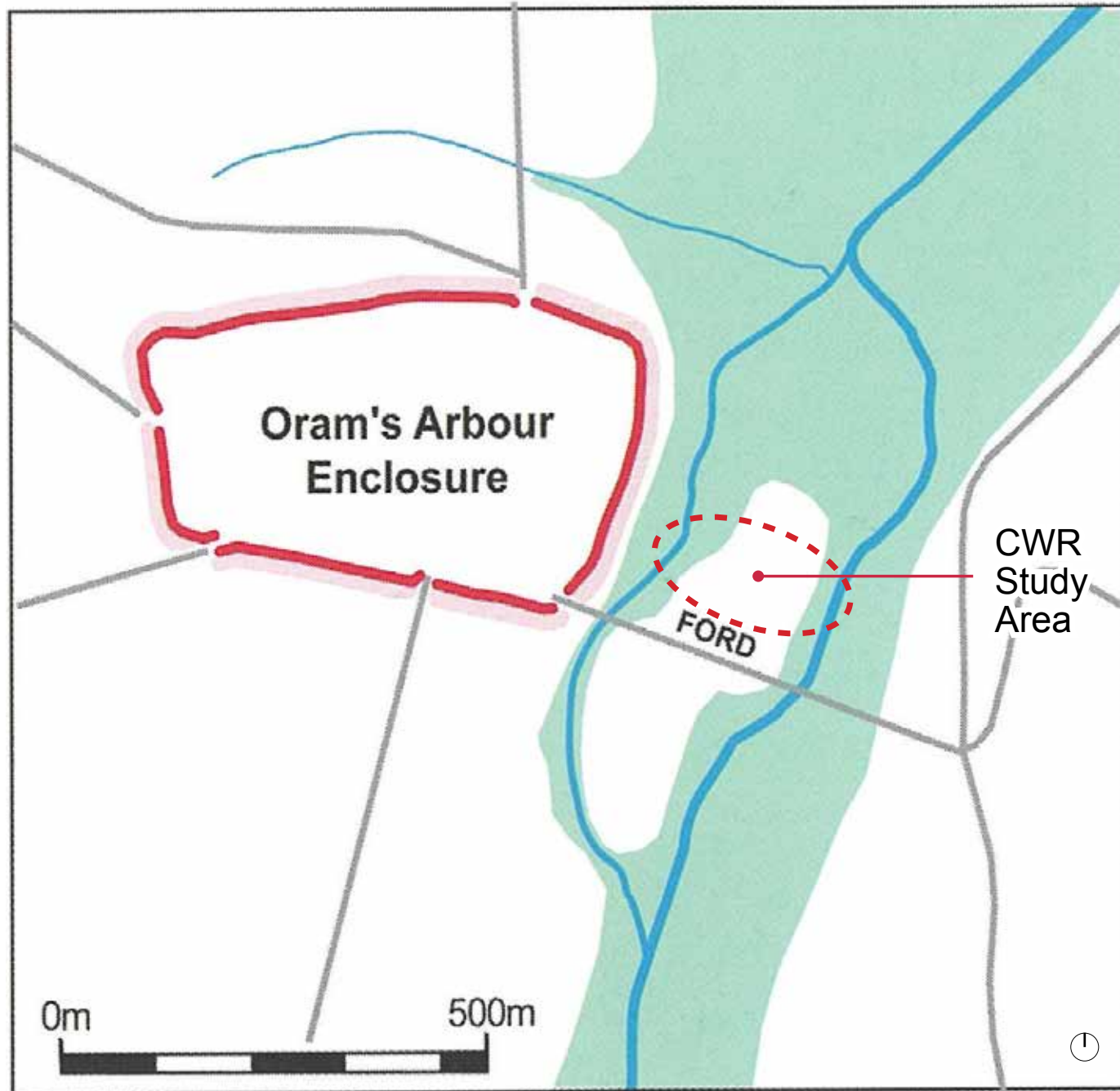
“Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.” (Para. 128)

2. In much of the Central Winchester site it has been shown by archaeological excavation and boreholes that buried deposits are permanently or intermittently / seasonally waterlogged at varying depths below modern level. Following the Stage 1 assessment it is suggested that A Stage 2 hydrological assessment is undertaken in order to extract further data from dip wells.

**Next Steps: Now the bus station is within Council ownership this presents the opportunity to undertake this.**

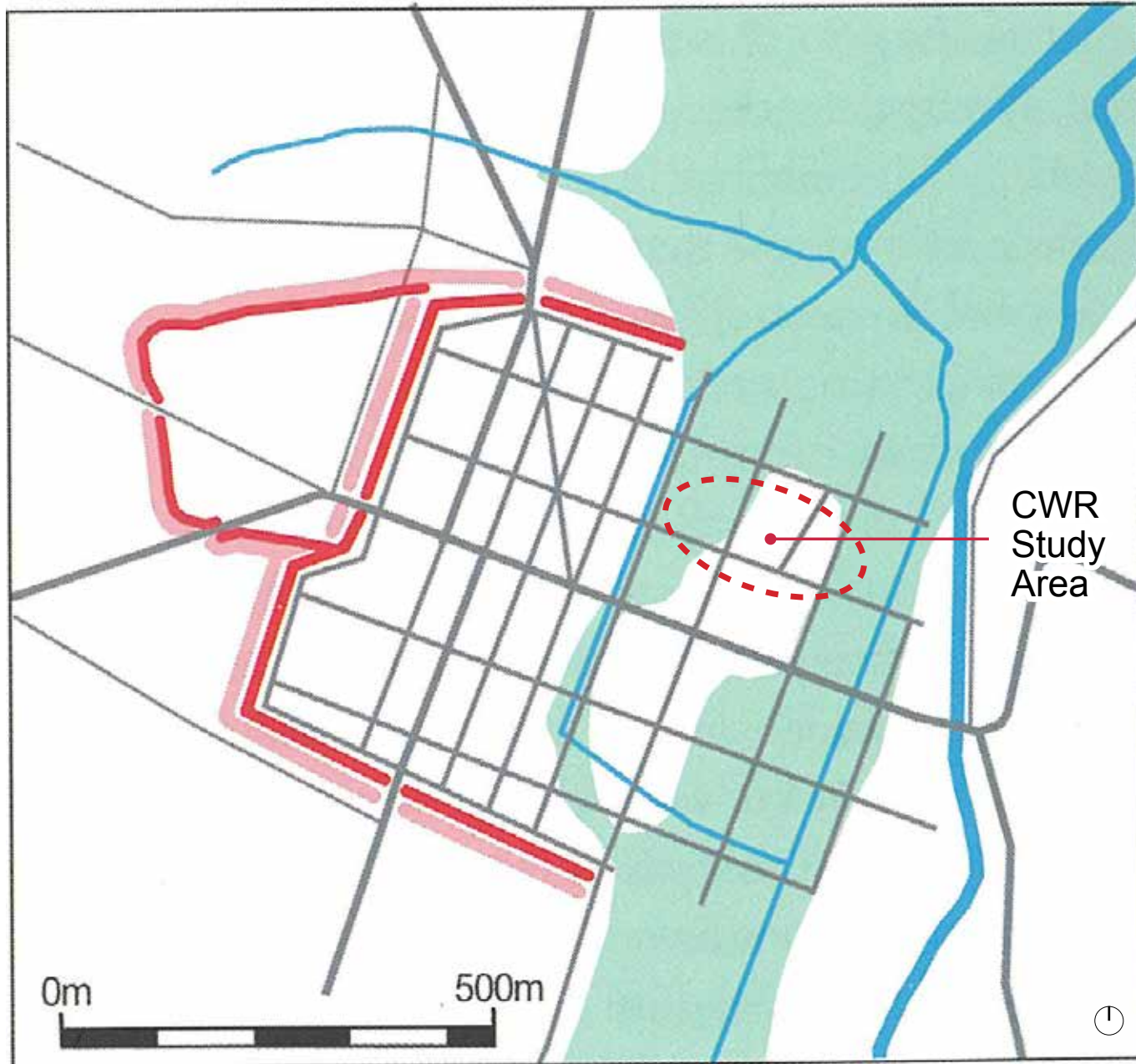
# History

# Winchester history



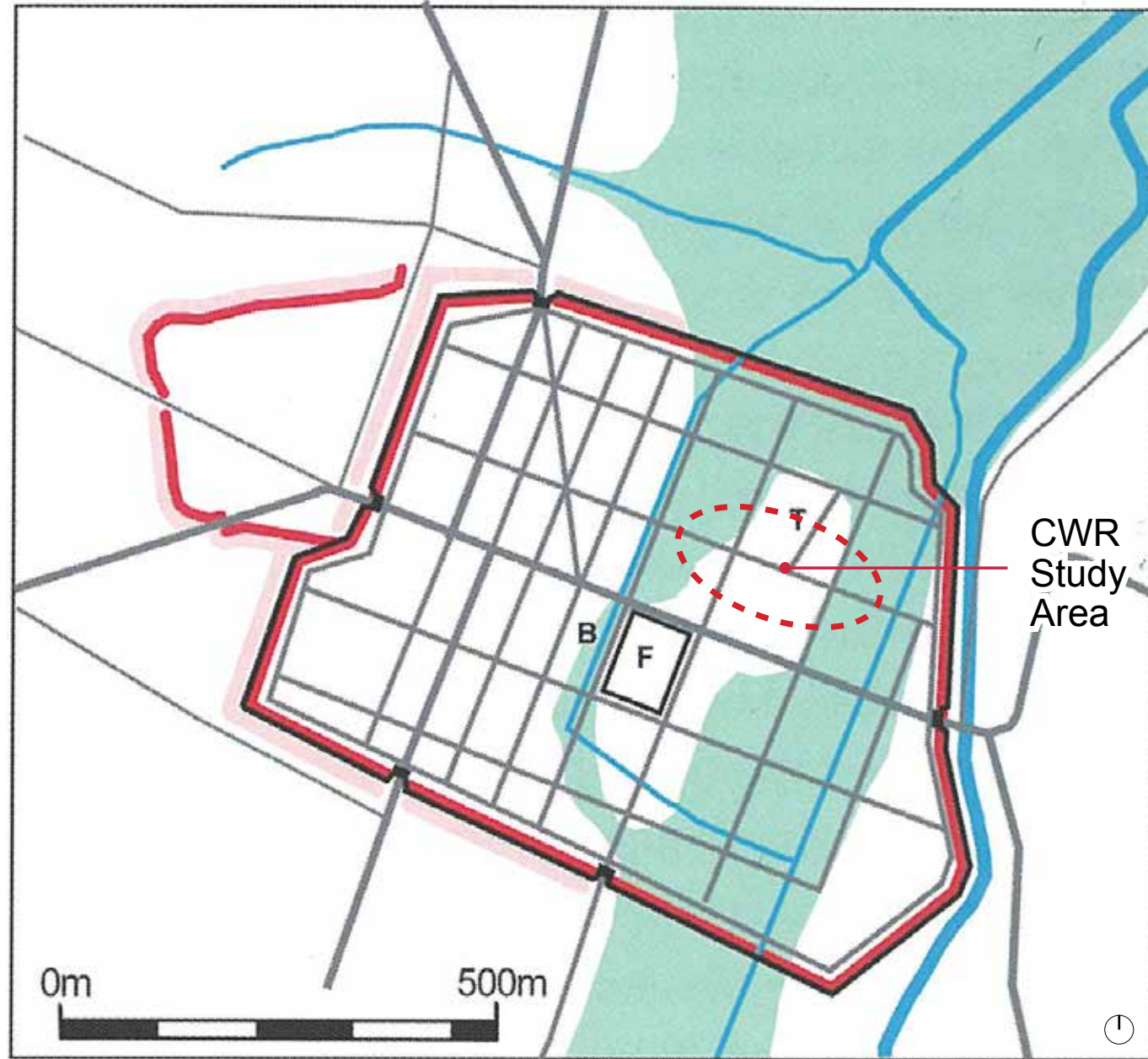
Prehistoric  
(c. BC250)

# Winchester history



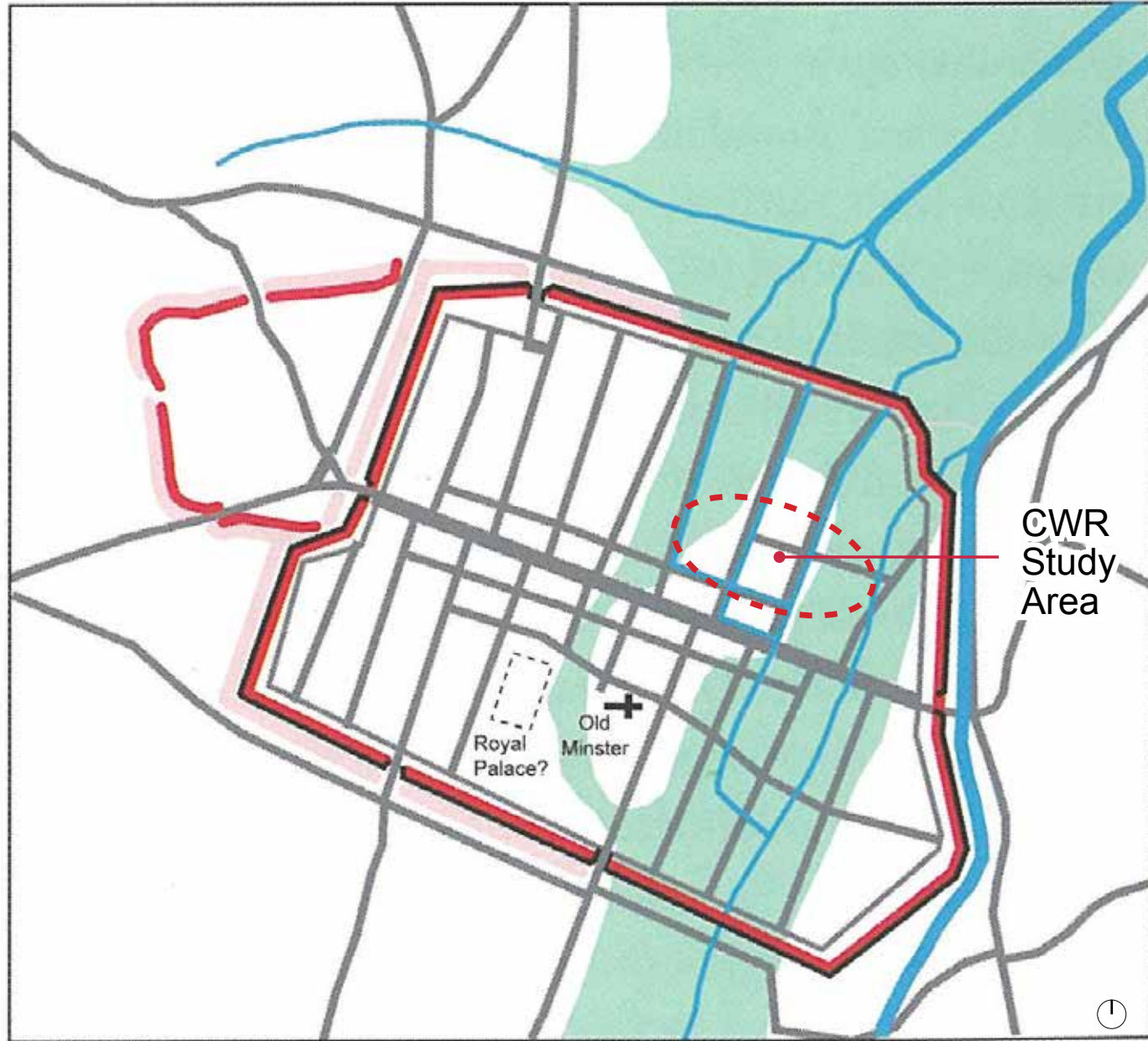
Early Roman  
(c. AD70-200)

# Winchester history



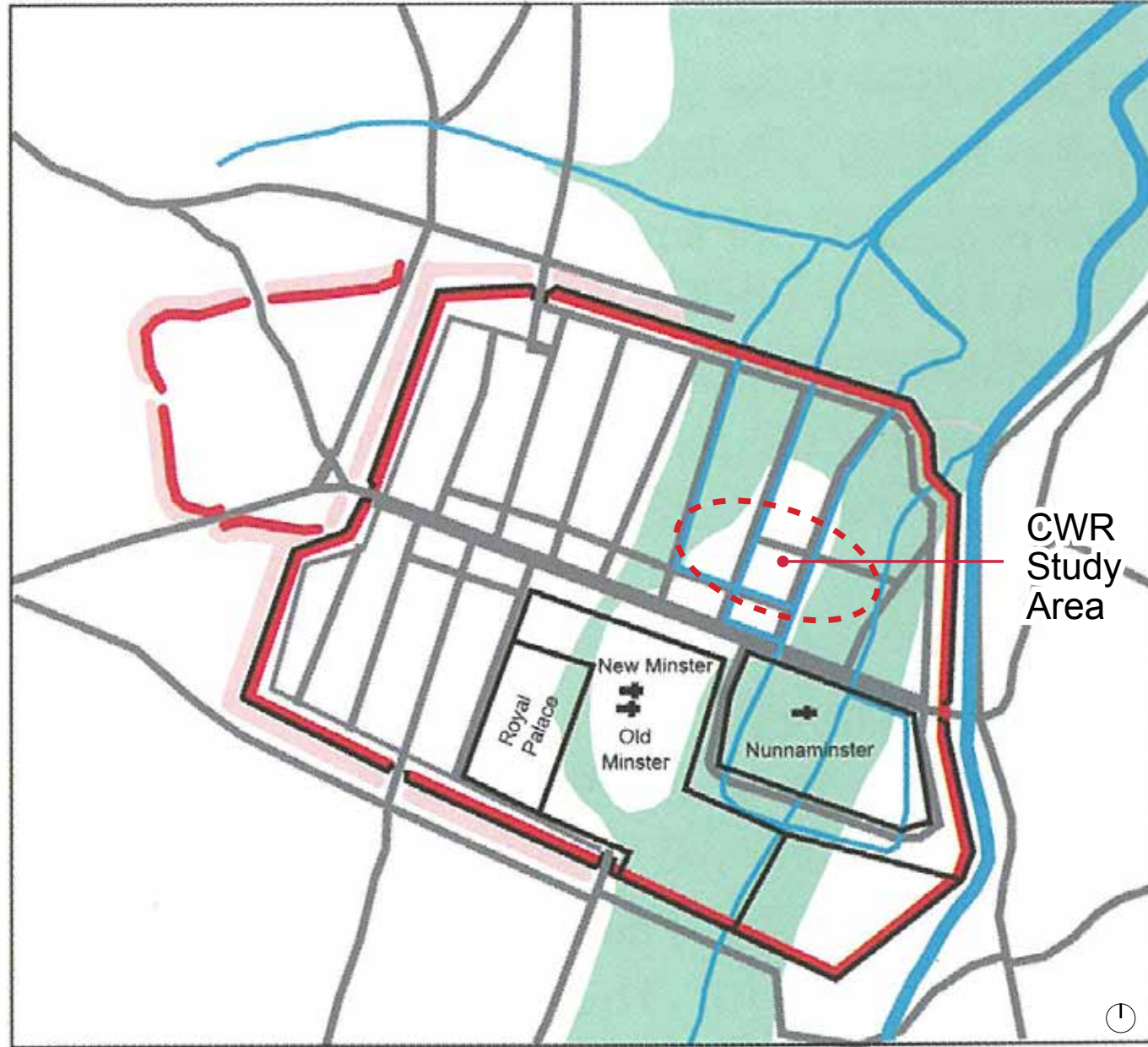
Late Roman  
(c. 200-410)

# Winchester history



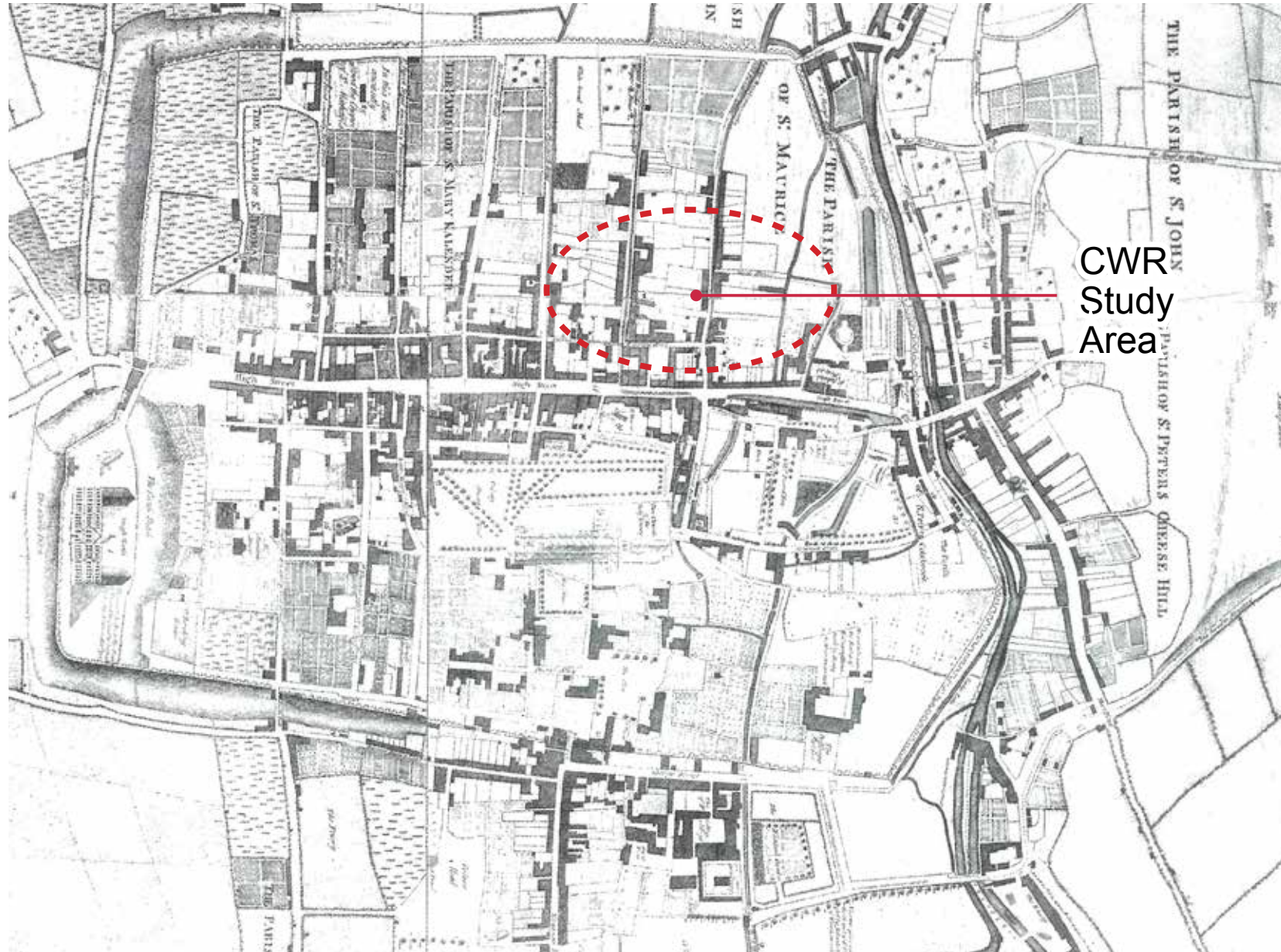
Late Saxon  
Winchester  
(9th-10th C)

# Winchester history



Late 10th -  
11th century

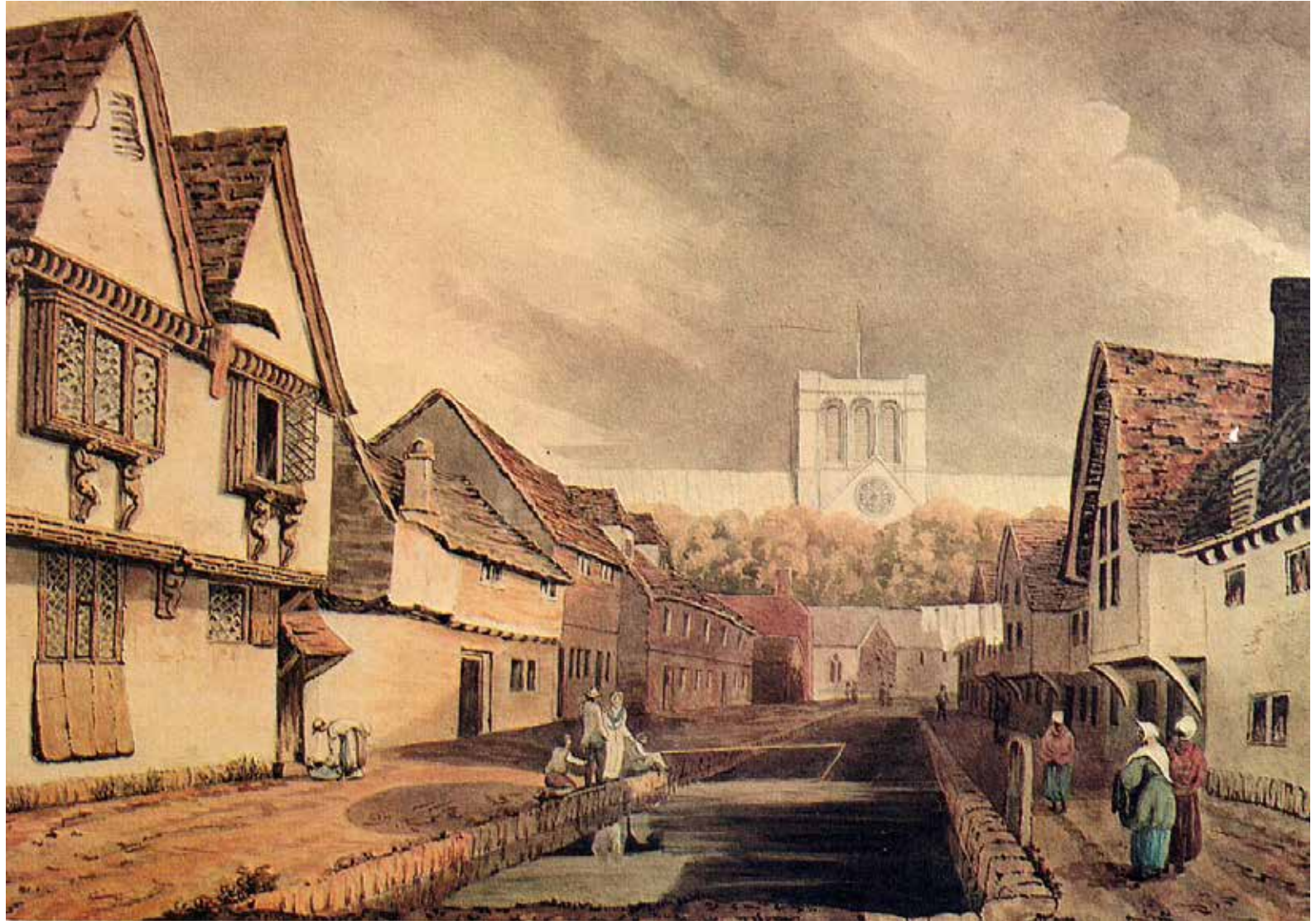
# Winchester history



Godson's Map  
1750



## Winchester history



Middle Brook  
Street 1813,  
painting by  
Samuel Prout

# Winchester history



1873



# Winchester history

The Brooks from  
Lower Brook  
Street



\*Image from Andrew Rutter's 'Winchester: Heart of a City' donated by the City of Winchester Trust and Andrew Rutter

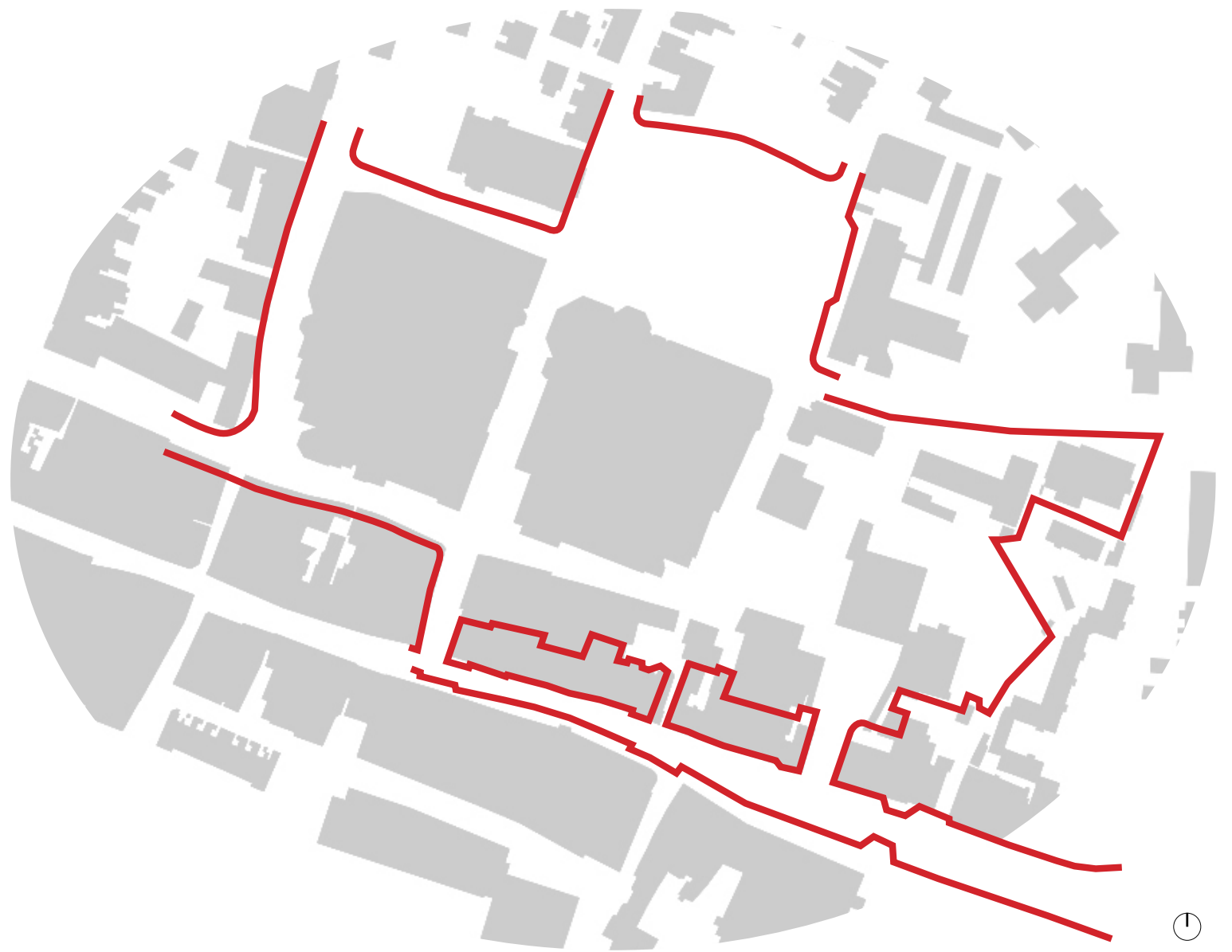
1955

Draft for  
consultation  
purposes only





# Winchester history



Today

# Winchester

## What is 'Winchesterness'?

- **Historic Town**
- **Mix of buildings and heights**
- **Water**
- **Trees and small areas of landscaping**
- **Character of streets and spaces**
- **Evokes:**
  - walkable
  - relatable
  - safe
  - intimate scale



# What is 'Winchesterness'? Defining Character



Public space and activity



Landmarks and social interaction

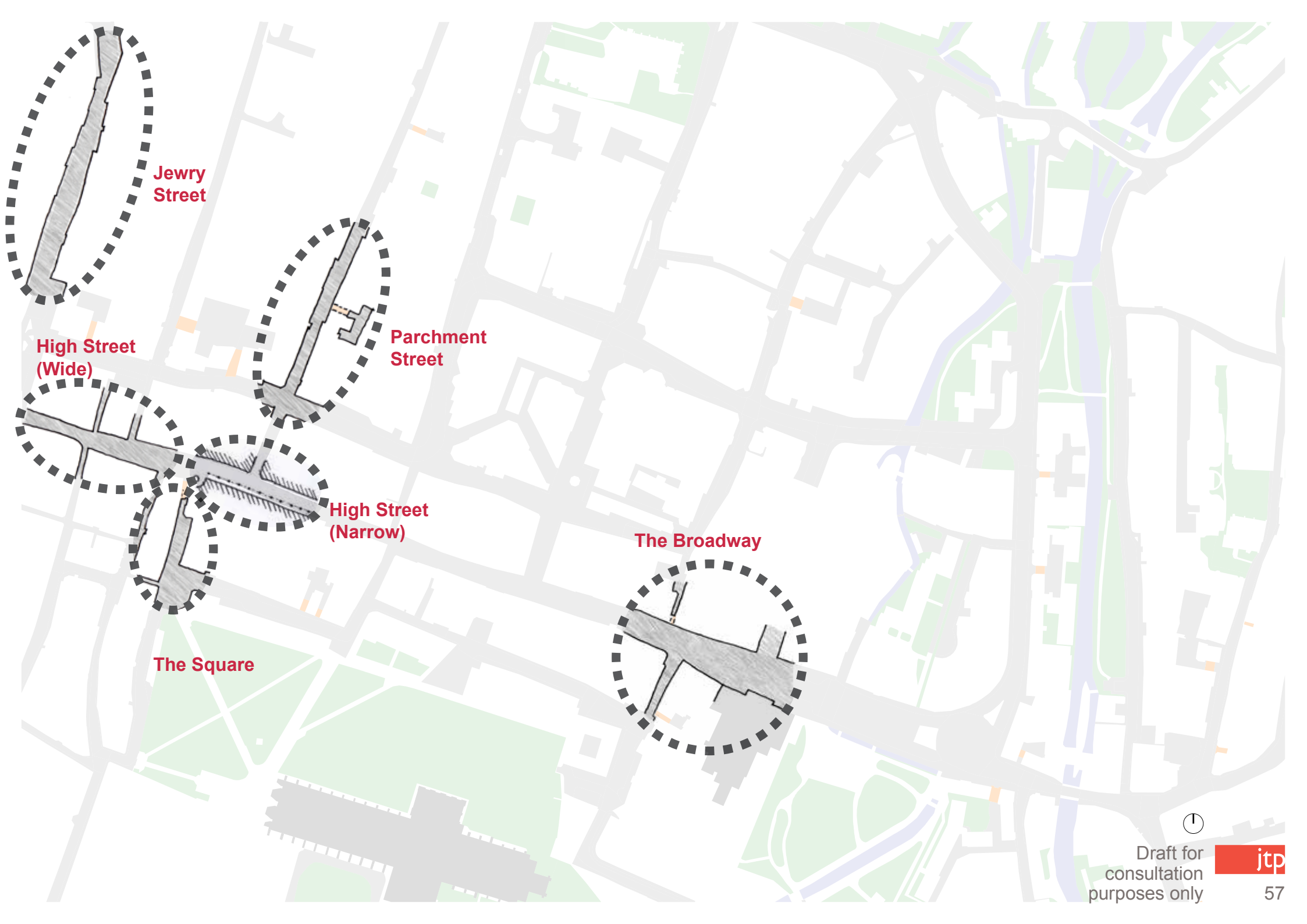


Retail offering



Green spaces and waterways





**Jewry Street**

**High Street (Wide)**

**Parchment Street**

**High Street (Narrow)**

**The Broadway**

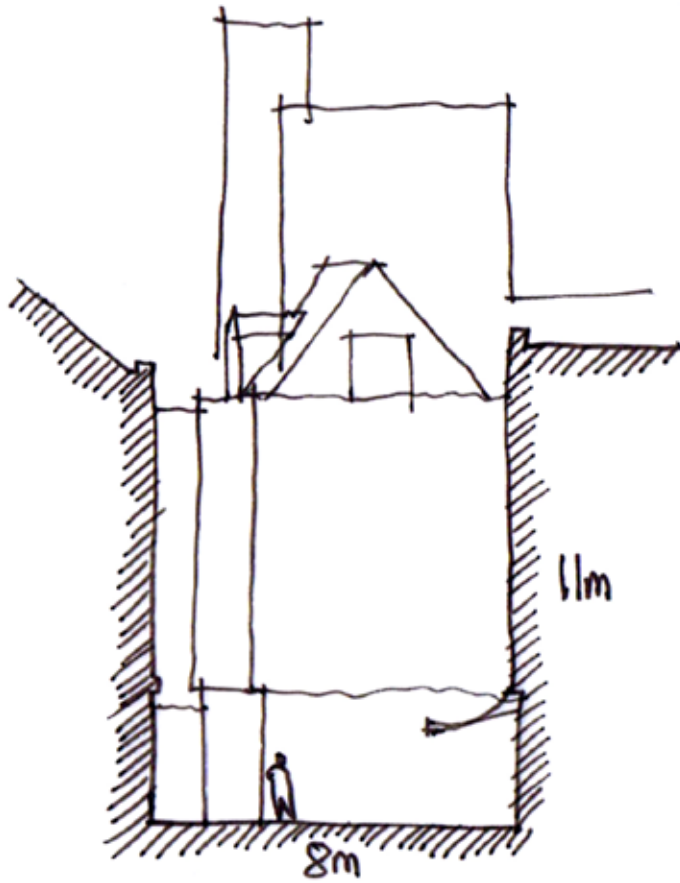
**The Square**

# Winchester Streets

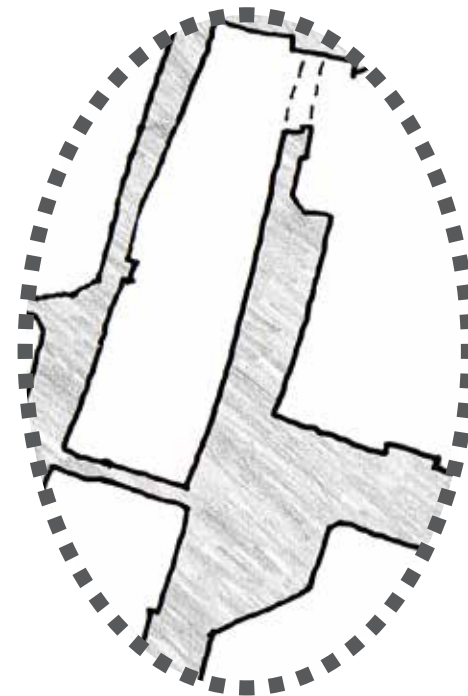
## The Square



# Winchester Streets The Square



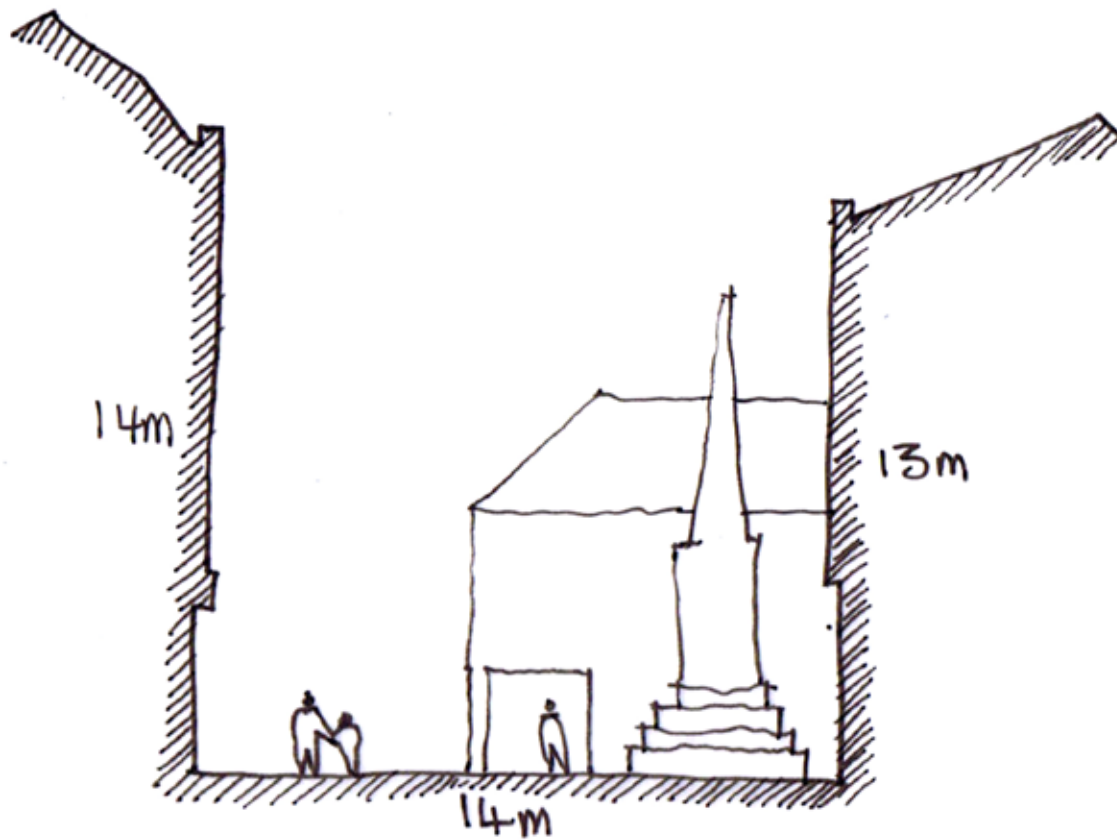
Enclosure Ratio  
1:1.4



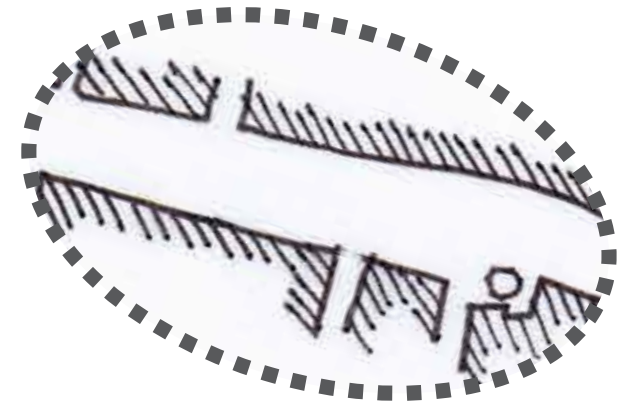
# Winchester Streets High Street - Wide



# Winchester Streets High Street - Wide



Enclosure Ratio  
1:1

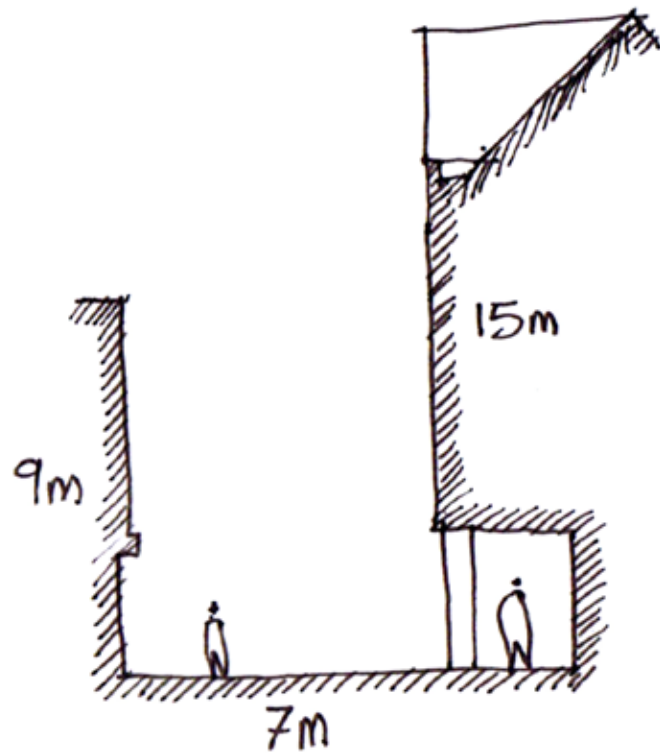


# Winchester Streets

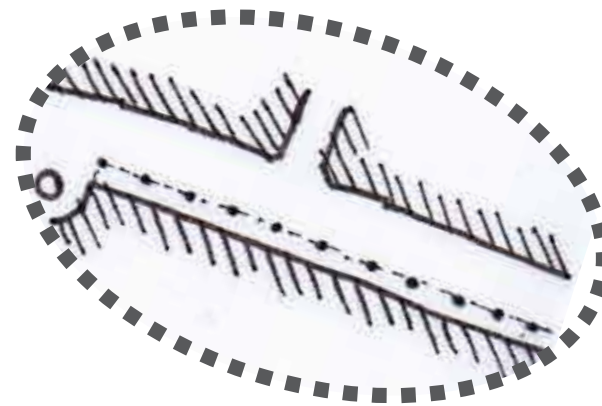
## High Street - Narrow



# Winchester Streets High Street - Narrow



Enclosure Ratio  
1:2



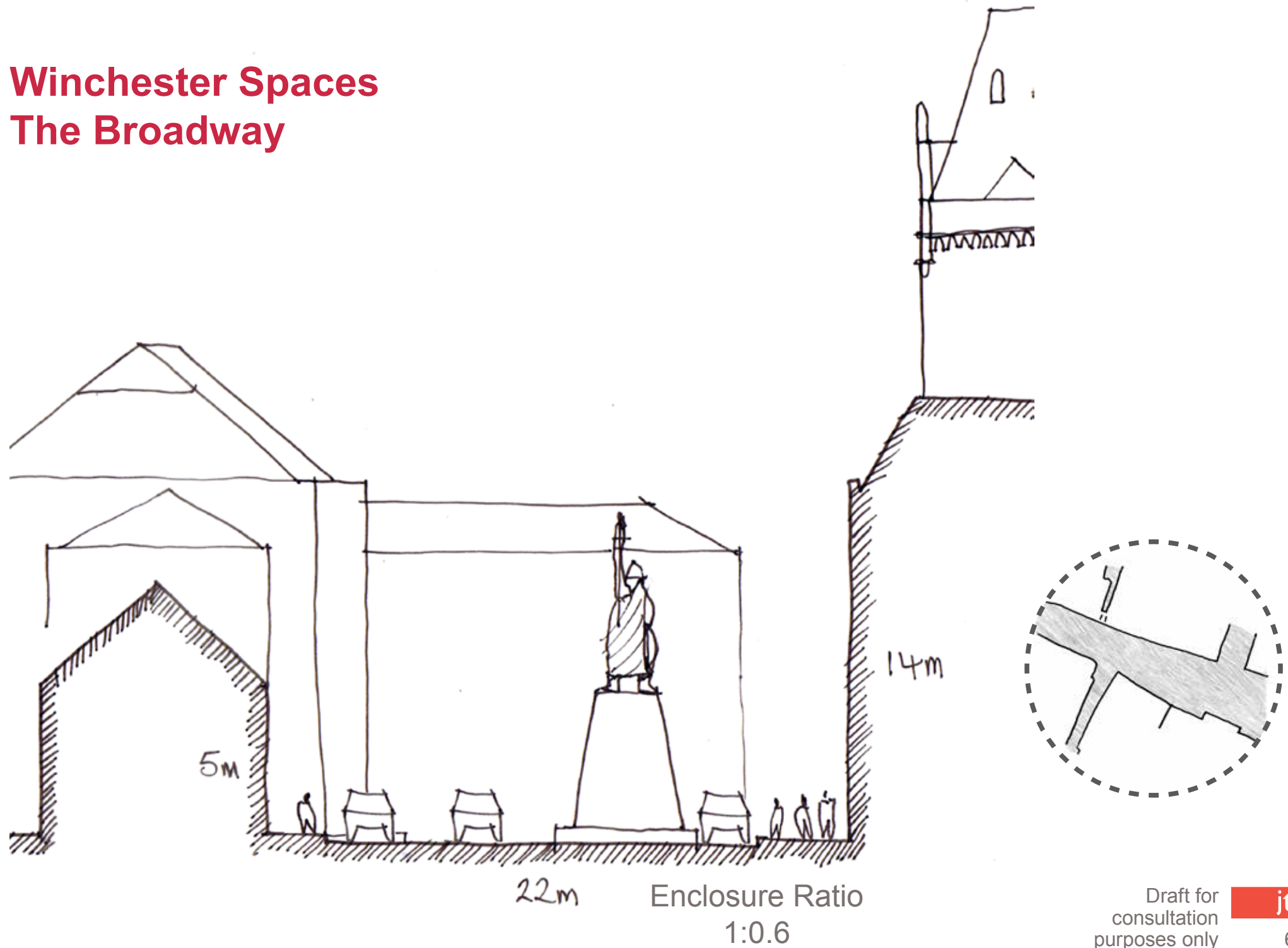


# Winchester Spaces

## The Broadway



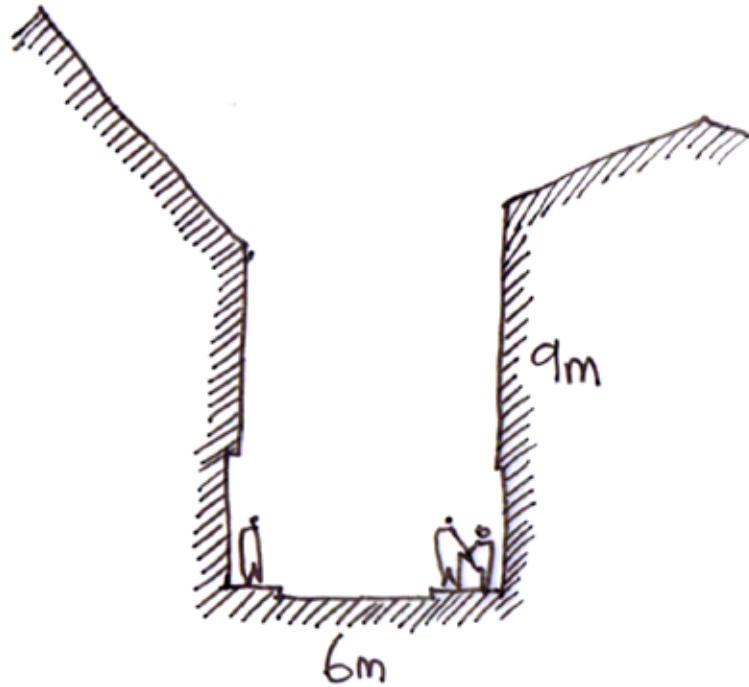
# Winchester Spaces The Broadway



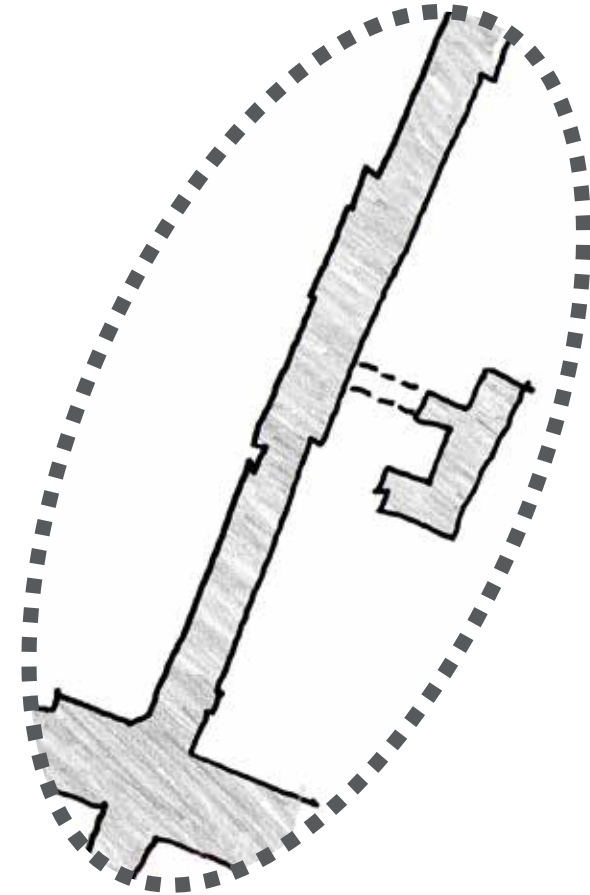
# Winchester Spaces Parchment Street



# Winchester Spaces Parchment Street



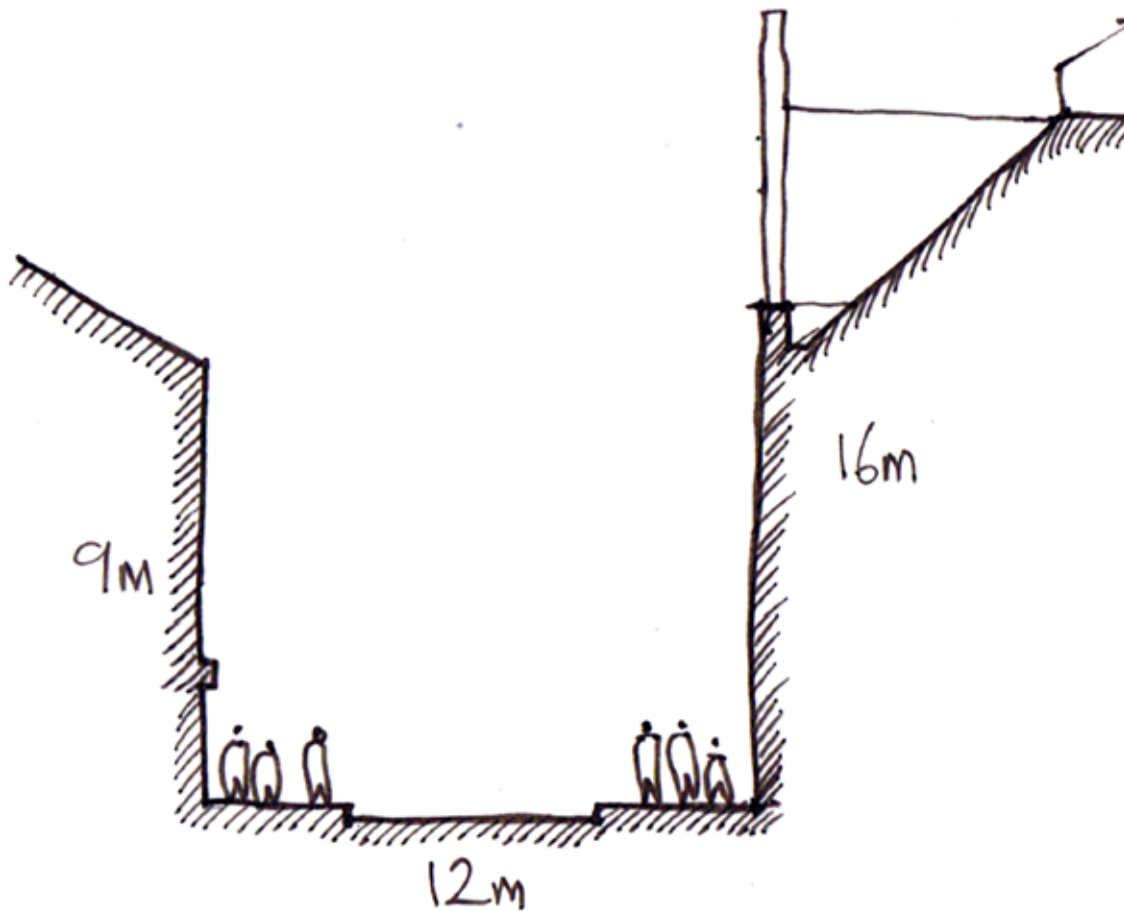
Enclosure Ratio  
1:1.5



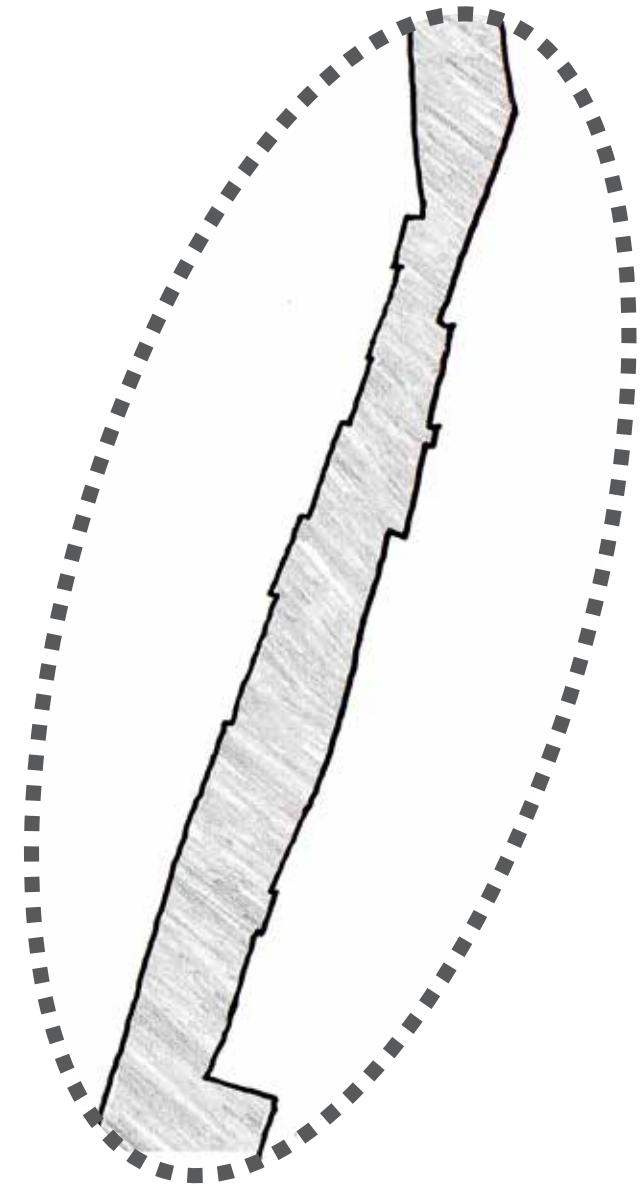
# Winchester Spaces Jewry Street



# Winchester Spaces Jewry Street



Enclosure Ratio  
1:1



## Winchester Spaces Walcote Place



- Listed buildings alongside contemporary architecture.
- Buildings enclosing space are up to 3 storeys.
- Large mature trees help to enclose the spaces.
- Footpath route connects through the space.
- High quality, subtle public art.
- Outdoor cafe seating.

# Walcote Place





## Winchester Spaces Buttercross & the Square



- Restricted views lead through a sequence of intimate spaces.
- Narrow passageway opens into intimate space and on to The Square.
- Buildings enclosing spaces are up to 3.5 storeys.
- Outdoor cafe seating.
- Trees provide a backdrop to The Square.
- High quality paving.

# Buttercross



# Passageway



# The Square



# What is 'Winchesterness'? Building Materials



Buff with blue brick



Stone, timber, flint and brick



Buff with painted brick



Aluminium with buff brick



Stone and glass



Zinc with red brick



Aluminium with red brick



Curtain wall glazing and render



Render with zinc



Clay tile and painted brick



Doors



Doors



Steel and glass with brick



Timber and red brick



Brown brick and painted timber



Stretcher bond



Banded brick with stone flint panels



Flemish bond



Render, St Swithun Street

# What is 'Winchester'ness'? Public Realm

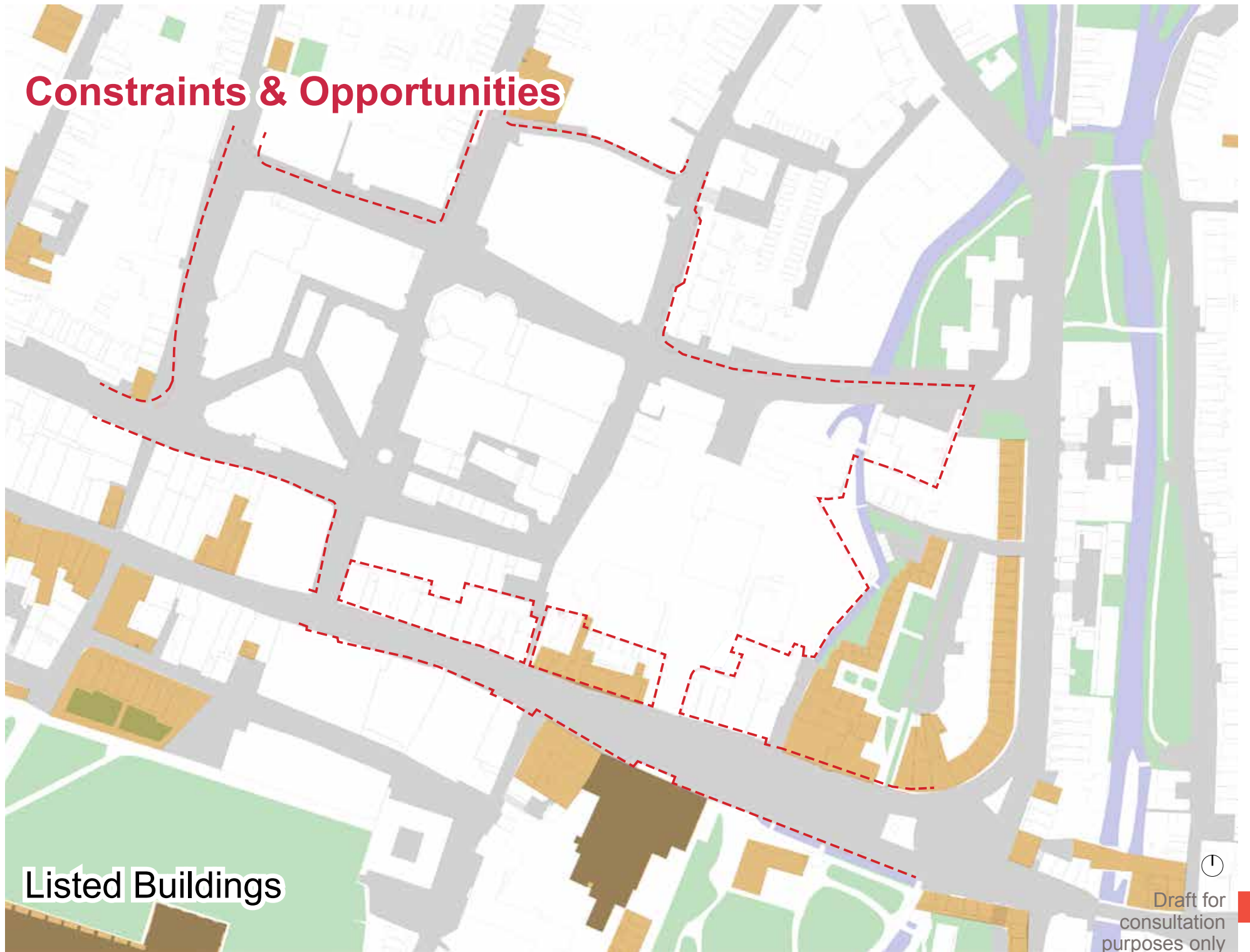


# Site Constraints & Opportunities





# Constraints & Opportunities



Listed Buildings

⌚  
Draft for  
consultation  
purposes only



St John's Alms houses



Cross Keys Passage and High Street buildings

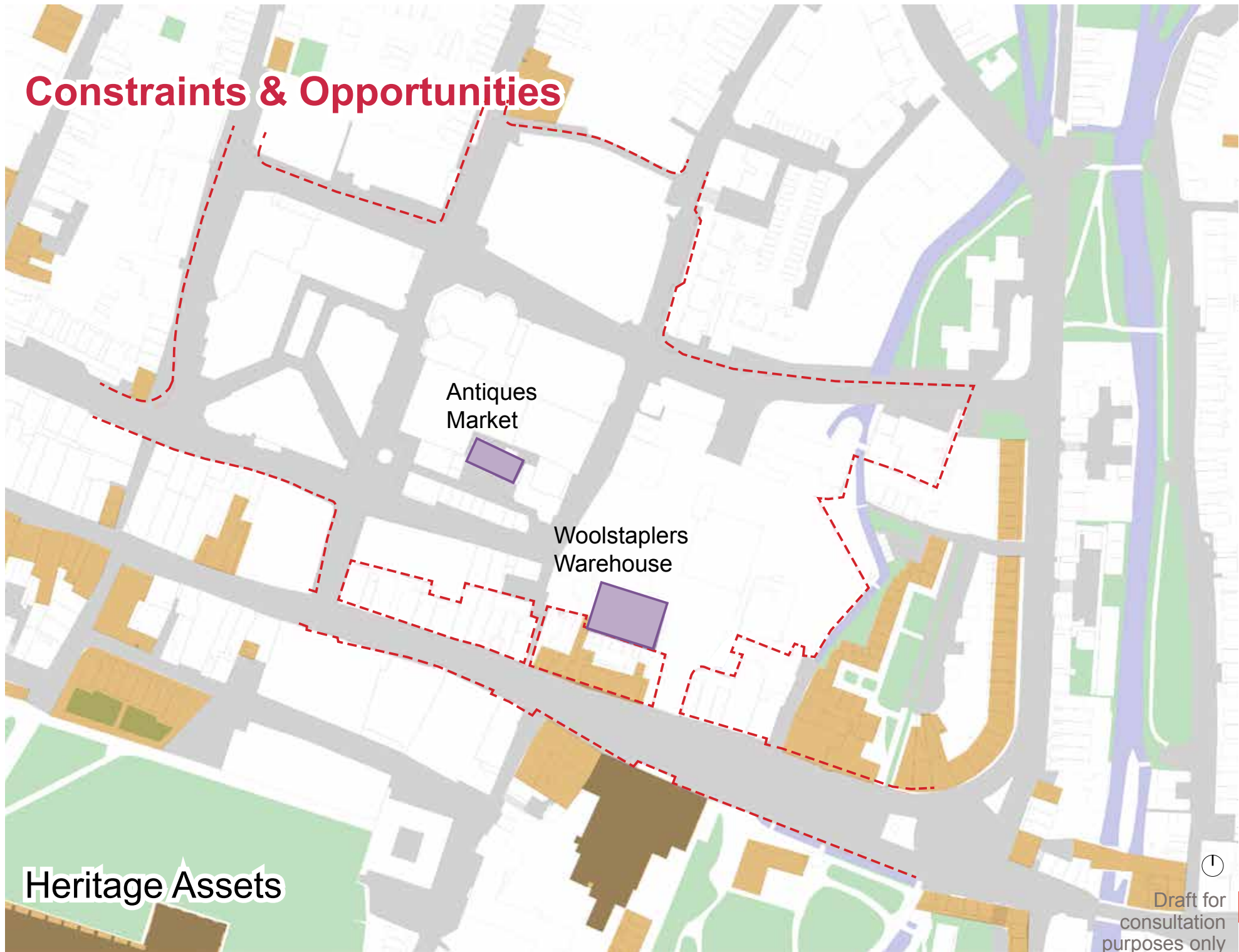


The Guildhall



Terraced housing along Eastgate Street

# Constraints & Opportunities



Heritage Assets



Antiques Market

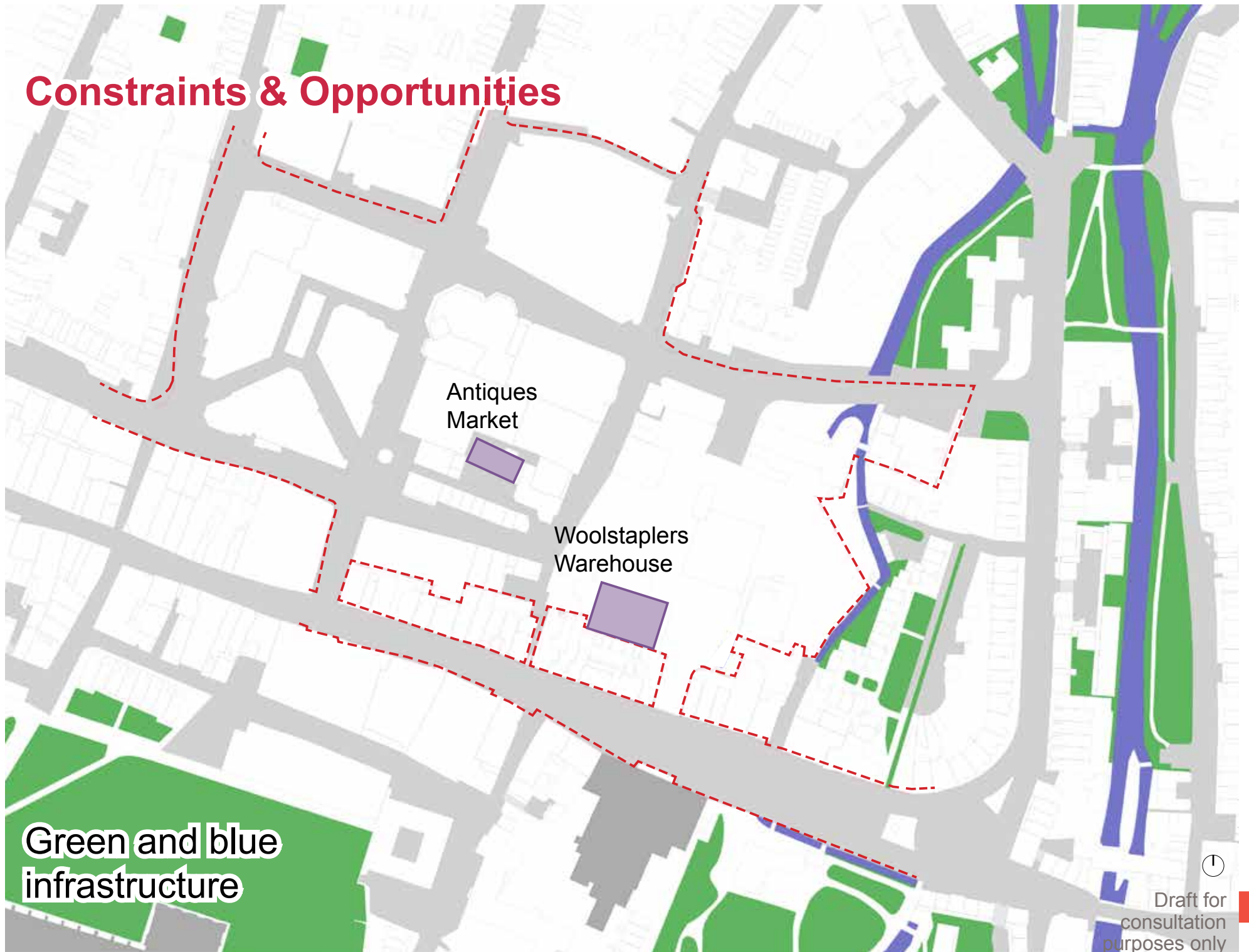


Woolstaplers Warehouse view from Bus Station



Woolstaplers Warehouse view from Tanner Street

# Constraints & Opportunities



Green and blue  
infrastructure



River at northern edge of site



River to the north of Friarsgate



River on the eastern edge of the site with the  
alms houses

# Constraints & Opportunities



Trees



Trees along Friarsgate



Cluster of trees at end of Middle Brook Street



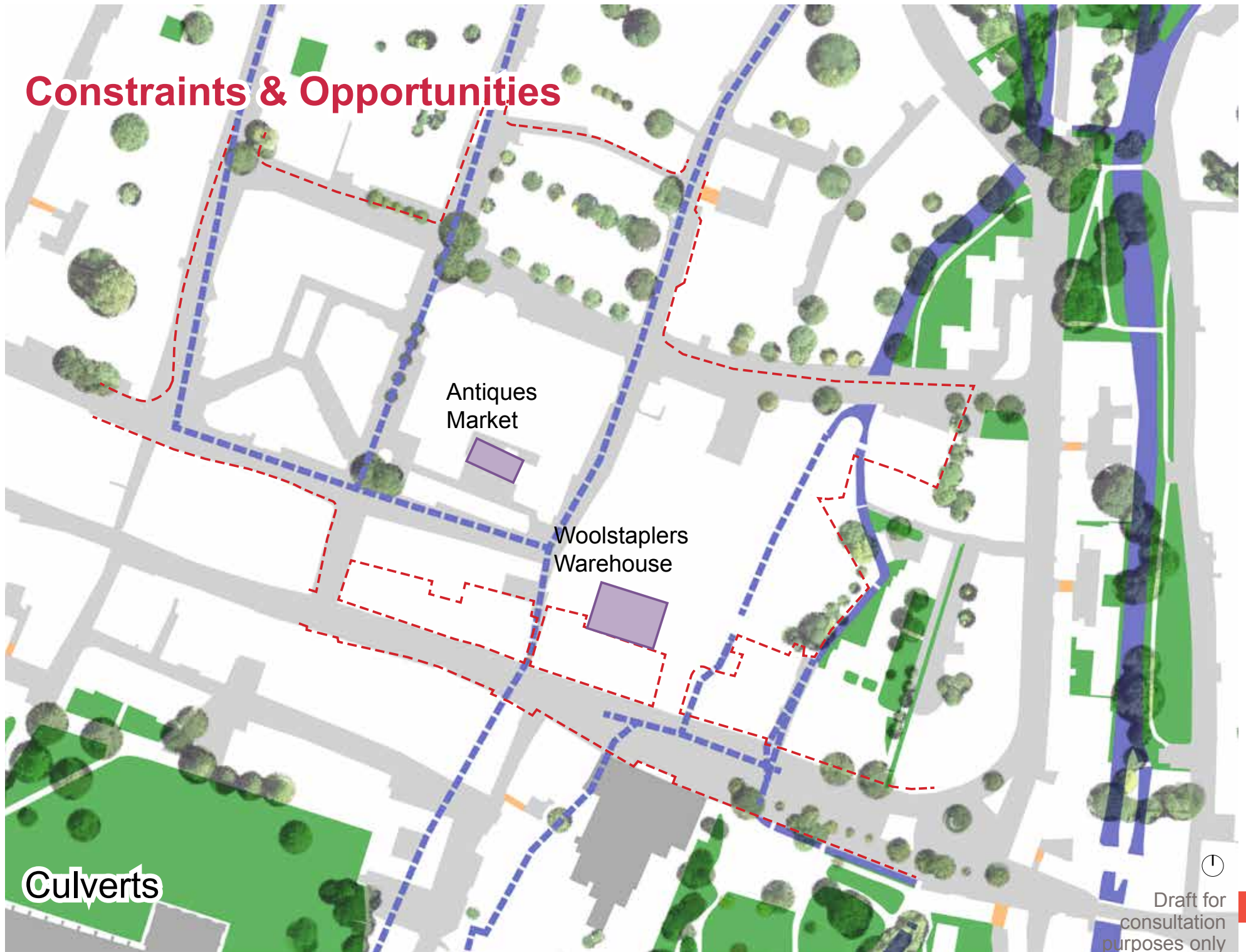
Mature trees along eastern edge



Line of trees along Middle Brook Street

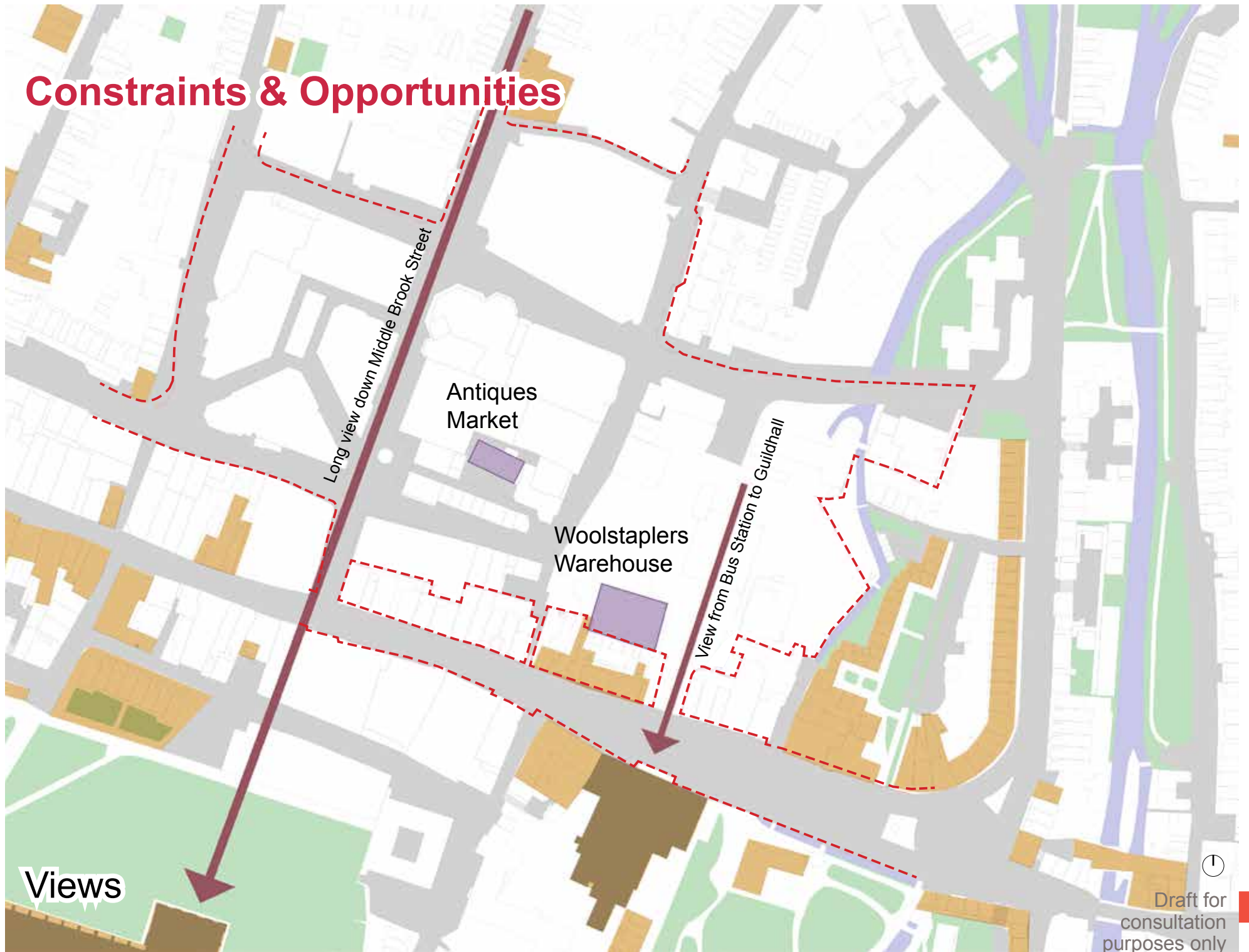


# Constraints & Opportunities



Culverts

# Constraints & Opportunities



Views

Long view down Middle Brook Street

Antiques Market

Woolstaplers Warehouse

View from Bus Station to Guildhall

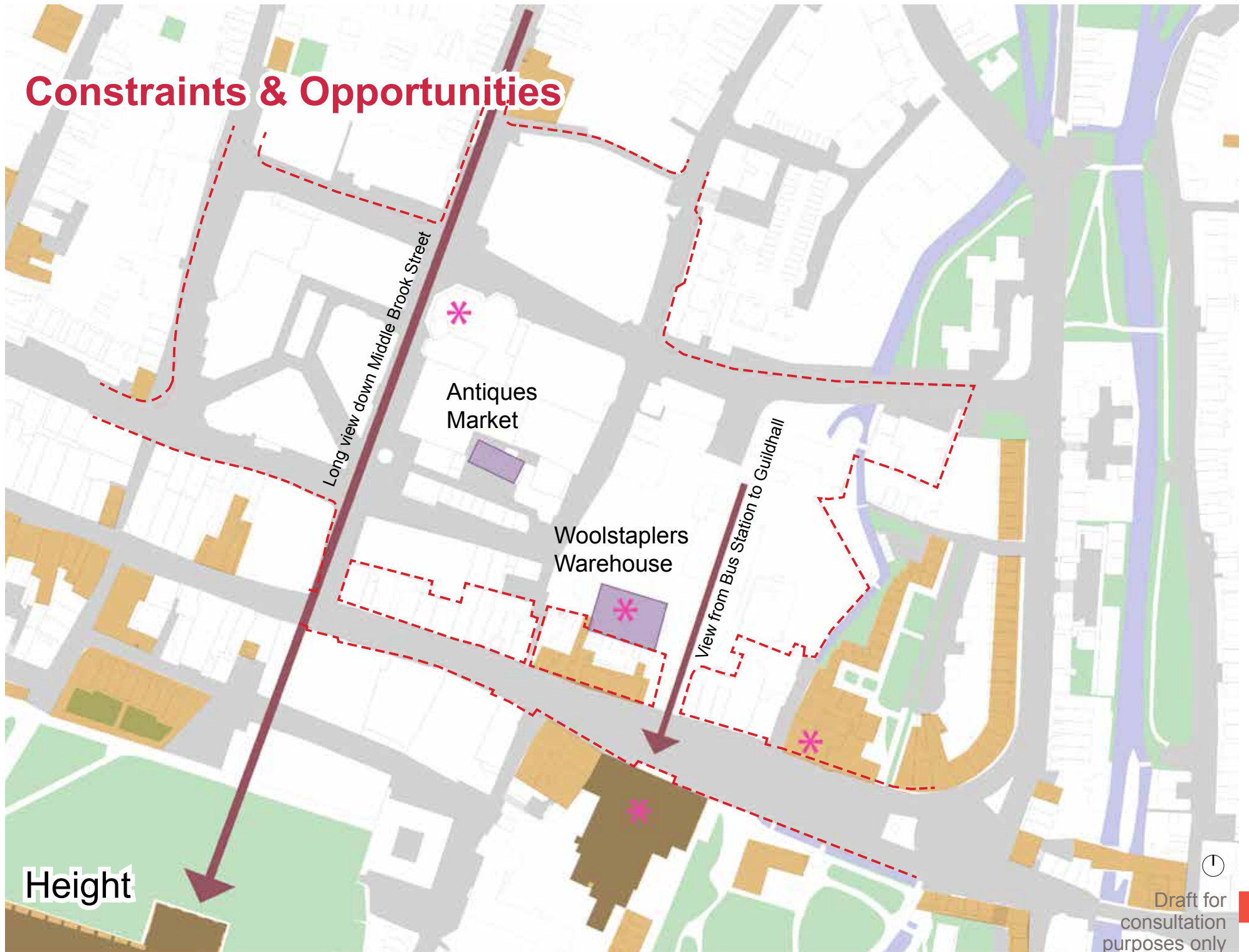


View from Bus Station to Guildhall



Long view down Middle Brook Street

# Constraints & Opportunities





\* Guildhall 30.8m

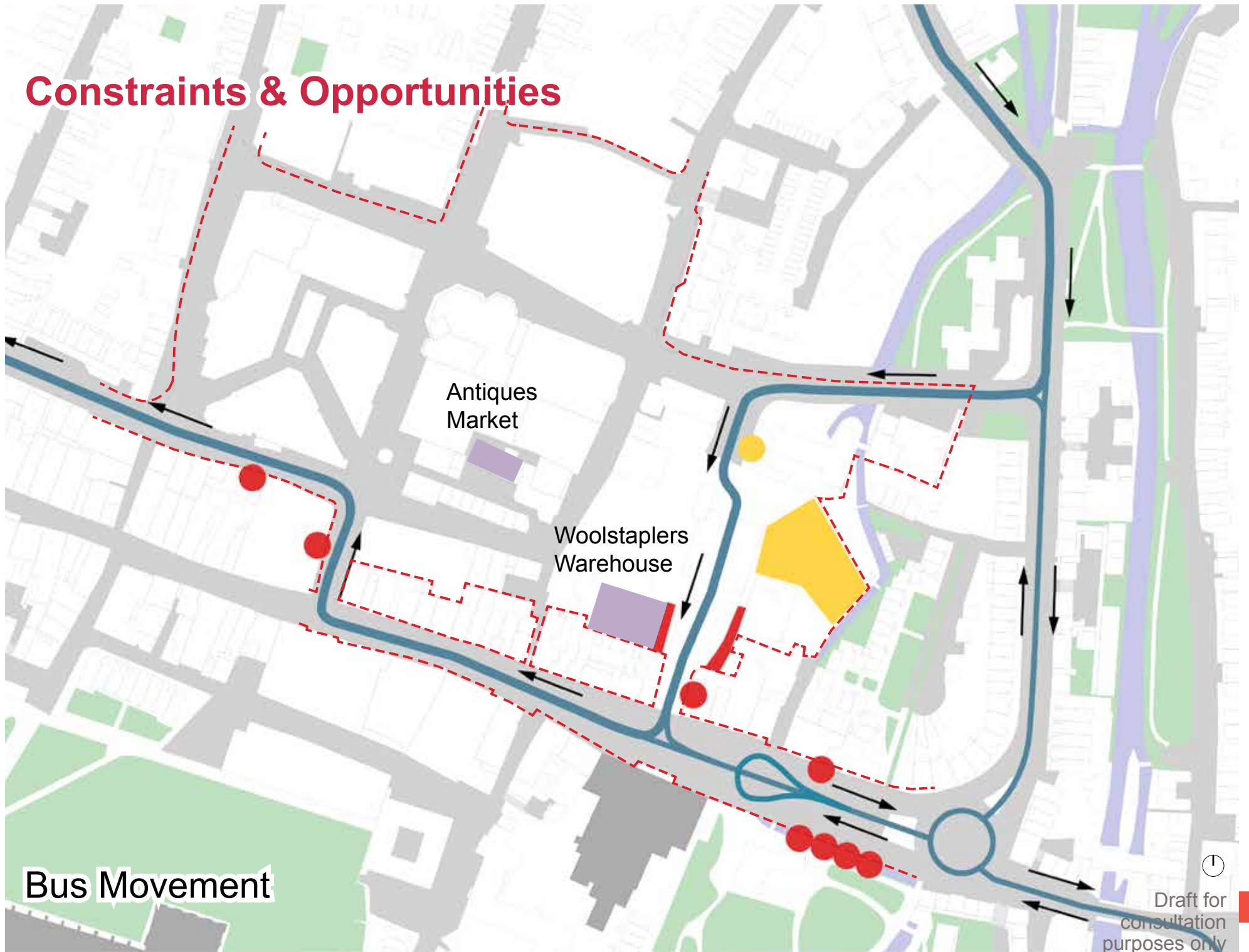
St John's  
House 18m \*

\* Woolstapler's  
Hall 15.7m

High point in  
Middle Brook  
\* Street 18.9m

St. Giles View Point

# Constraints & Opportunities



Bus Movement

⌚  
Draft for  
consultation  
purposes only



The Broadway to the High Street



Turning right along Middle Brook Street



Middle Brook Street

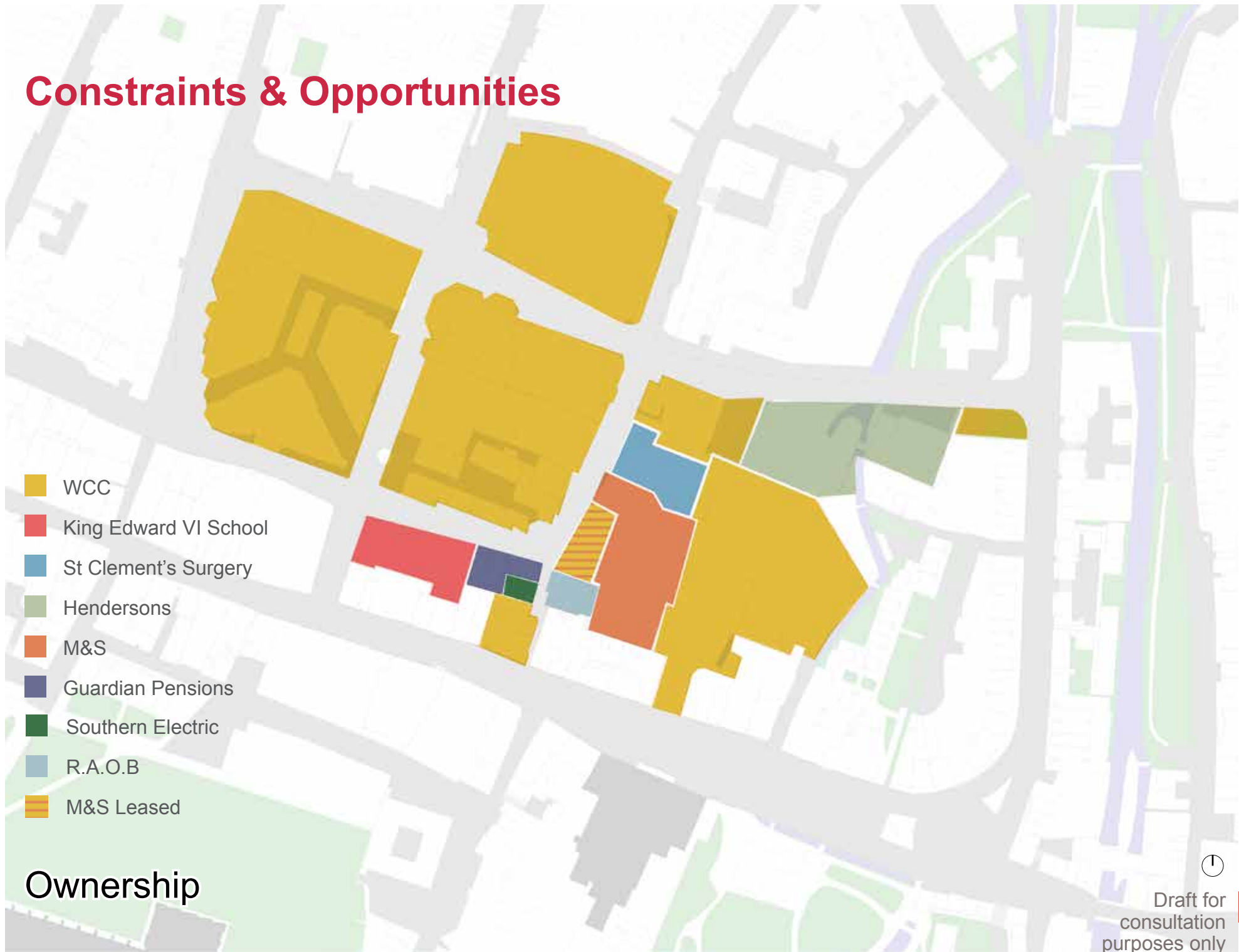


Sainsbury's

# Constraints & Opportunities

- WCC
- King Edward VI School
- St Clement's Surgery
- Hendersons
- M&S
- Guardian Pensions
- Southern Electric
- R.A.O.B
- M&S Leased

## Ownership







Kings Walk



Bus Station



St Clement's Surgery



26 Friarsgate

# Views & Skyline

# Height



Joyce Gardens  
Blue Ball Hill

# Height



Joyce Gardens  
Blue Ball Hill

# Form



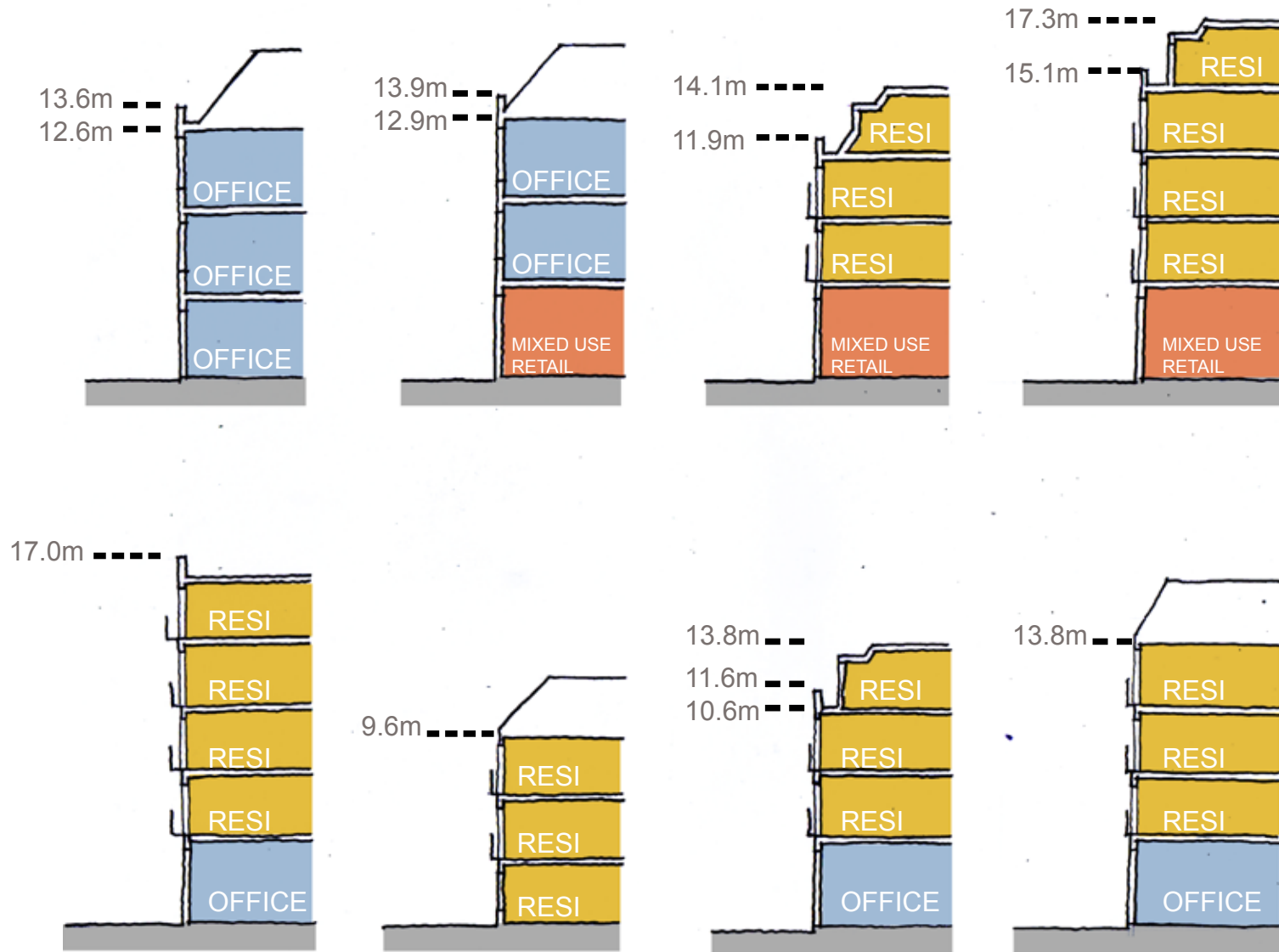
St. Giles View Point

# Form



St. Giles View Point

# Building height typologies according to land use

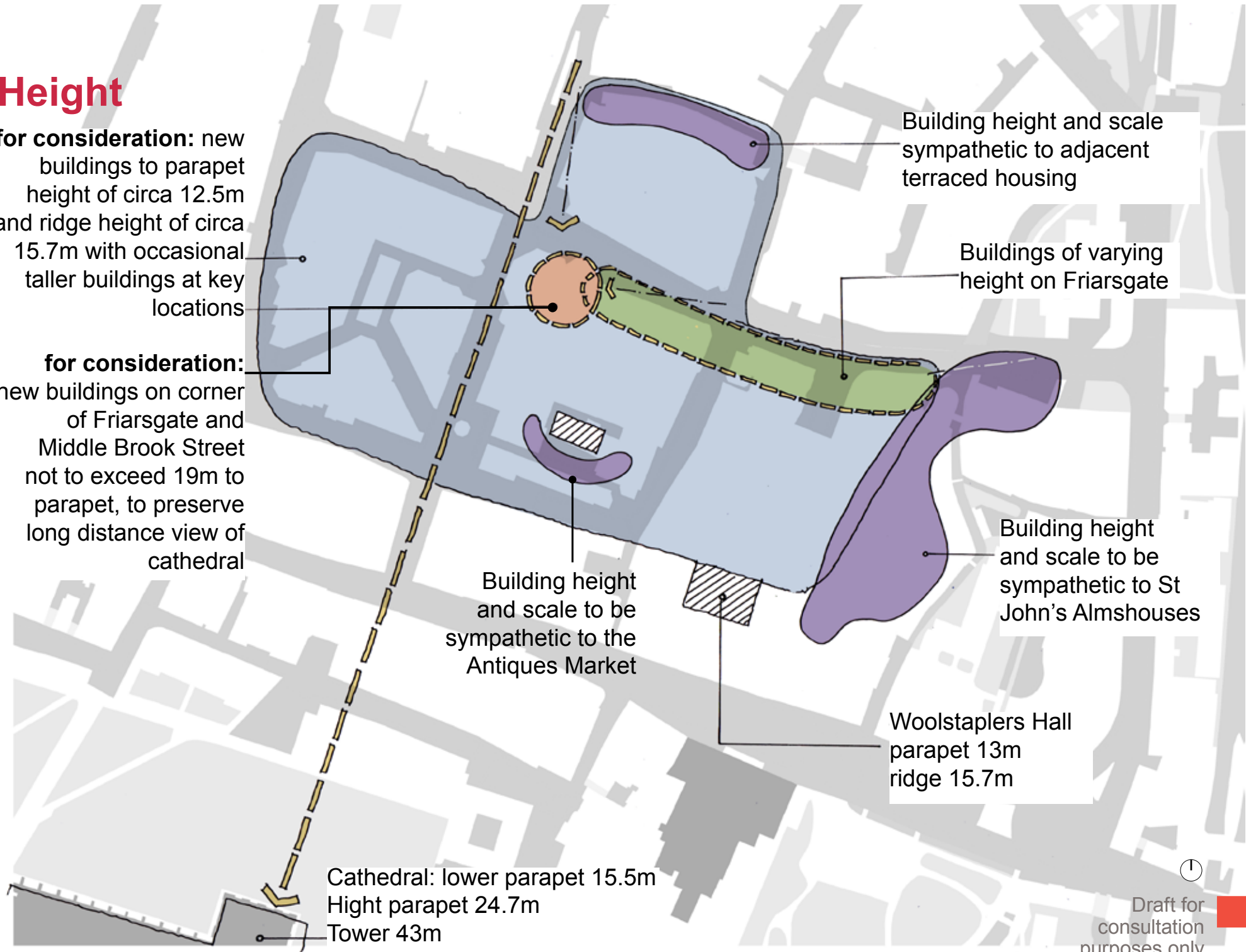


\* Flood levels subject to Flooding Study

# Height

**for consideration:** new buildings to parapet height of circa 12.5m and ridge height of circa 15.7m with occasional taller buildings at key locations

**for consideration:** new buildings on corner of Friarsgate and Middle Brook Street not to exceed 19m to parapet, to preserve long distance view of cathedral



Building height and scale sympathetic to adjacent terraced housing

Buildings of varying height on Friarsgate

Building height and scale to be sympathetic to St John's Almshouses

Woolstaplers Hall  
parapet 13m  
ridge 15.7m

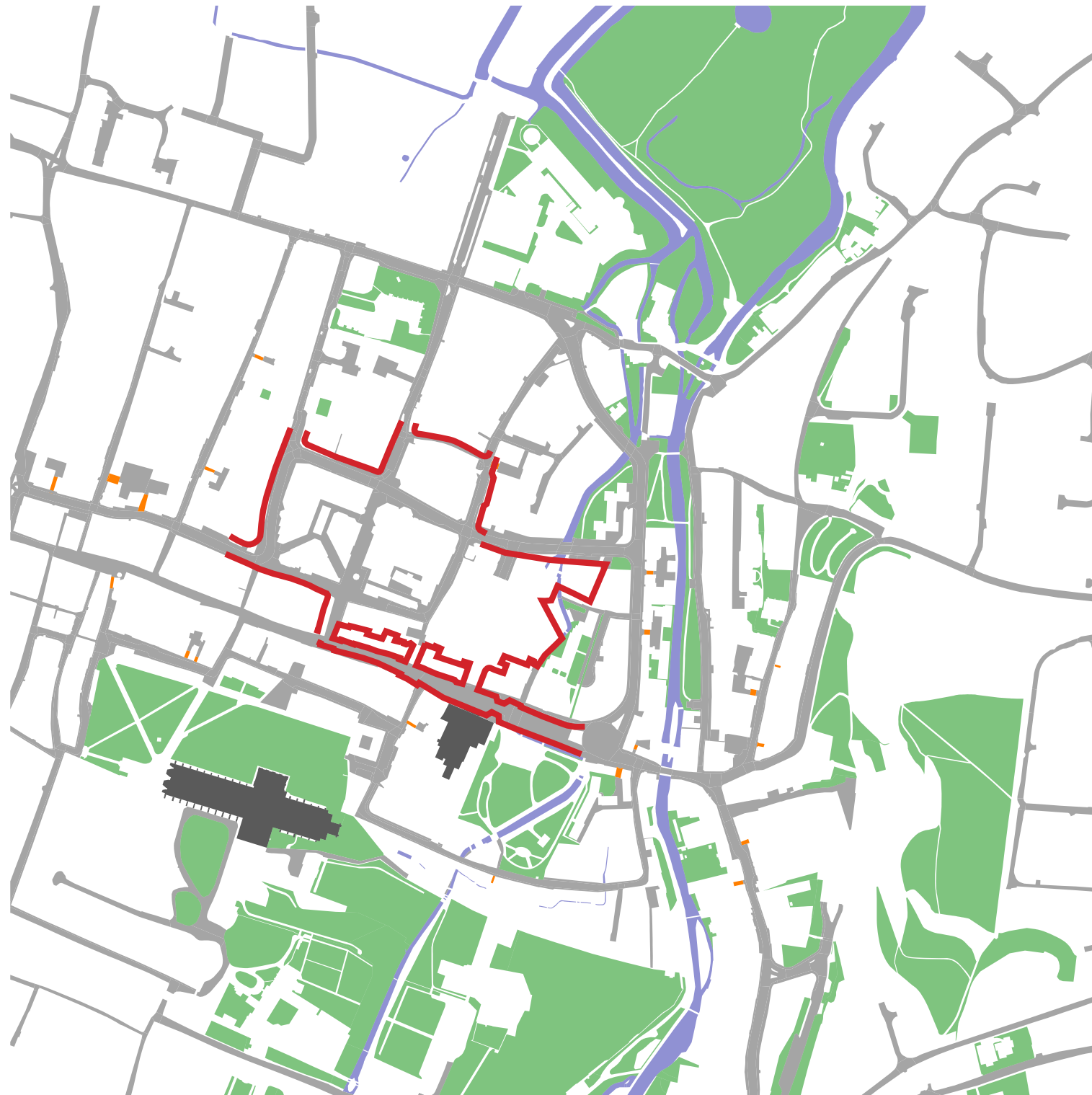
Building height and scale to be sympathetic to the Antiques Market

Cathedral: lower parapet 15.5m  
High parapet 24.7m  
Tower 43m

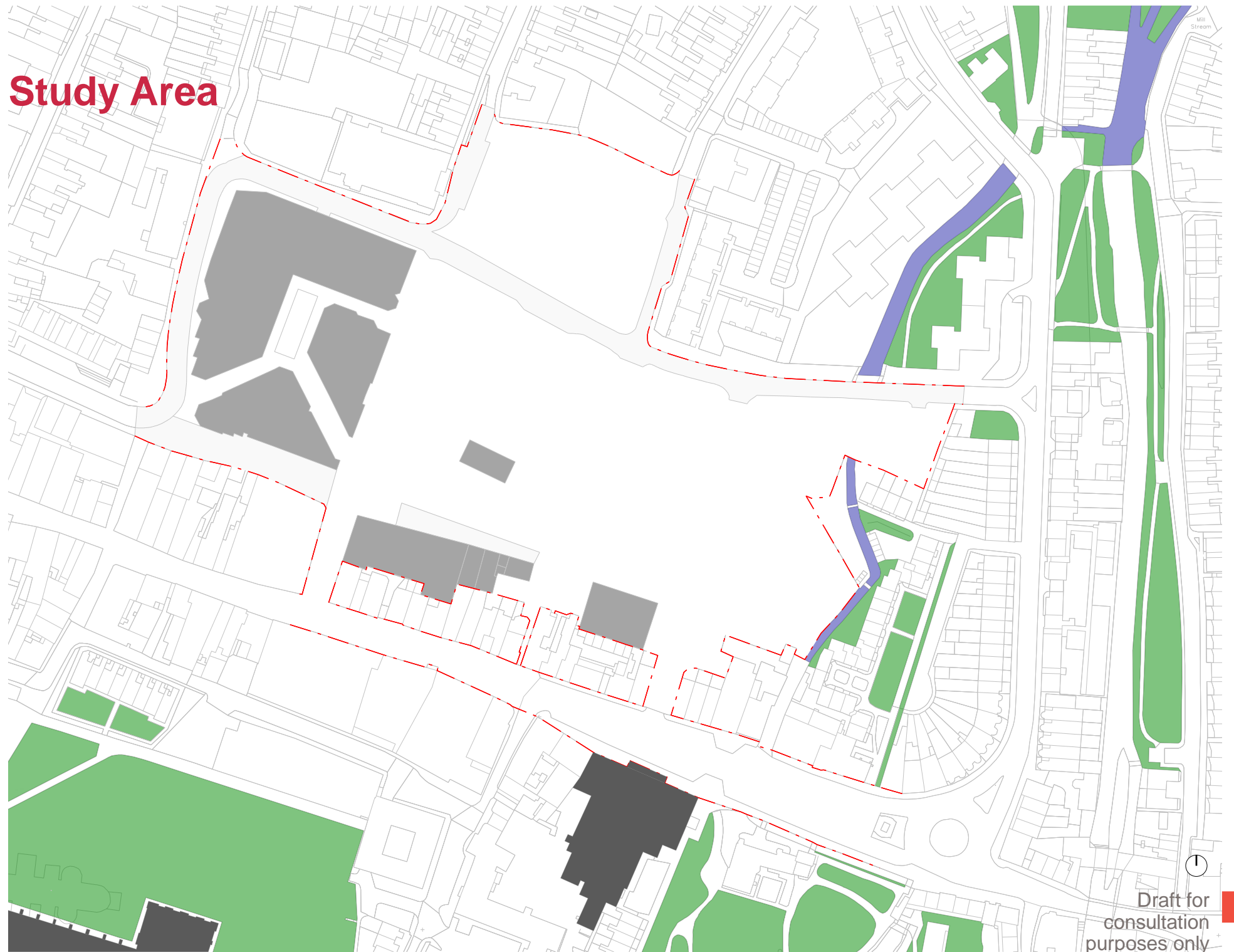


# Design Framework

City  
wide

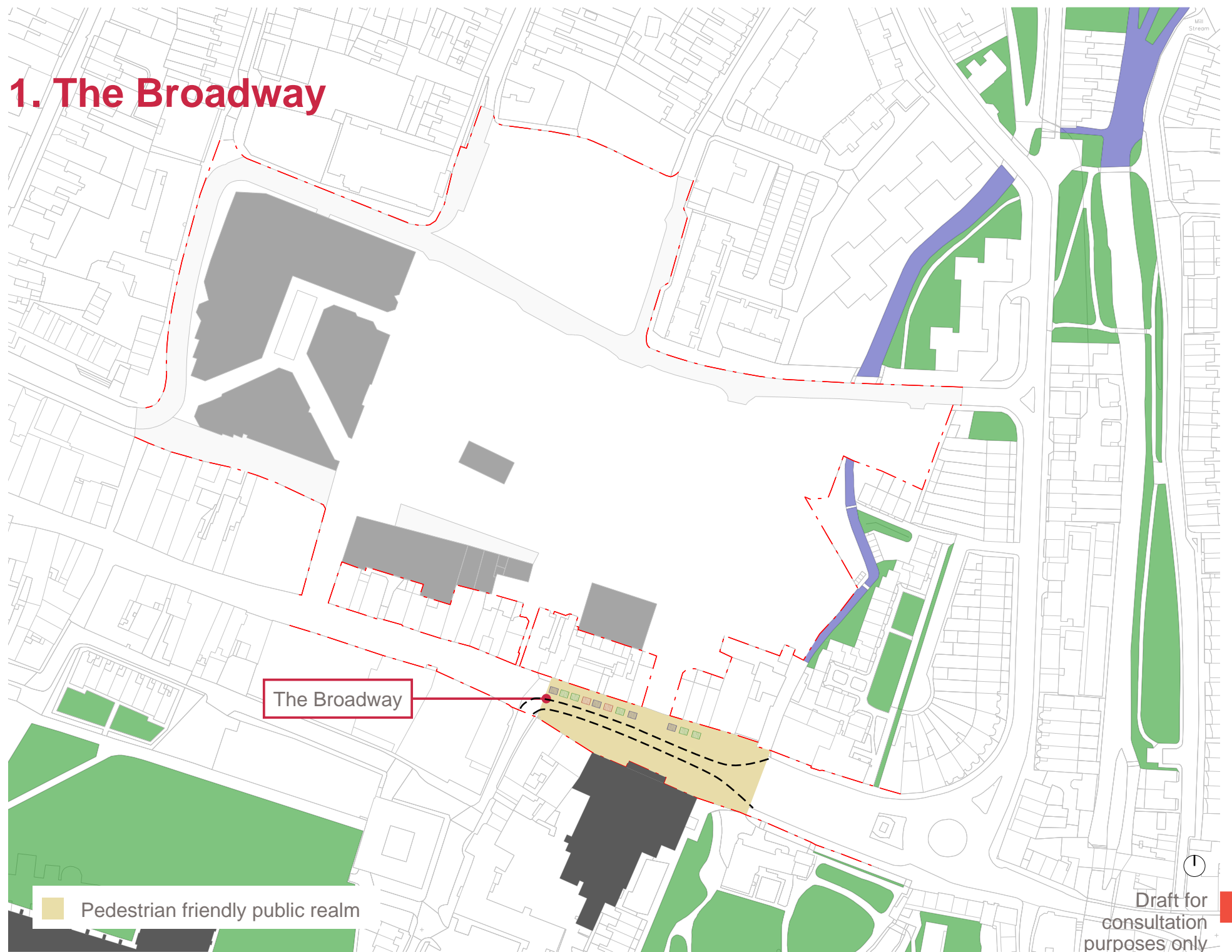


# Study Area



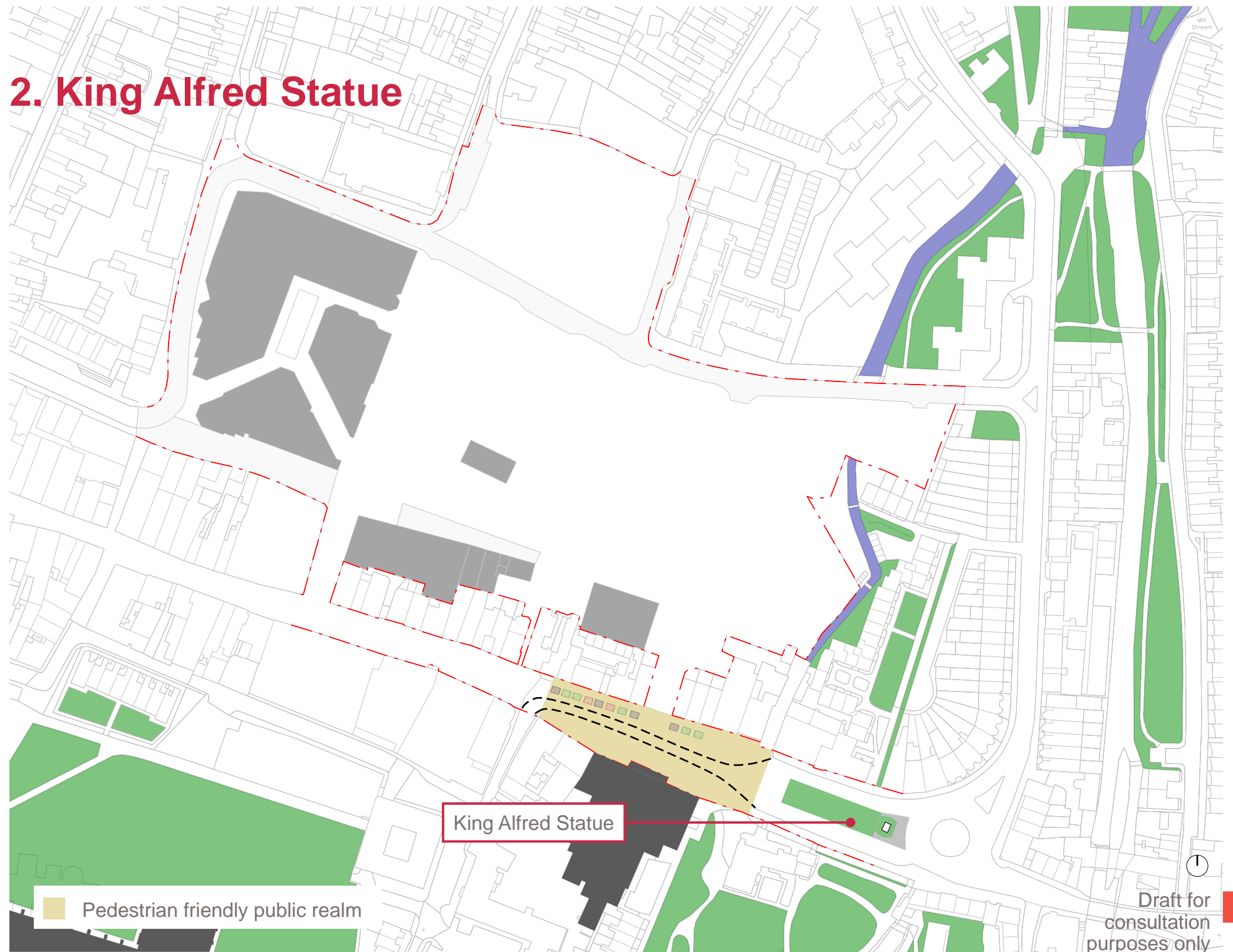
Draft for  
consultation  
purposes only

# 1. The Broadway



 Pedestrian friendly public realm

## 2. King Alfred Statue



 Pedestrian friendly public realm

King Alfred Statue

Draft for  
consultation  
purposes only

### 3. Lower High Street



# 4. Riverside Walk



- Future possible link
- Pedestrian friendly public realm

Riverside Walk

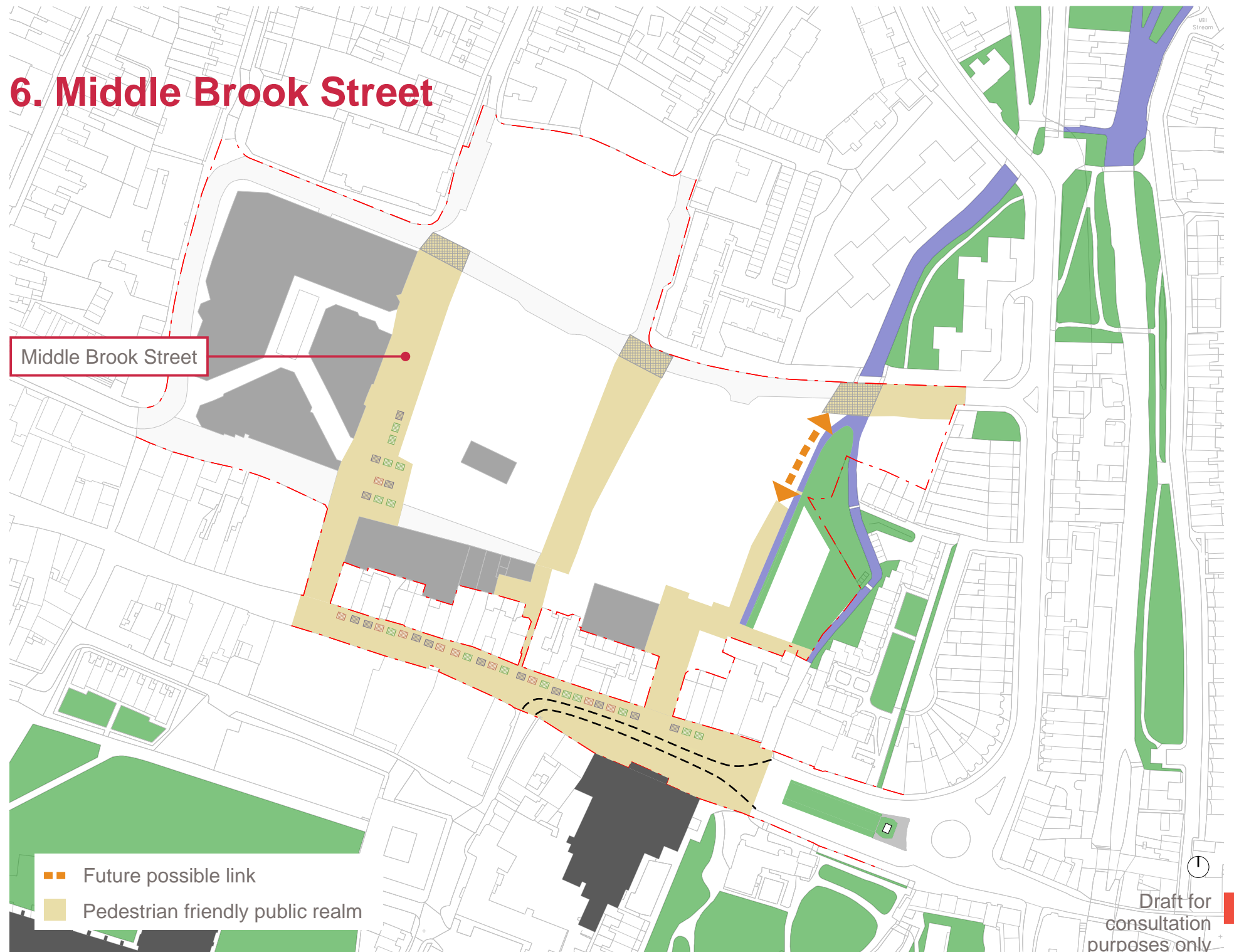
# 5. Tanner Street



- Future possible link
- Pedestrian friendly public realm



## 6. Middle Brook Street



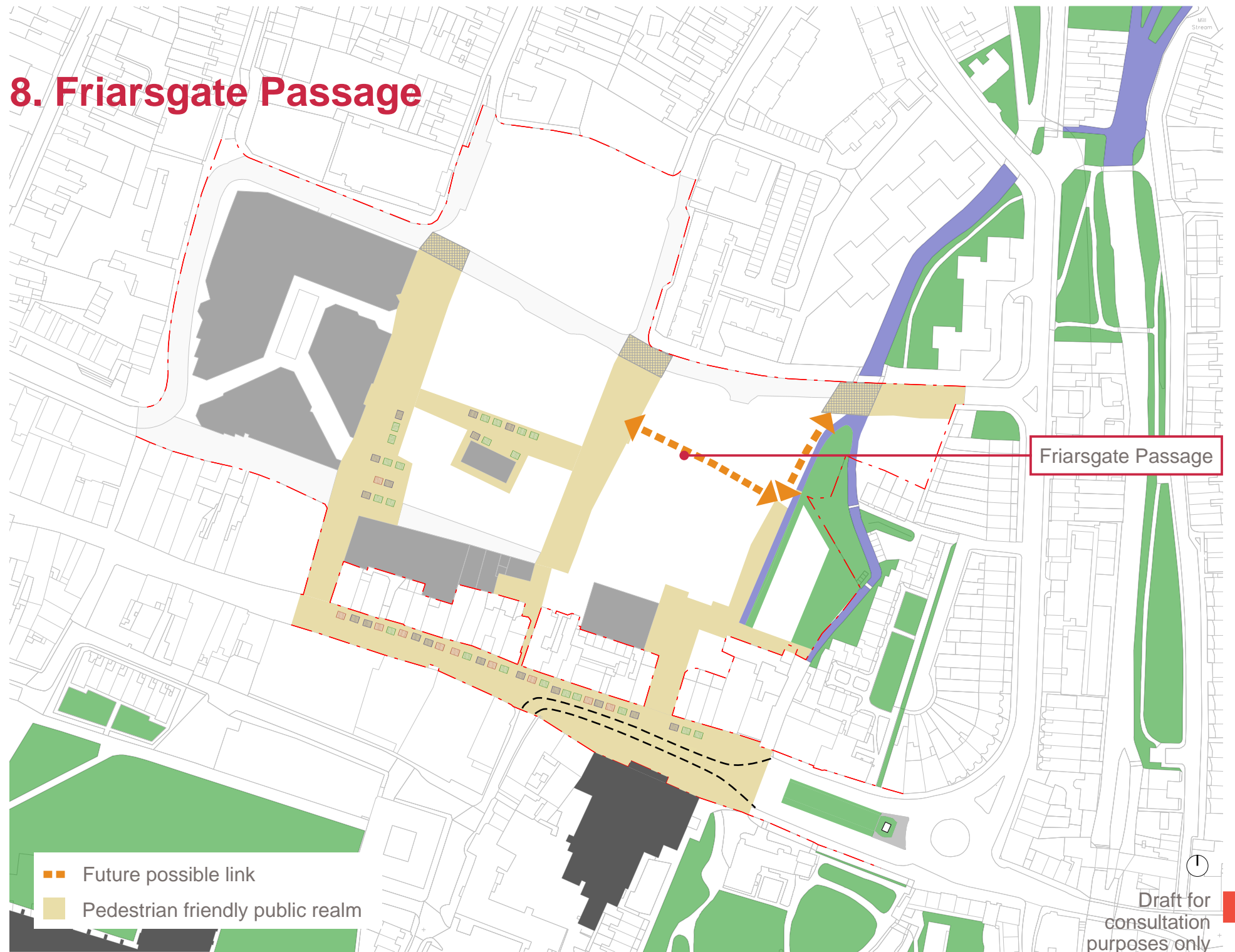
# 7. Antiques Market



Antiques Market

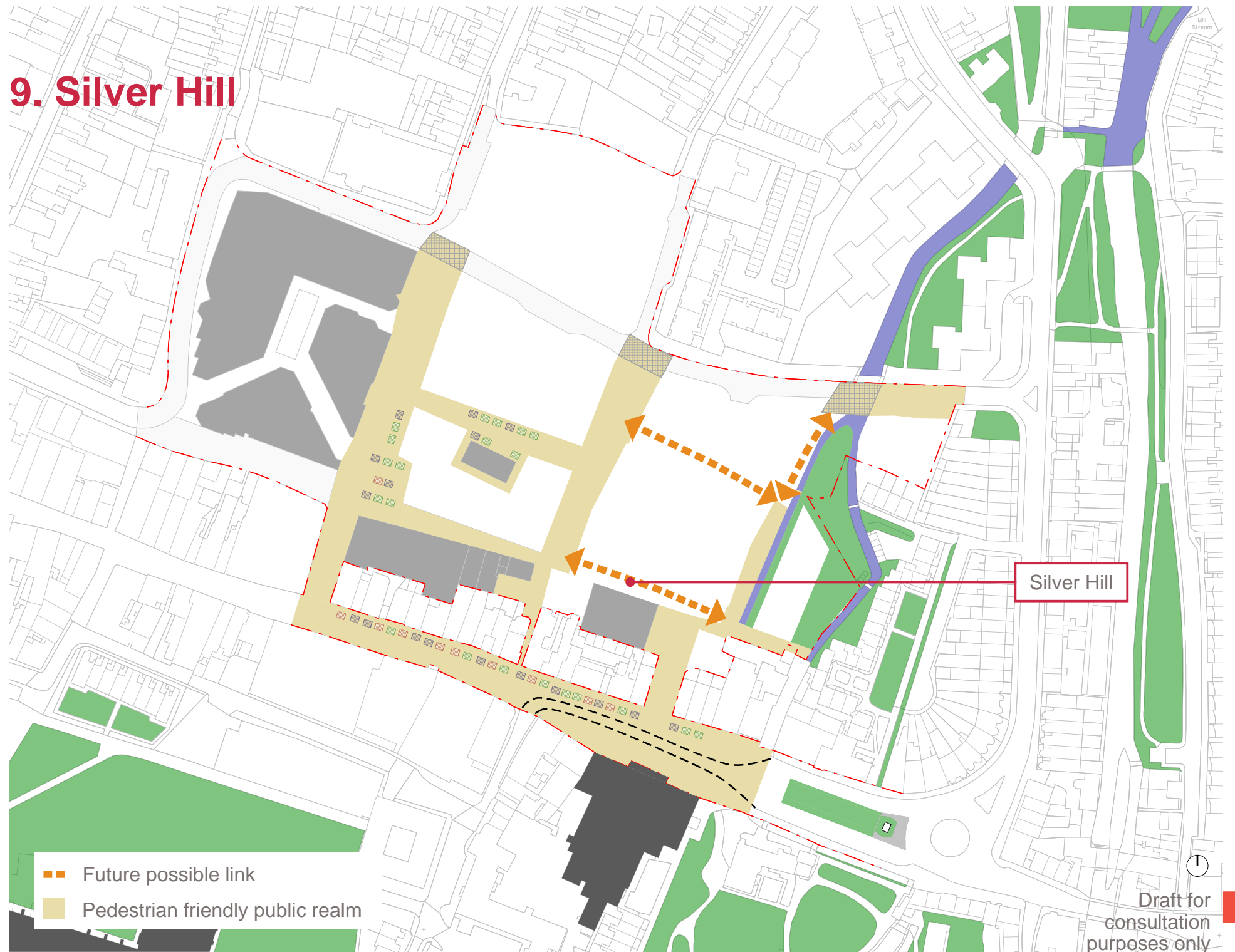
- Future possible link
- Covered market
- Pedestrian friendly public realm

# 8. Friarsgate Passage



Friarsgate Passage

# 9. Silver Hill



- Future possible link
- Pedestrian friendly public realm

# 10. The Brooks

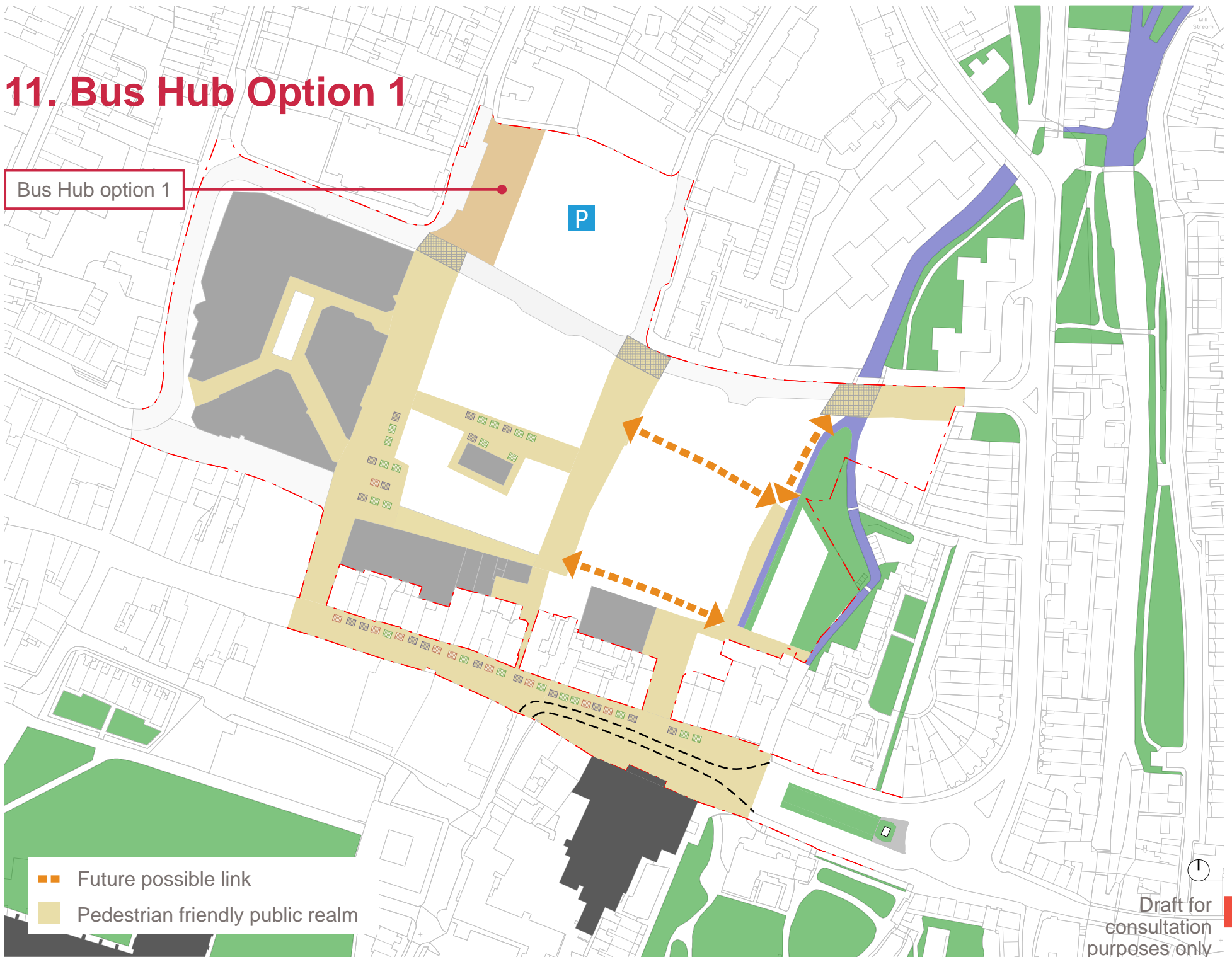


# 11. Bus Hub Option 1

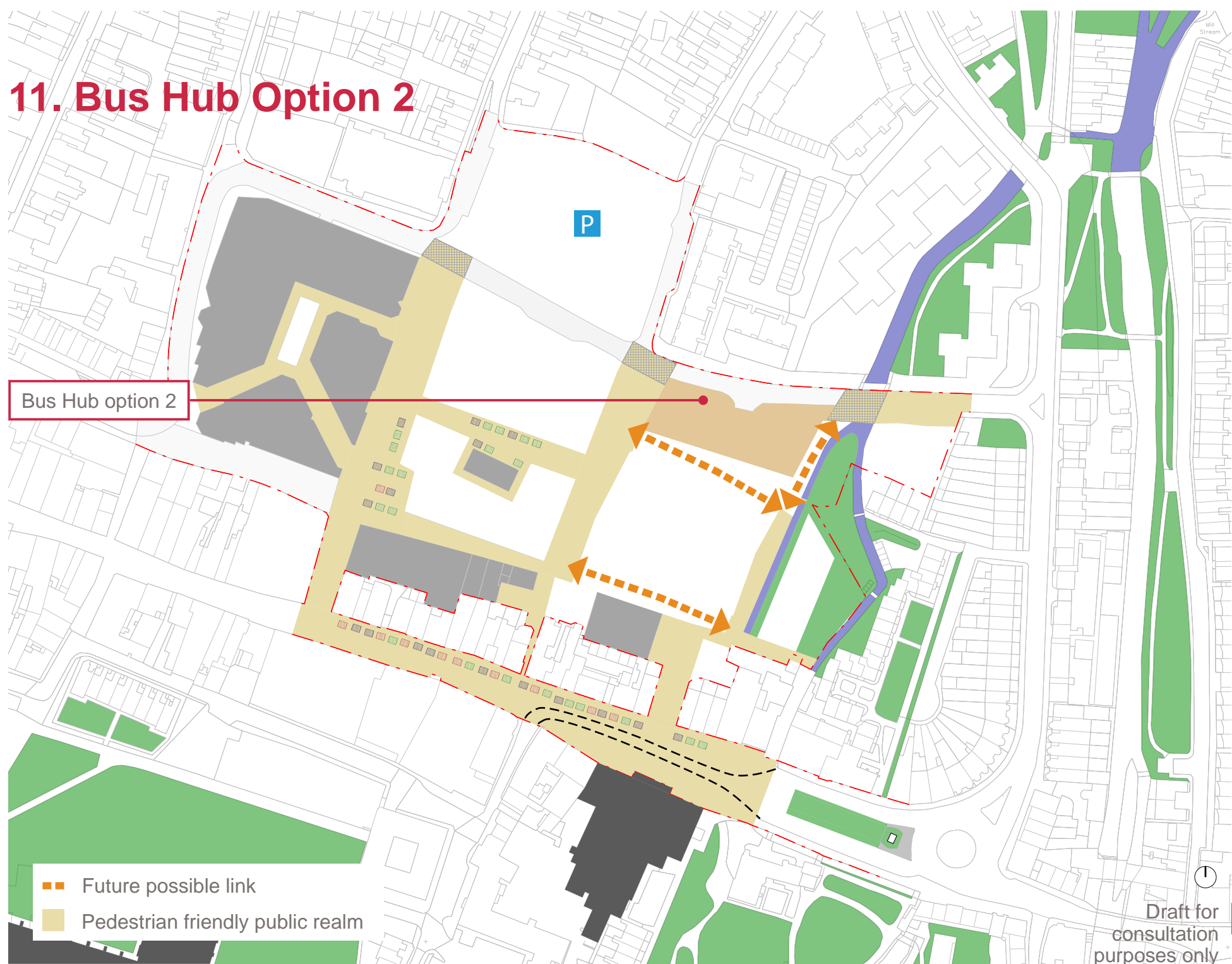
Bus Hub option 1

P

- Future possible link
- Pedestrian friendly public realm



# 11. Bus Hub Option 2



Bus Hub option 2

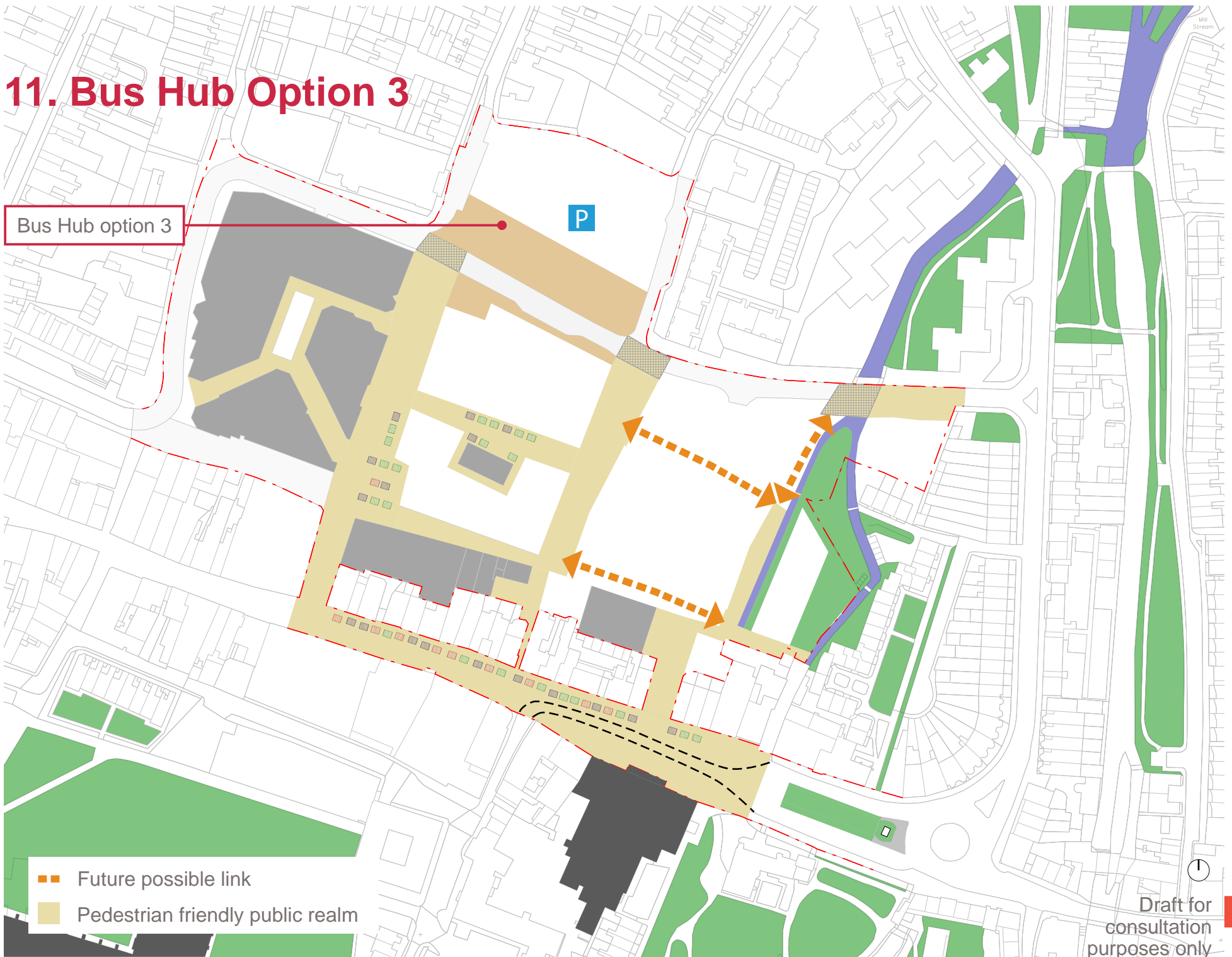
- Future possible link
- Pedestrian friendly public realm

# 11. Bus Hub Option 3

Bus Hub option 3

P

- Future possible link
- Pedestrian friendly public realm

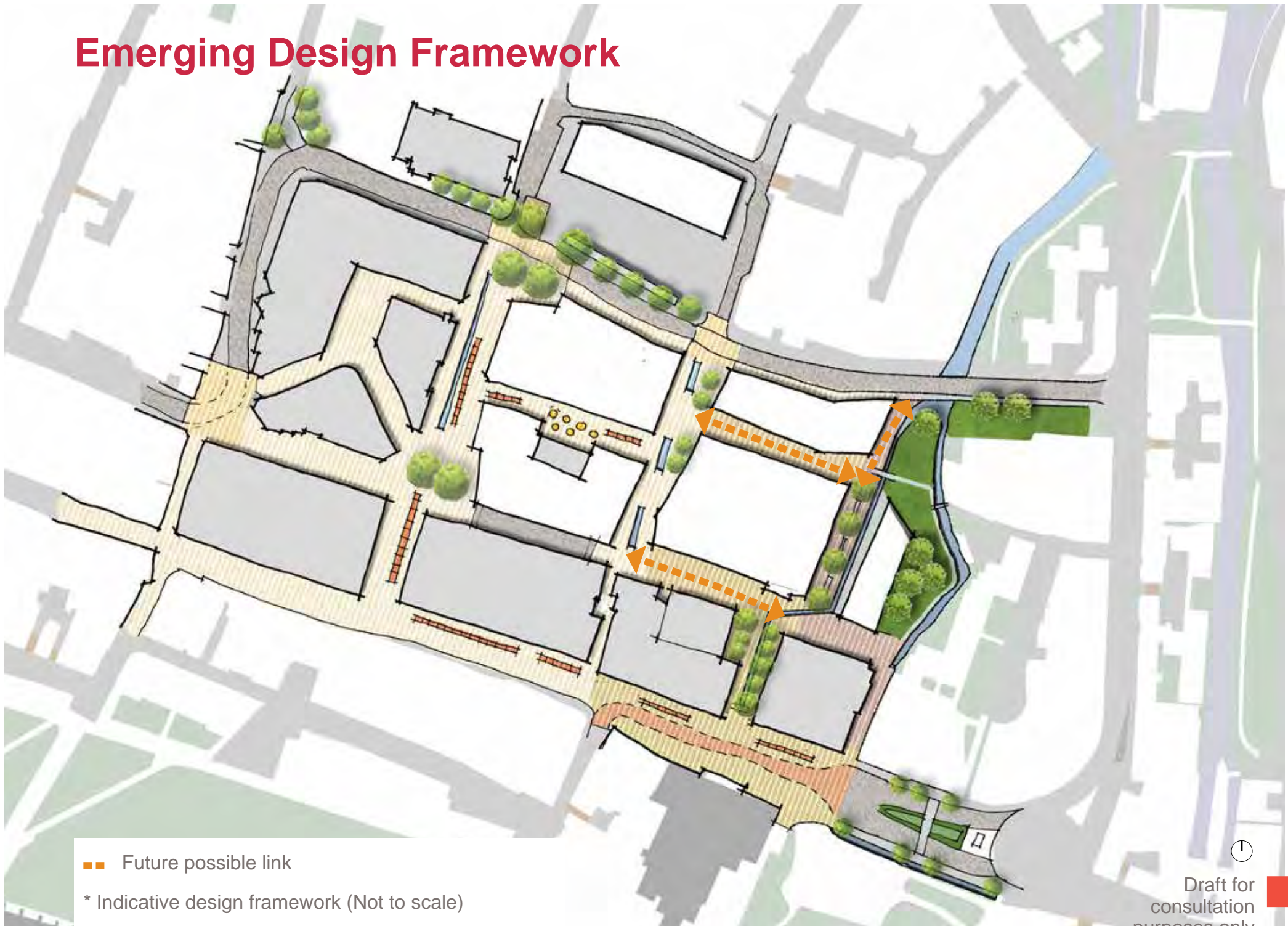




# 12. Wider pedestrian Connections



# Emerging Design Framework



Future possible link

\* Indicative design framework (Not to scale)



Draft for  
consultation  
purposes only

# Ground Floor Uses

- Existing Retail
- Retail, restaurants and cafés
- Mixed use including commercial and leisure
- Residential
- Key Hubs
- Possible Bus Station locations
- Parking

Bus Hub option 1

Bus Hub option 3

The Brooks

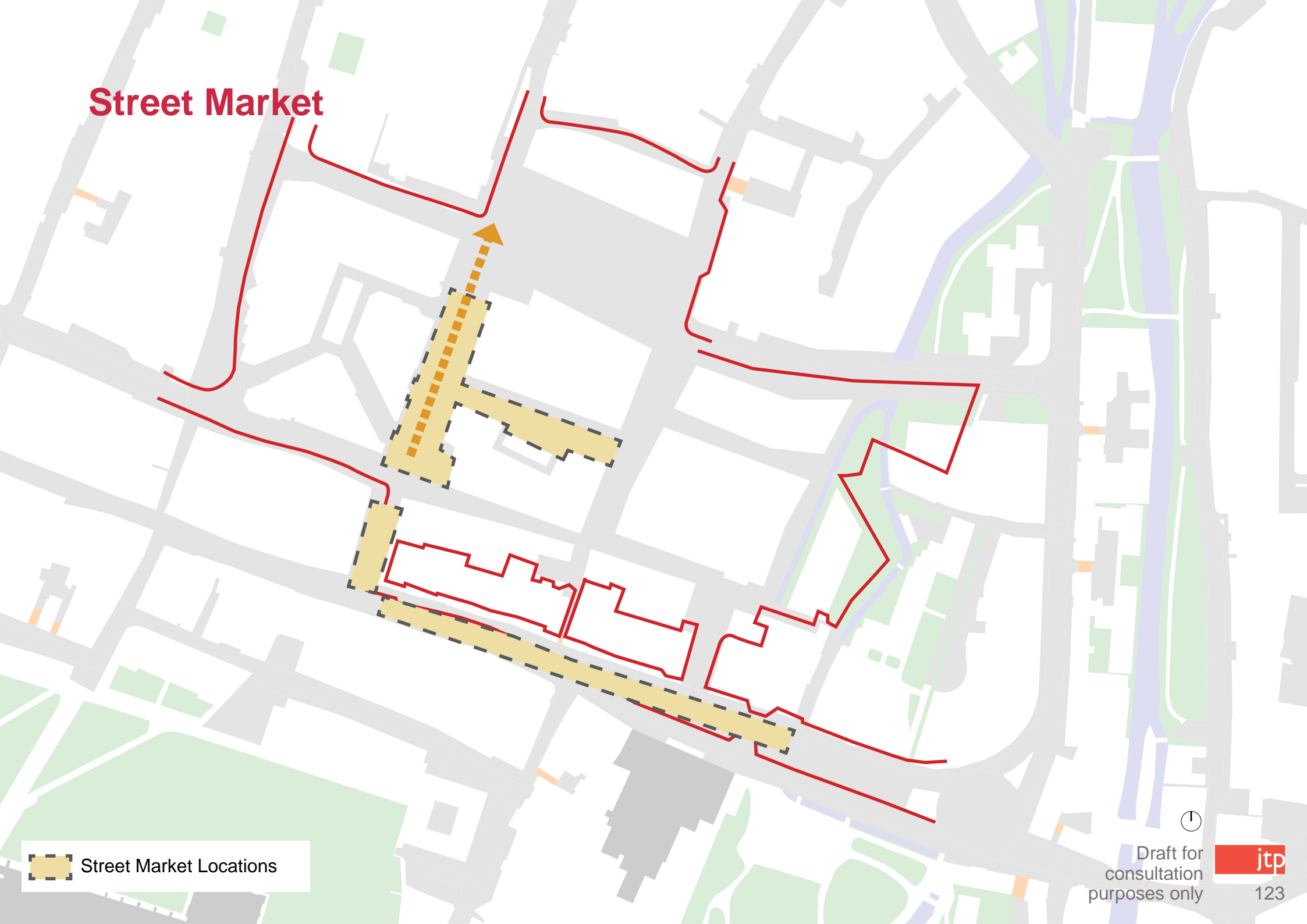
Bus Hub option 2

Antiques Market

Woodstaples Hall

BUSY QUIET

# Street Market

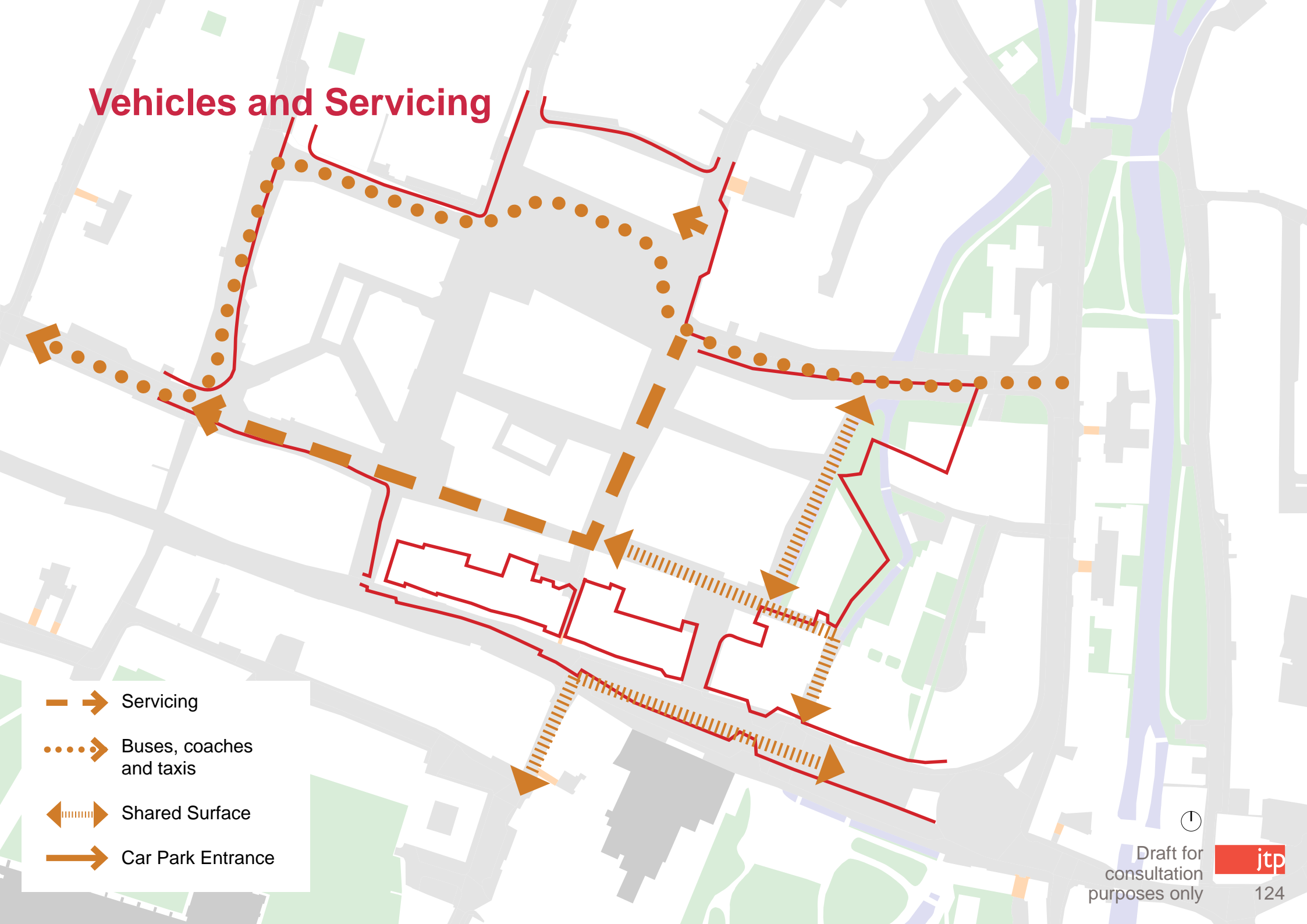






 Street Market Locations

  
Draft for  
consultation  
purposes only



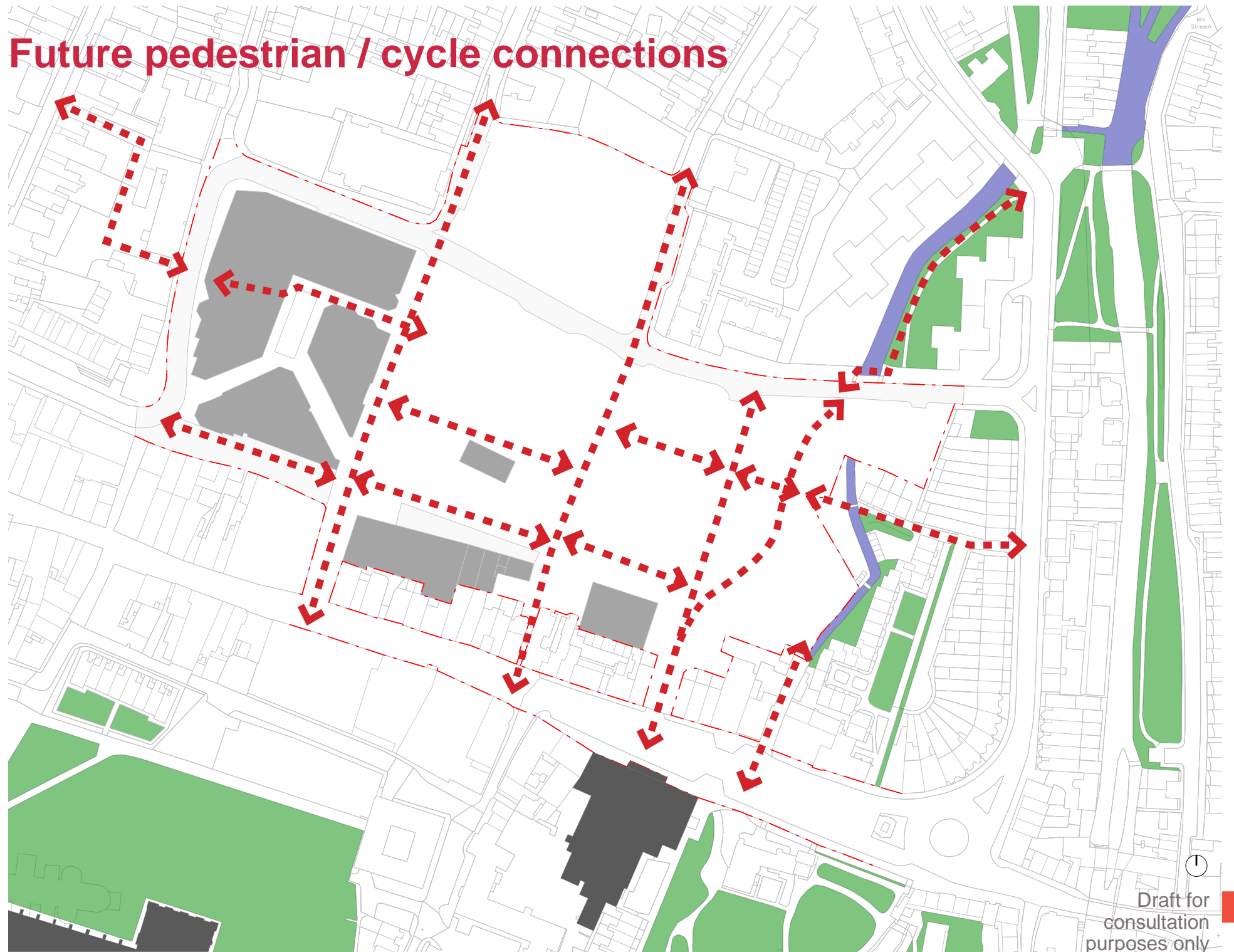
# Vehicles and Servicing



-  Servicing
-  Buses, coaches and taxis
-  Shared Surface
-  Car Park Entrance

  
Draft for  
consultation  
purposes only

# Future pedestrian / cycle connections



Draft for  
consultation  
purposes only

# The Broadway



Celebrating War's End cc-by-sa/2.0 - © Hampshire and Solent Museums - [https://commons.wikimedia.org/wiki/File:Celebrating\\_War%27s\\_End.jpg](https://commons.wikimedia.org/wiki/File:Celebrating_War%27s_End.jpg)



Elite ladies competing in the British Cycling town centre race Barnsley  
cc-by-sa/2.0 - © Steve Fareham - [geograph.org.uk/p/4593527](http://geograph.org.uk/p/4593527)











WINCHESTER BUS STATION

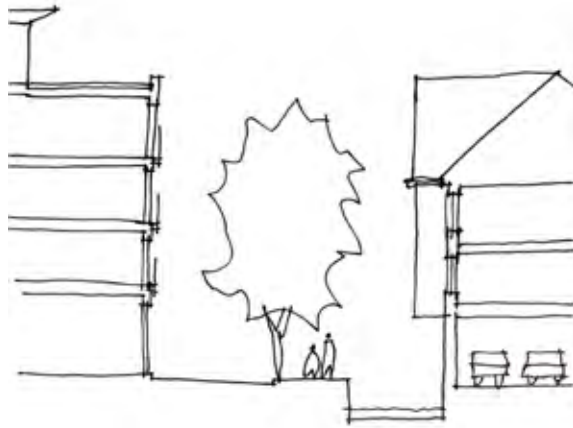
CORAL

JPS

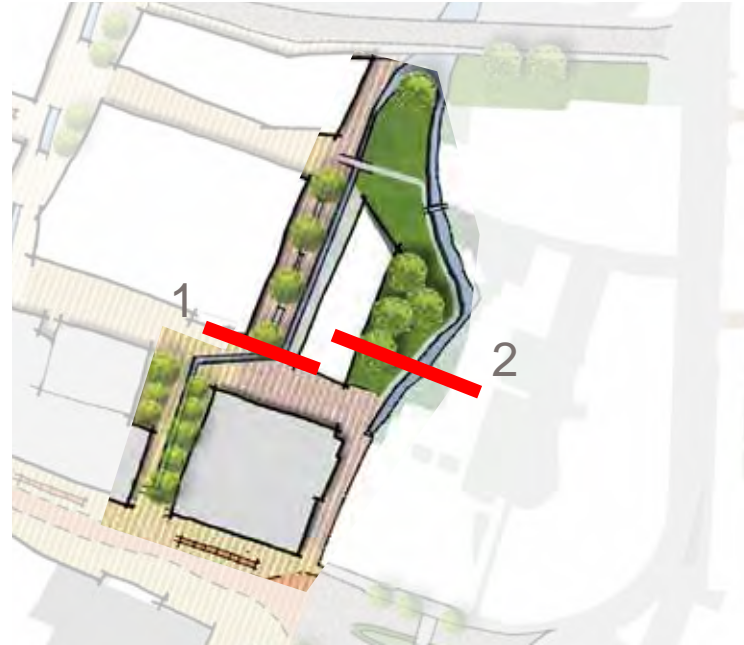


 RIVERSIDE WALK

# River Walk

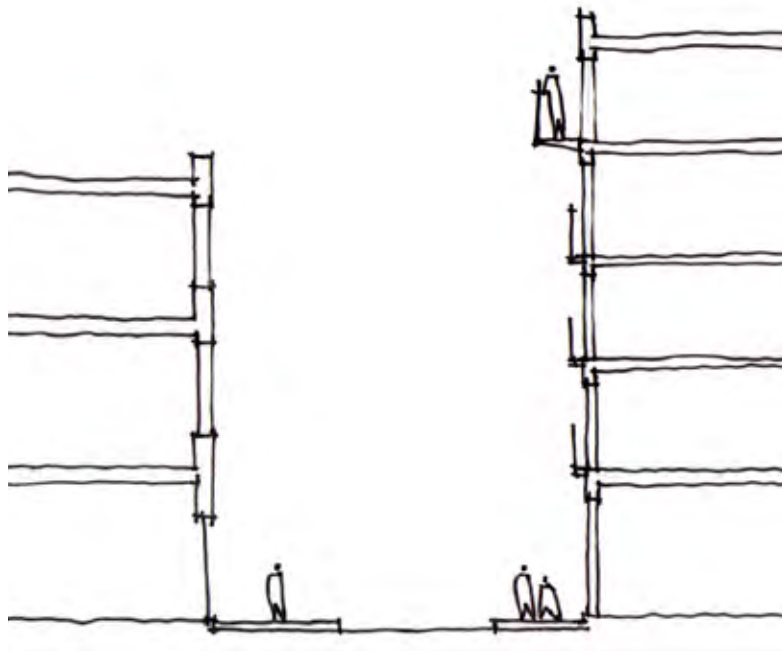


Enclosure ratio 1:1



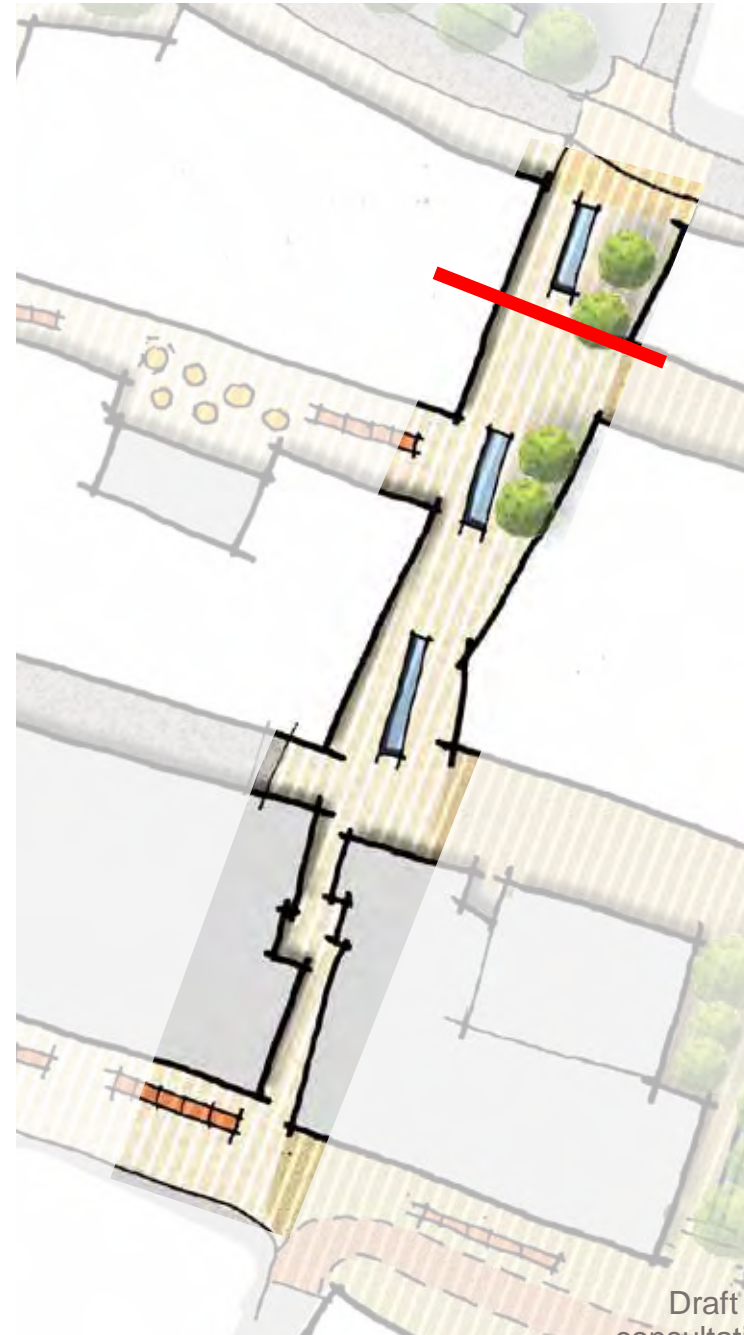


# Tanner Street

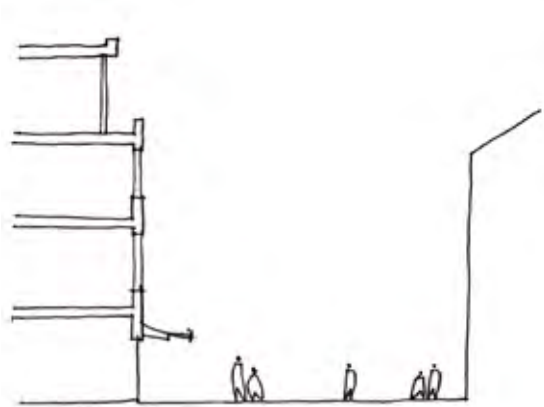


Enclosure ratio 1:1.5

Compatible with Parchment Street

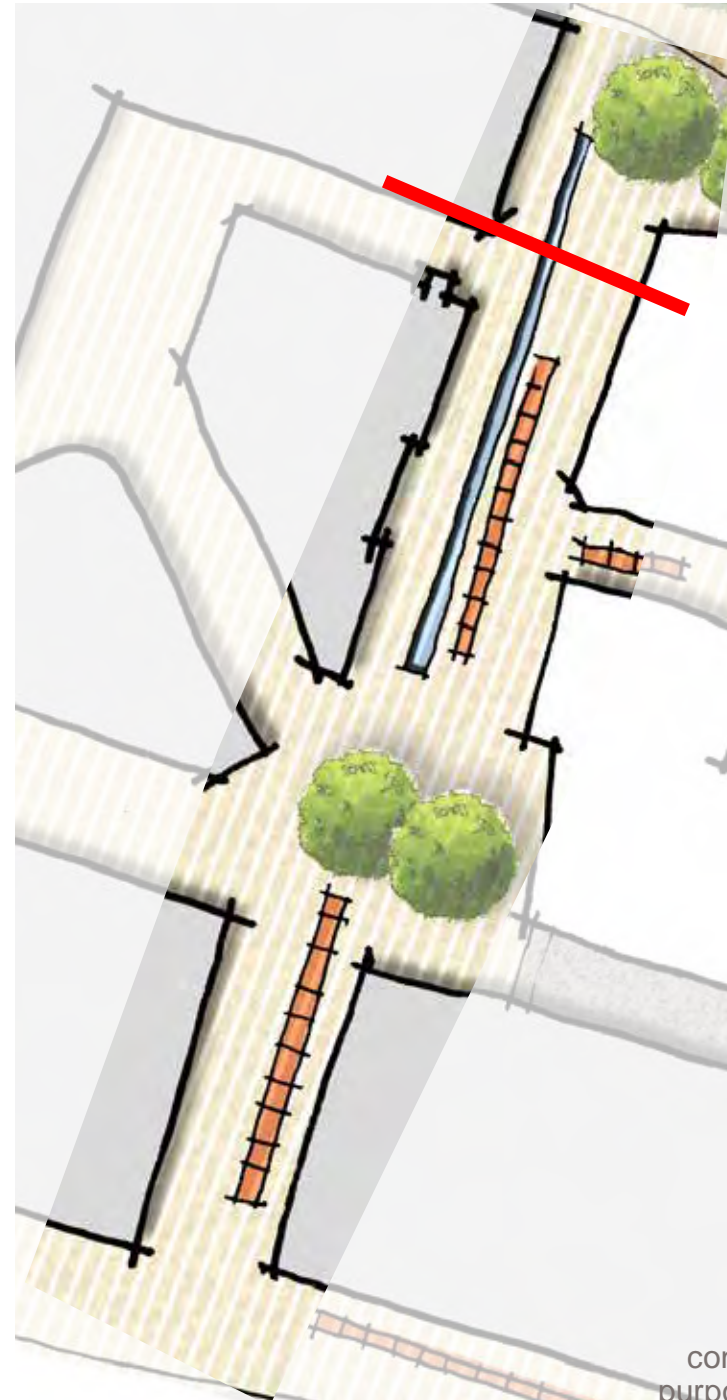


# Middle Brook Street



Enclosure ratio 1:1

Compatible with High Street (Wide)  
Jewry Street







PEDESTRIAN ZONE  
No Vehicles

eland.co.uk

Hot Price

75c

BEALES  
DEPARTMENT STORES

P THE BROOKS CAR PARK P

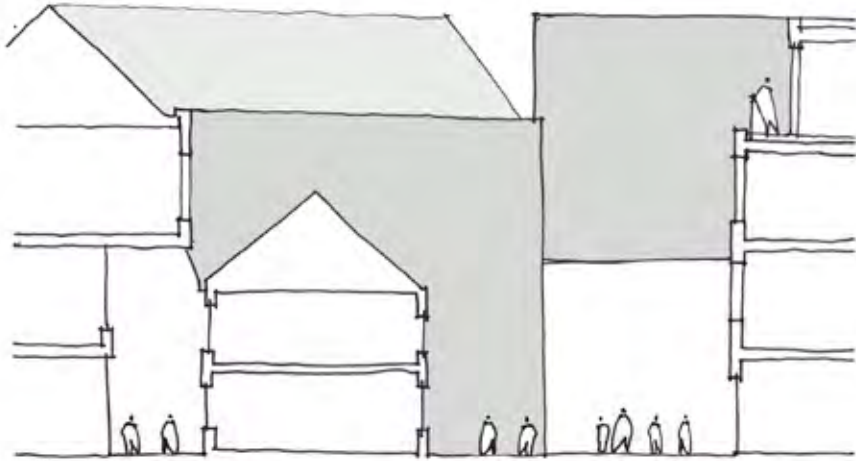
No Motorcycles

← CAR VALET CENTRE →

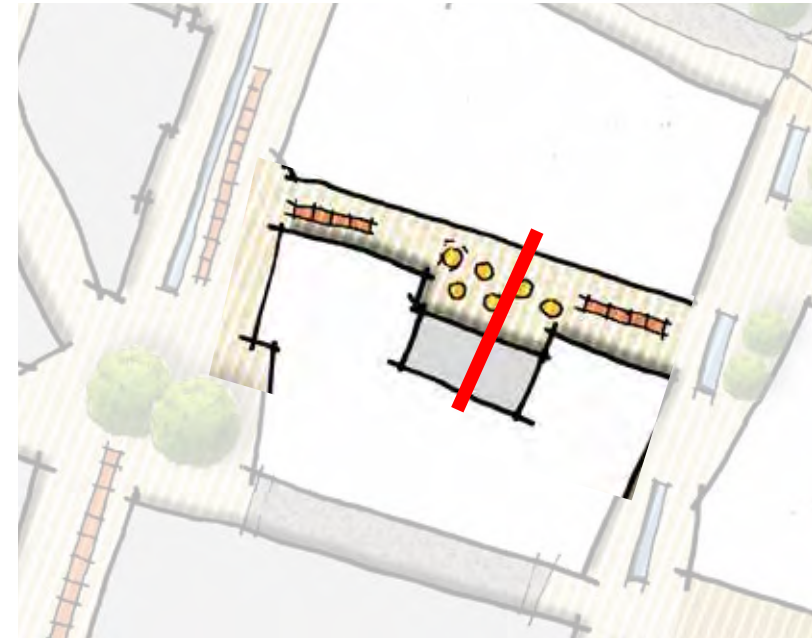




# Antiques Market



Enclosure ratio 1:1 Compatible with High Street (Wide)  
Jewry Street



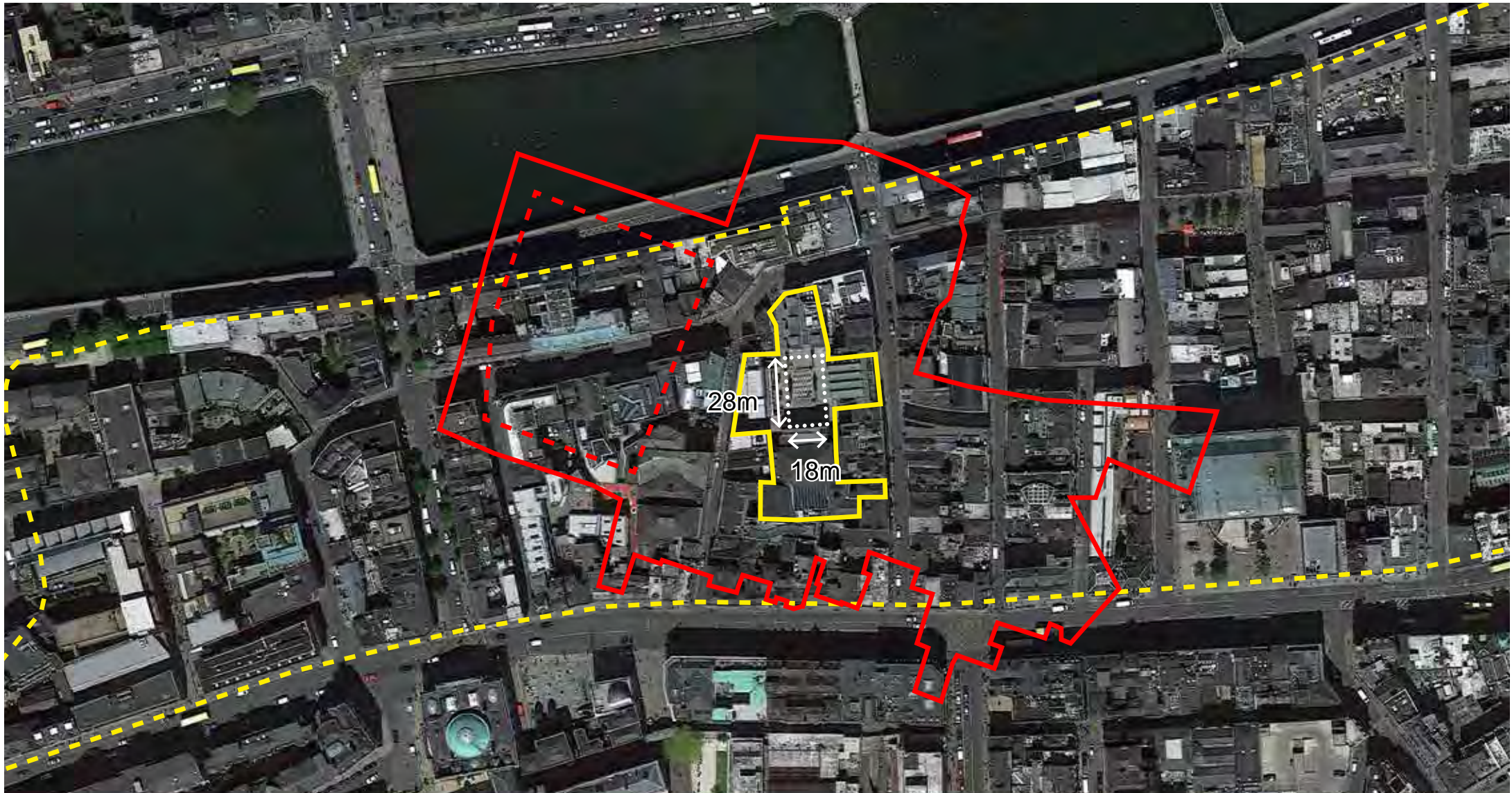
Pike Place Market, Seattle  
cc-by-sa/2.0 - © Michael Righi - <https://www.flickr.com/photos/michael-righi/112714001>



# Meeting House Square, Dublin



# Meeting House Square, Dublin



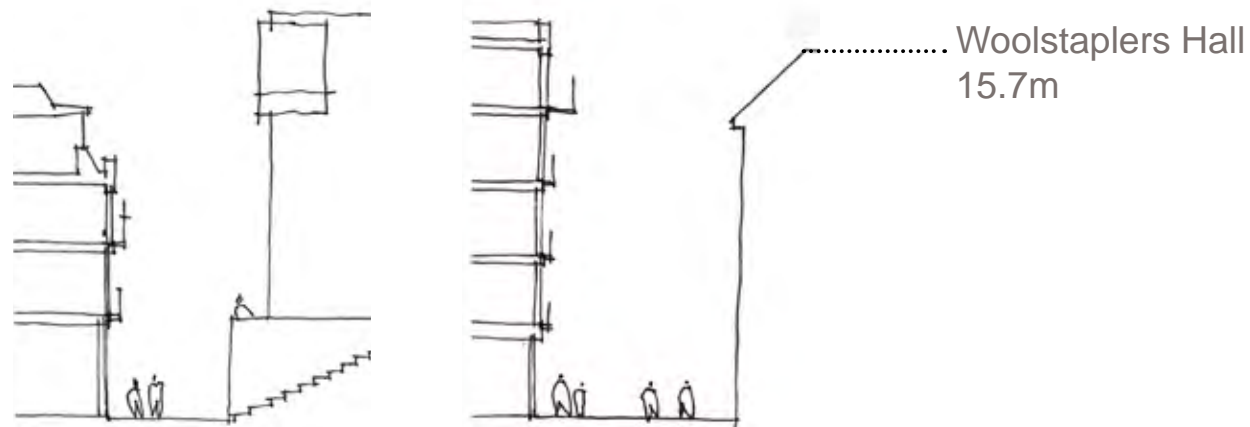


FRIARSGATE



Milk

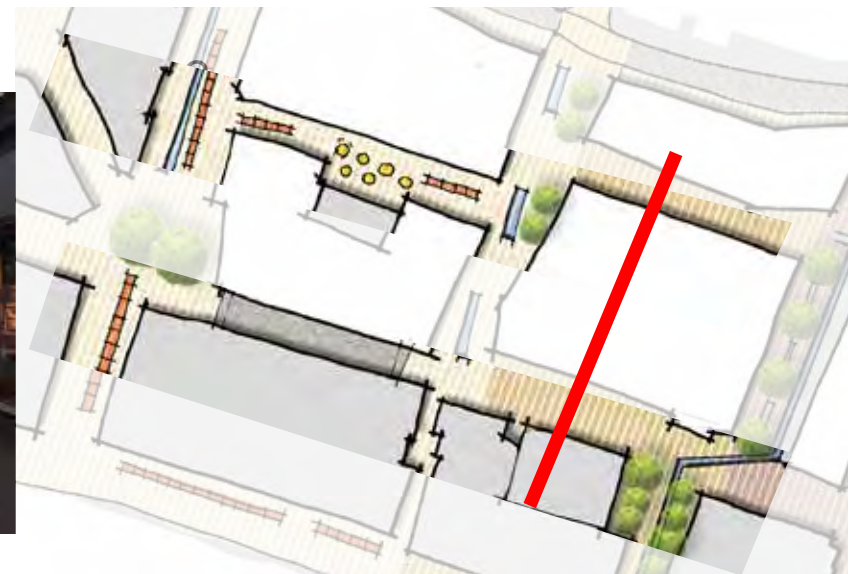
# Friarsgate Passage & Silver Hill



Enclosure ratio 1:1.7 Similar to High Street (Narrow)



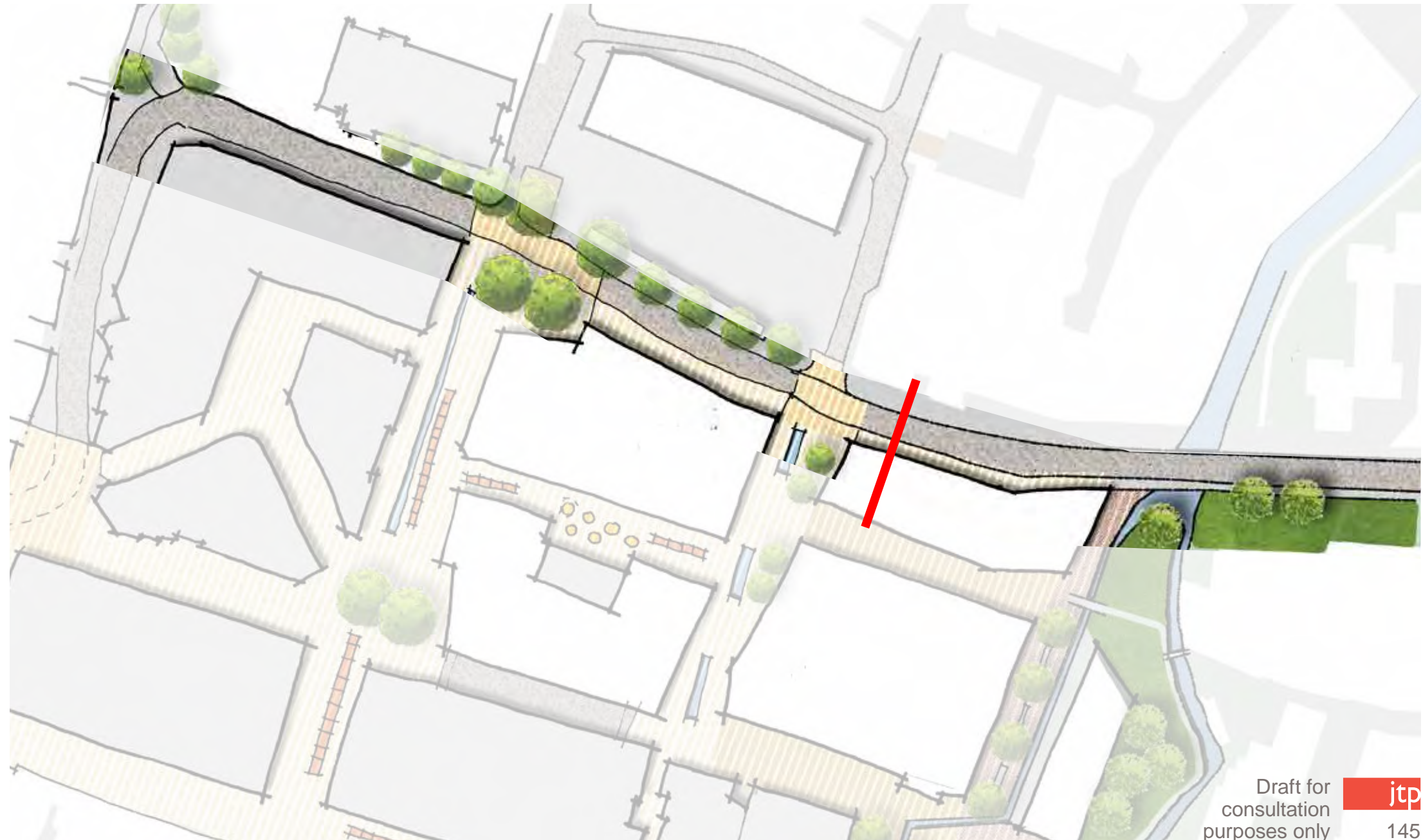
The Lanes, Brighton  
cc-by-sa/2.0 - © Stephen McKay - [geograph.org.uk/p/631468](http://geograph.org.uk/p/631468)







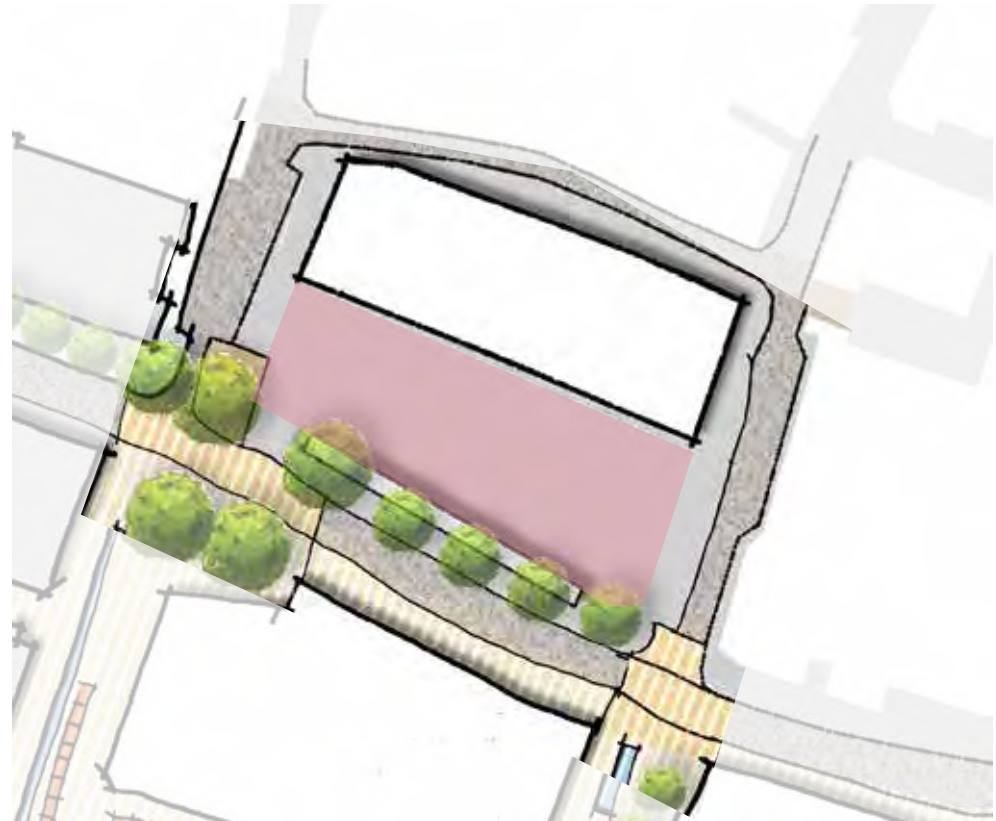
# Friarsgate





# Potential Friarsgate Bus Hub

- bus stops
- bus bays
- shelters
- real time travel information
- 5\* toilets
- information
- cycle hub with parking & repair
- taxis
- car club
- electric charging points



Birkenhead Bus Station  
cc-by-sa/2.0 - © Alan Murray-Rust - [geograph.org.uk/p/1002740](http://geograph.org.uk/p/1002740)

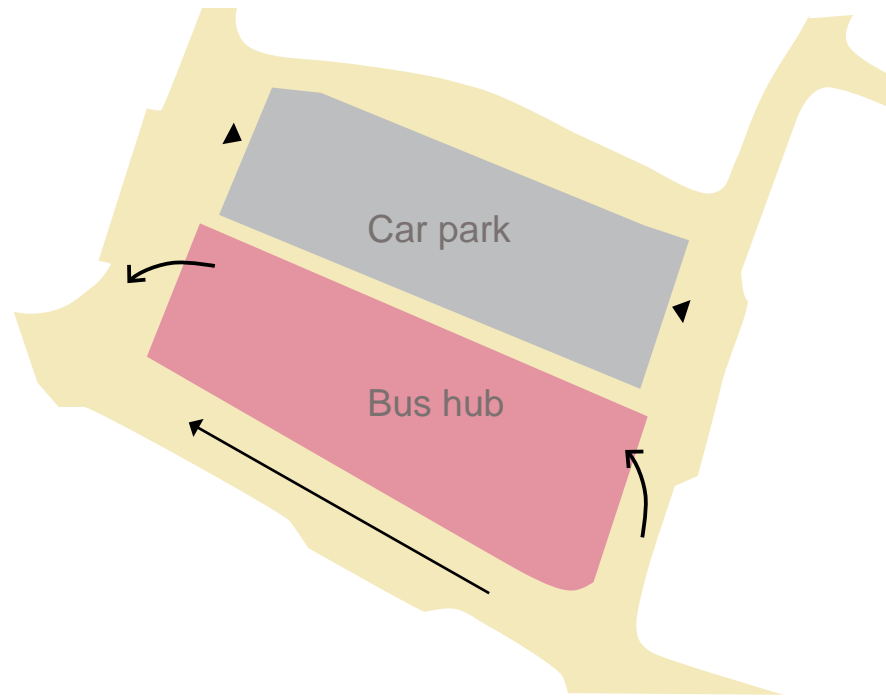


Cambridge Bus Station  
cc-by-sa/2.0 - © Trevor Harris - [geograph.org.uk/p/1071809](http://geograph.org.uk/p/1071809)

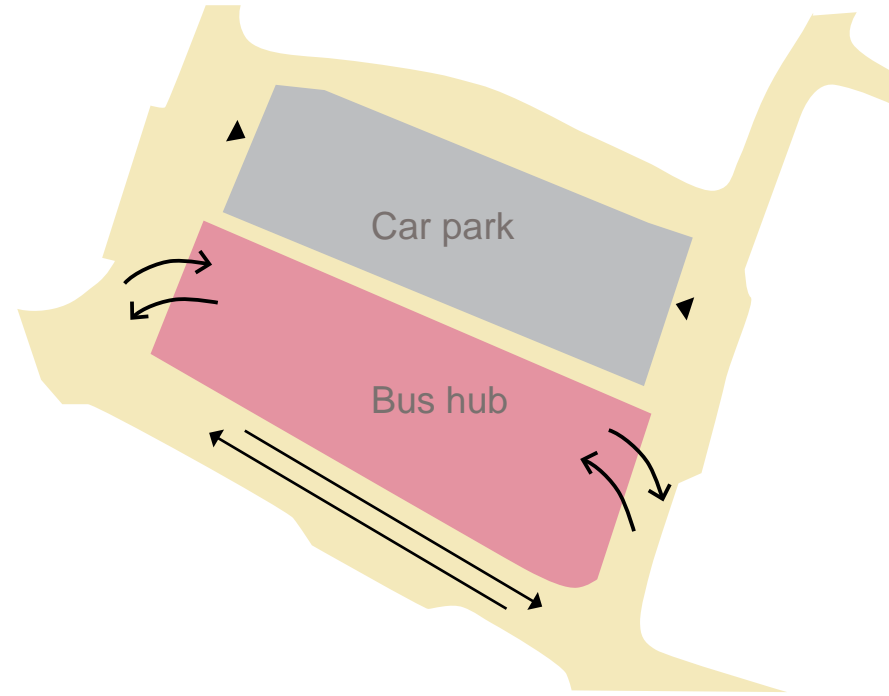


Pudsey's New Bus Station - looking towards Church Lane  
cc-by-sa/2.0 - © Betty Longbottom - [geograph.org.uk/p/2253723](http://geograph.org.uk/p/2253723)

# Potential Friarsgate Bus Hub



Existing scenario -  
Friarsgate One way



Possible future scenario -  
Friarsgate Two way

**Next steps: input into wider transport study and further work on car park capacity.**

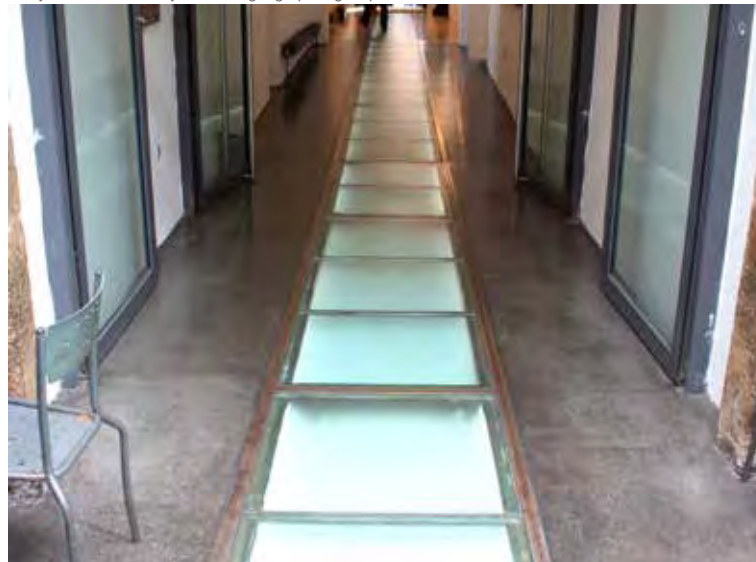
# Museum & Archaeology



The entrance to the Jorvik Viking Centre, York  
cc-by-sa/2.0 - © Jeremy Bolwell - [geograph.org.uk/p/2521909](http://geograph.org.uk/p/2521909)



Kunstmuseum (Art Museum) Stuttgart, Germany. HDR image, produced with WebHDR.  
cc-by-sa/3.0 - © pj156



# Delivery

# Public Realm Delivery

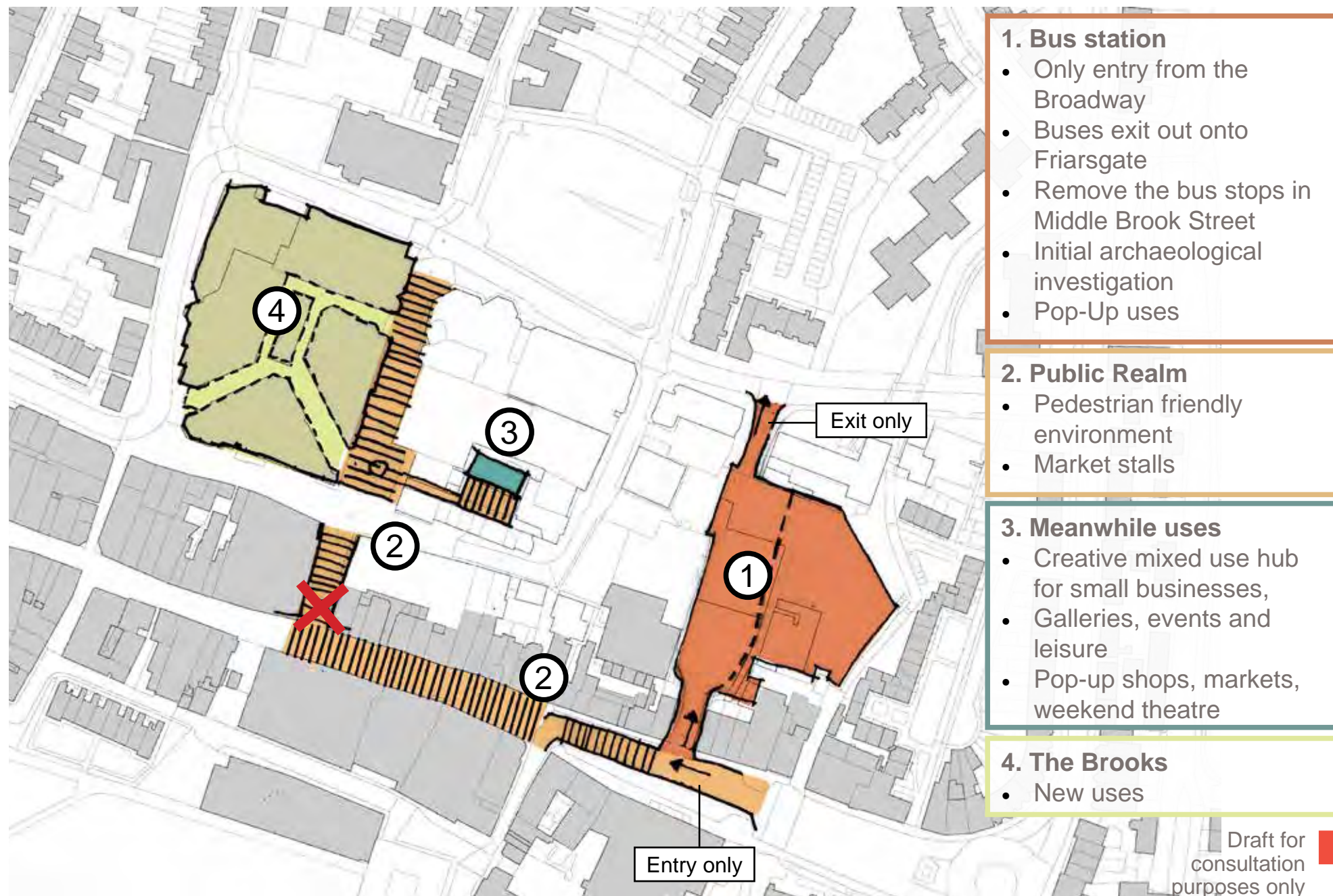


Mechanism required for delivery of public realm & infrastructure:

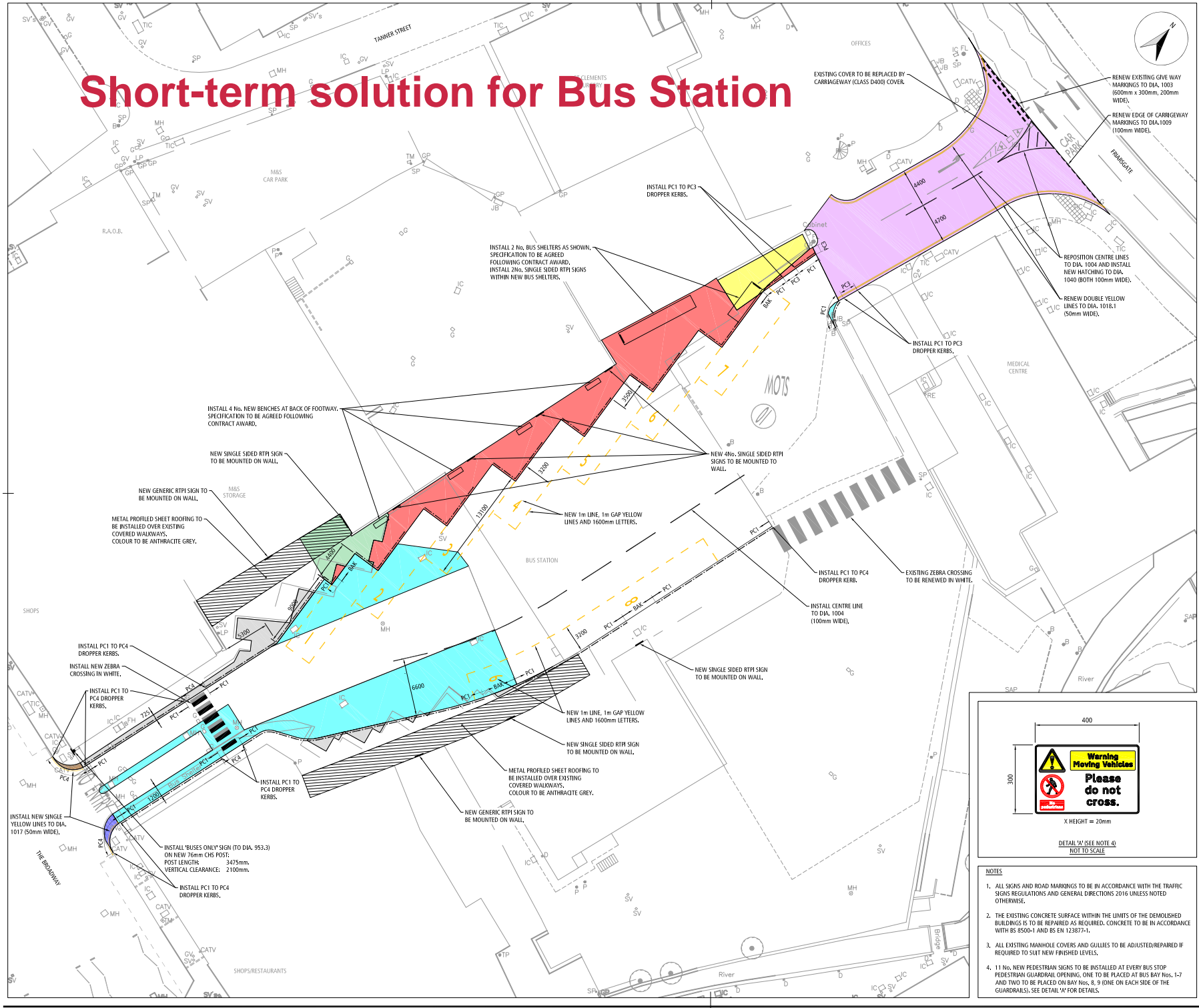
- Planning guidelines
- Equalisation agreement
- S106 agreement
- Early delivery critical
- Delivery plan to be established



# Possible meanwhile uses



# Short-term solution for Bus Station



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Winchester City Council License 100019531

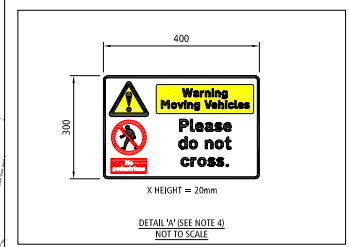
**KEY**

- 160mm THICK CONCRETE CLASS C40 IN ACCORDANCE WITH BS 8500-1 & BS EN 13877-1.
- 265mm THICK CONCRETE CLASS C40 IN ACCORDANCE WITH BS 8500-1 & BS EN 13877-1.
- 100mm THICK CONCRETE CLASS C40 IN ACCORDANCE WITH BS 8500-1 & BS EN 13877-1.
- 50mm THICK CONCRETE CLASS C40 IN ACCORDANCE WITH BS 8500-1 & BS EN 13877-1.
- 60mm THICK CONCRETE CLASS C40 IN ACCORDANCE WITH BS 8500-1 & BS EN 13877-1.
- 20mm THICK AC10 CLOSE SURFACE COURSE TO BE LAID ON A HIGH PERFORMANCE RESIDUAL BINDER (BOND COAT).
- FOOTWAY TYPE 2 IN ACCORDANCE WITH HCC STANDARD DETAIL DRG. No. HCC10/045. NEW SLABS TO MATCH EXISTING.
- HAUNCH WIDENING TO BE CARRIED OUT USING WET LEAN CONCRETE 2 CR10 TO CLAUSE 1050 IN ACCORDANCE WITH NOTE 6 ON HCC STANDARD DETAIL DRG. No. HCC10/020. TO BE FINISHED USING: 45mm 30/14F ROLLED ASPHALT 40/60 DESIGN MIX SURFACE COURSE WITH 20mm COATED CHIPBRNS. MIN PSV 65 1.2mm TEXTURE DEPTH. 55mm THICK AC20 DENSE BINDER COURSE 40/60 INCORPORATING A STRESS ABSORBING MEMBRANE. SEE HCC STANDARD DETAIL DRG. No. HCC10/020 FOR FURTHER DETAILS.
- PC1 PC1 KERBS TO BE LAID IN ACCORDANCE TO HCC STANDARD DETAIL DRG. No. HCC10/010.
- PC3 PC3 KERBS TO BE LAID IN ACCORDANCE TO HCC STANDARD DETAIL DRG. No. HCC10/010.
- PC4 PC4 KERBS TO BE LAID IN ACCORDANCE TO HCC STANDARD DETAIL DRG. No. HCC10/010.
- BAK BUS ACCESS KERBS TO BE LAID IN ACCORDANCE WITH HCC STANDARD DETAIL DRG. No. HCC10/035. TO INCLUDE TRANSITIONAL KERB AT THE POINTS WHERE THEY TIE INTO PC1 KERBS.
- INSTALL HIGH VISIBILITY PEDESTRIAN GUARDRAILS (TYPE HV1) IN ACCORDANCE WITH HCC STANDARD DETAIL DRG. No. HCC10/135. PANELS TO BE 1000mm HIGH, SET BACK 200mm FROM EDGE OF CARRIAGEWAY.

Rev	Description	Date	Drawn

**Winchester**  
City Council

OPERATIONS GROUP  
ENVIRONMENT  
City Offices  
Colebrook Street  
Winchester,  
SO23 9JL.



- NOTES**
- ALL SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 UNLESS NOTED OTHERWISE.
  - THE EXISTING CONCRETE SURFACE WITHIN THE LIMITS OF THE DEMOLISHED BUILDINGS IS TO BE REPAIRED AS REQUIRED. CONCRETE TO BE IN ACCORDANCE WITH BS 8500-1 AND BS EN 12877-1.
  - ALL EXISTING MANHOLE COVERS AND GULLIES TO BE ADJUSTED/REPAIRED IF REQUIRED TO SUIT NEW FINISHED LEVELS.
  - 11 NO. NEW PEDESTRIAN SIGNS TO BE INSTALLED AT EVERY BUS STOP PEDESTRIAN GUARDRAIL OPENING. ONE TO BE PLACED AT BUS BAY NOS. 1-7 AND TWO TO BE PLACED ON BAY NOS. 8, 9 (ONE ON EACH SIDE OF THE GUARDRAILS). SEE DETAIL 'A' FOR DETAILS.

Project: WINCHESTER BUS STATION

Title: PROPOSED ROADWORKS & ROAD MARKINGS

Scale: 1:200 @ A1 Date: 05/06/17

Drawn: MCS

DRG. No. 7019003/013

Draft for consultation purposes only

15B

# Summary

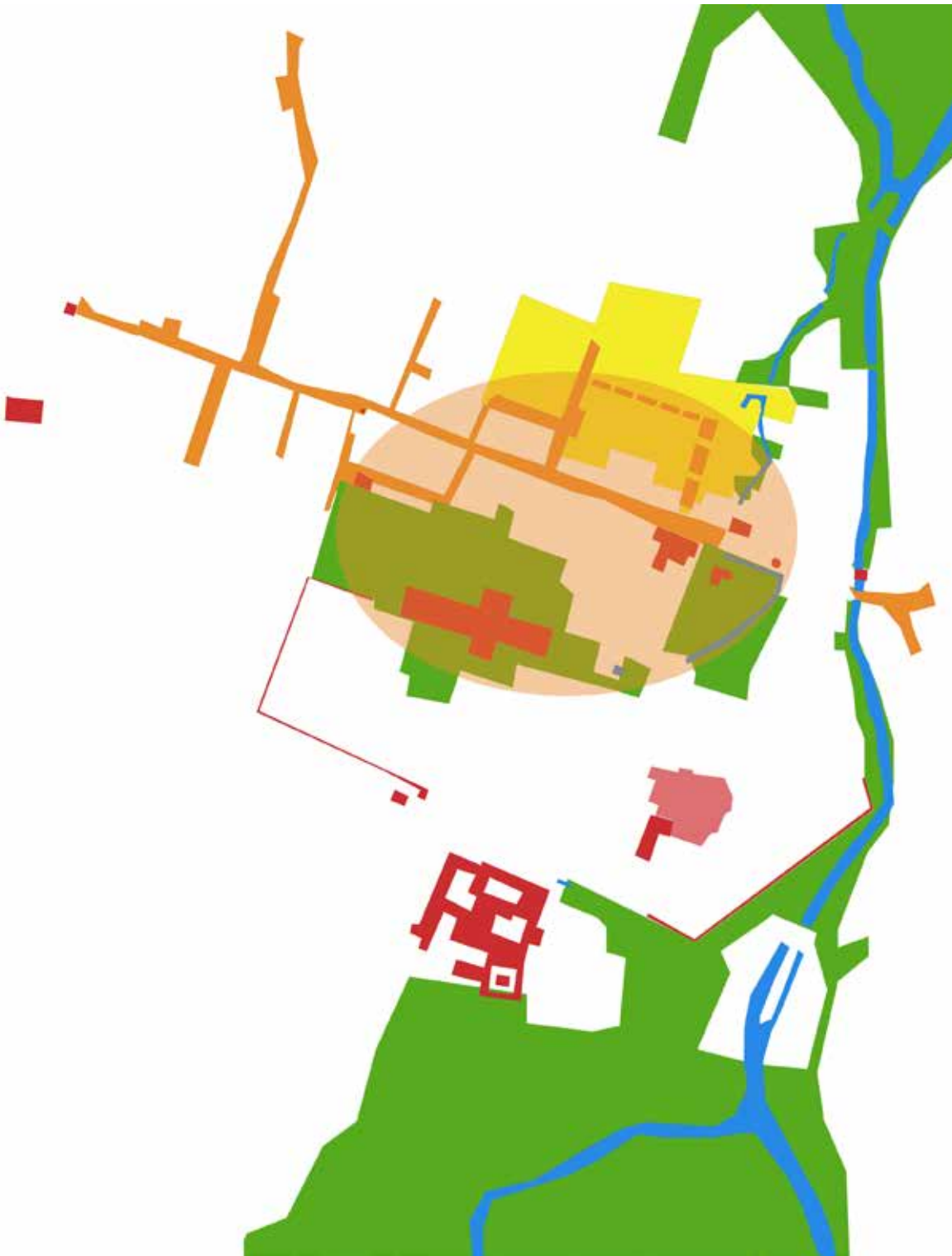
# City Context





## Connected streets

## Connected assets

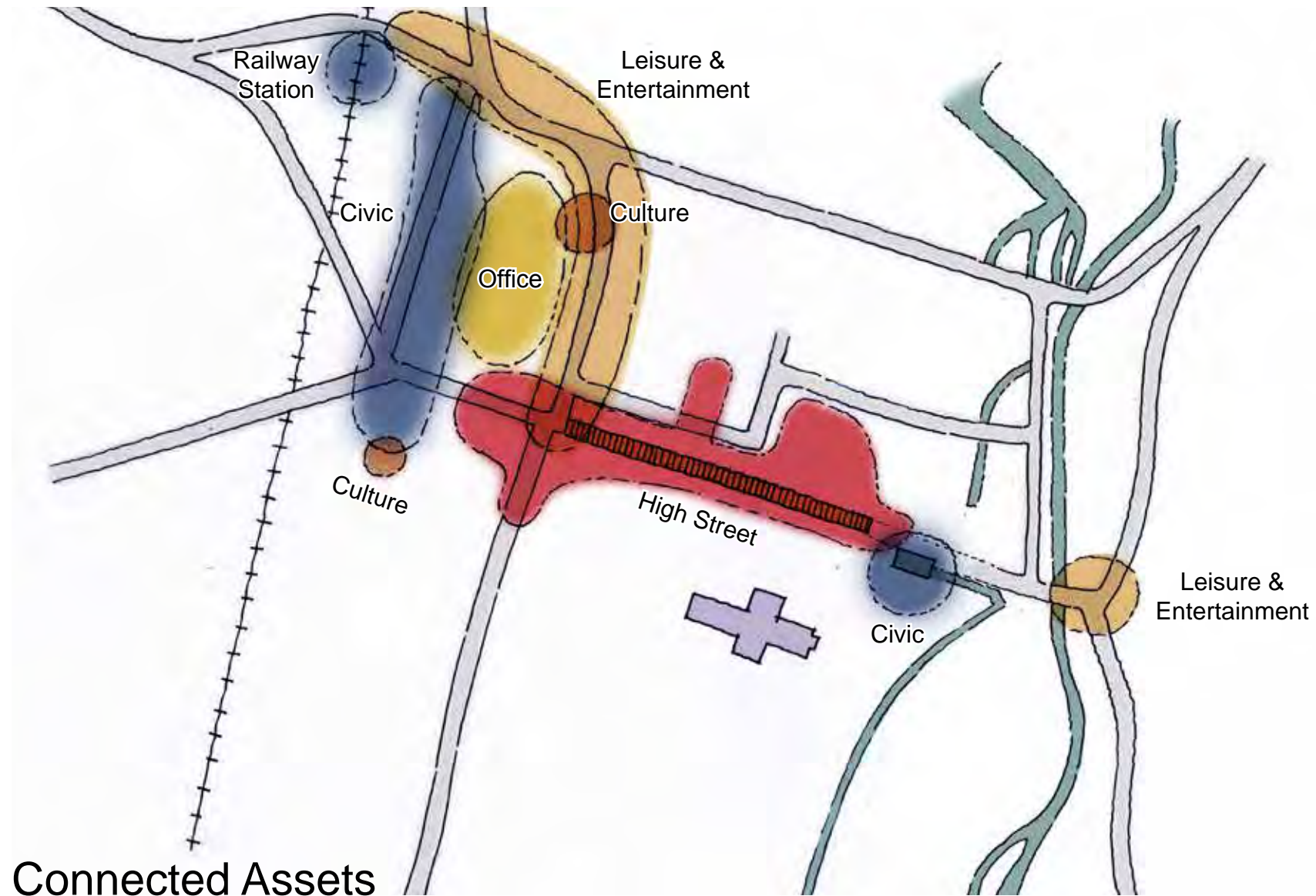


# The High Street



Connected Assets

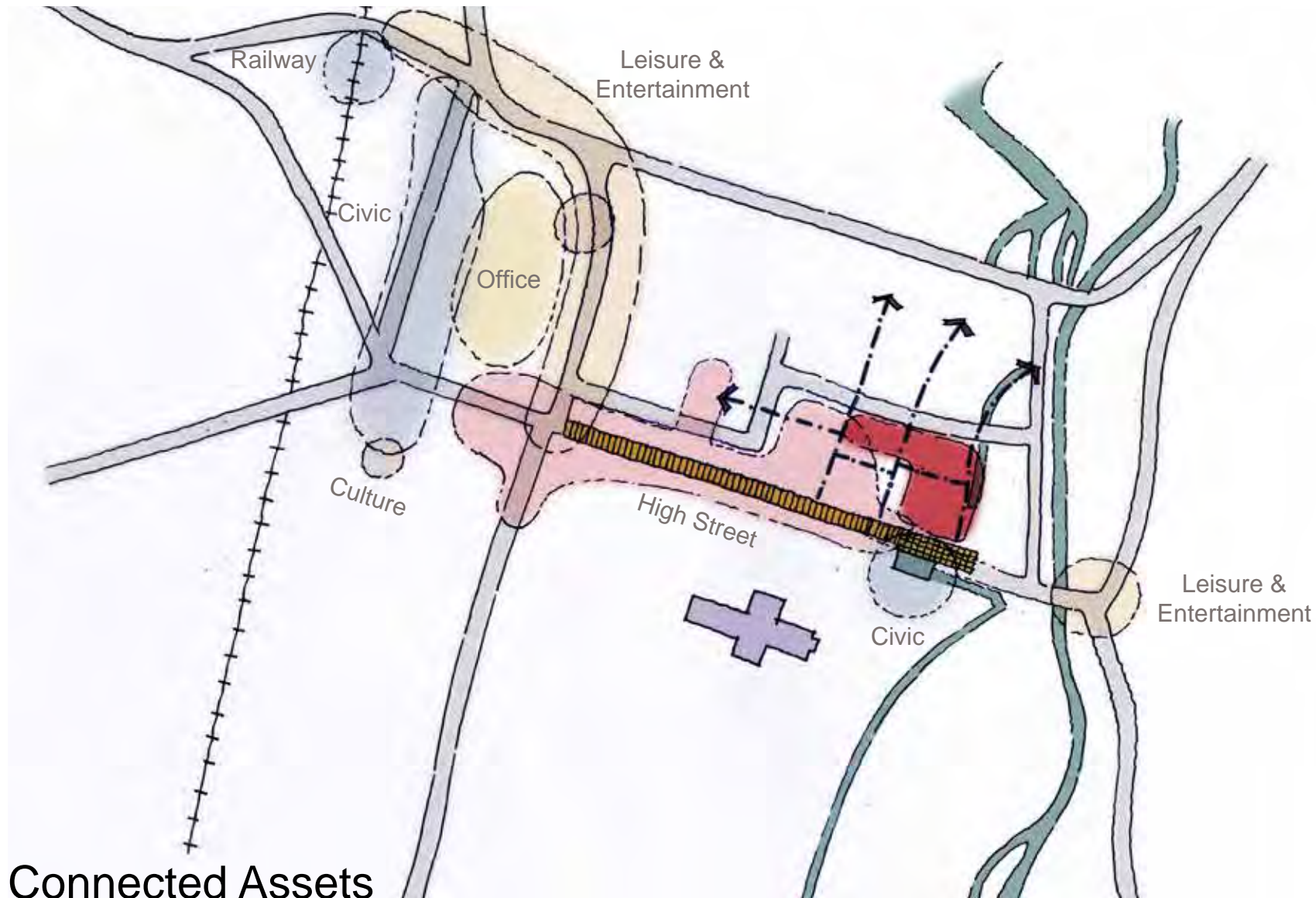
# City Quarters



Connected Assets



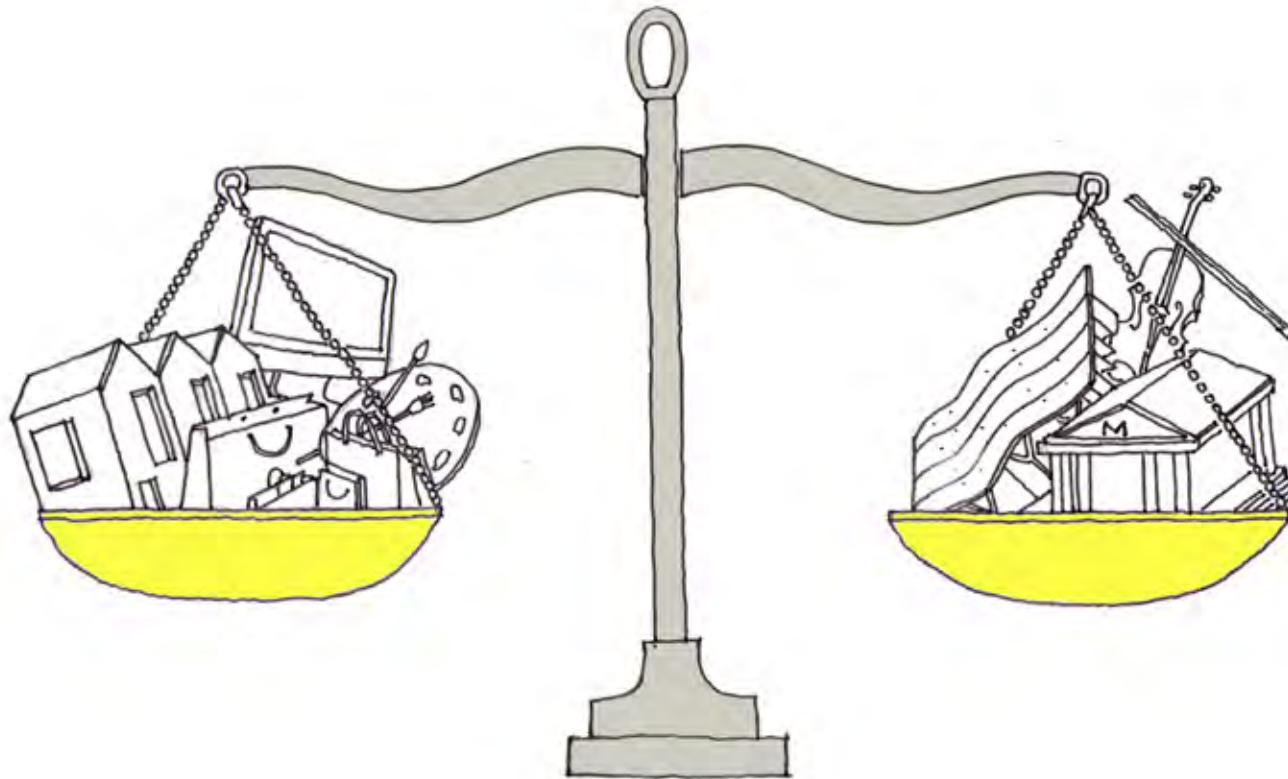
# New mixed use pedestrian friendly quarter



Connected Assets

# Balancing deliverability with public facilities

Housing  
Retail  
Offices  
Studios



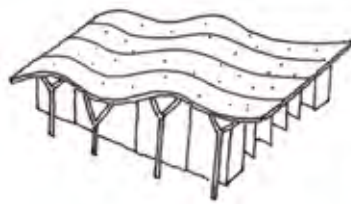
Covered Market Hall  
Culture  
Performance Space



Offices



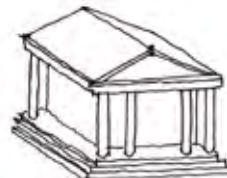
Retail



Market Hall



Studios



Museum



Performance  
space



Housing



Bus station

An architectural site plan of a city quarter, likely Winchester, showing a network of streets and building footprints. The plan is overlaid with a semi-transparent map of the surrounding area. The text is centered over the plan. The plan shows a central area with several streets and building footprints, some of which are highlighted in yellow and orange. There are also green spaces and trees indicated. The text is in a bold, sans-serif font.

## Vision Statement

**A mixed use  
pedestrian friendly quarter**

**Uniquely Winchester  
in character of streets,  
spaces and buildings**

# Next Steps

## Summer

- 4 July 2017 - Informal Policy Group presentation of the Vision for CWR
- JTP team develop proposals and draw up the SPD for the area
- Progress with the SPD including further technical work on transport / parking, archaeology, flood risk and viability / commercial considerations and further discussions with key stakeholders and landowners
- Draft SPD public consultation exhibition

## Autumn

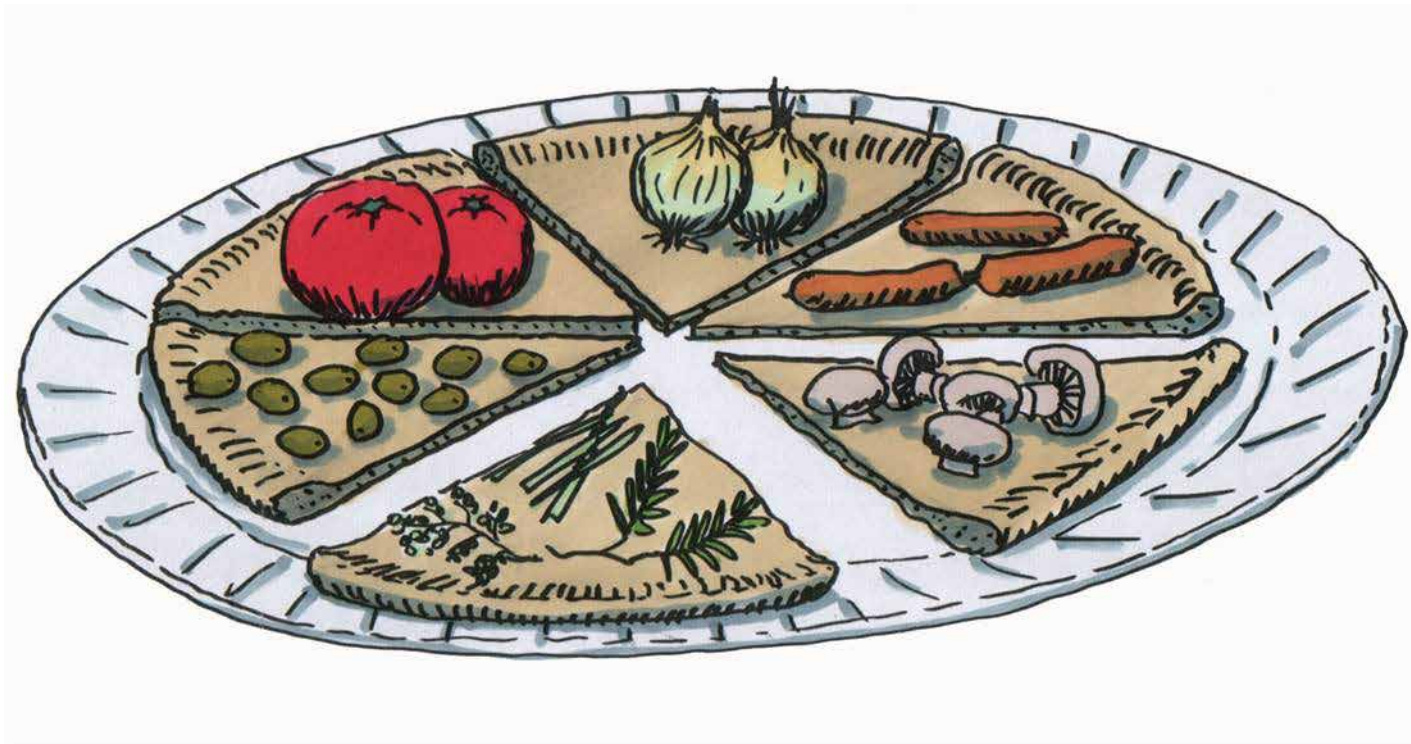
- Completed draft SPD considered at formal meeting (held in public)
- Draft SPD approved for consultation by the Cabinet (held in public)
- Formal six-week consultation

## Early 2018

- Final SPD approved by Cabinet

## Next Steps

# Making a mixed used pedestrian friendly Quarter



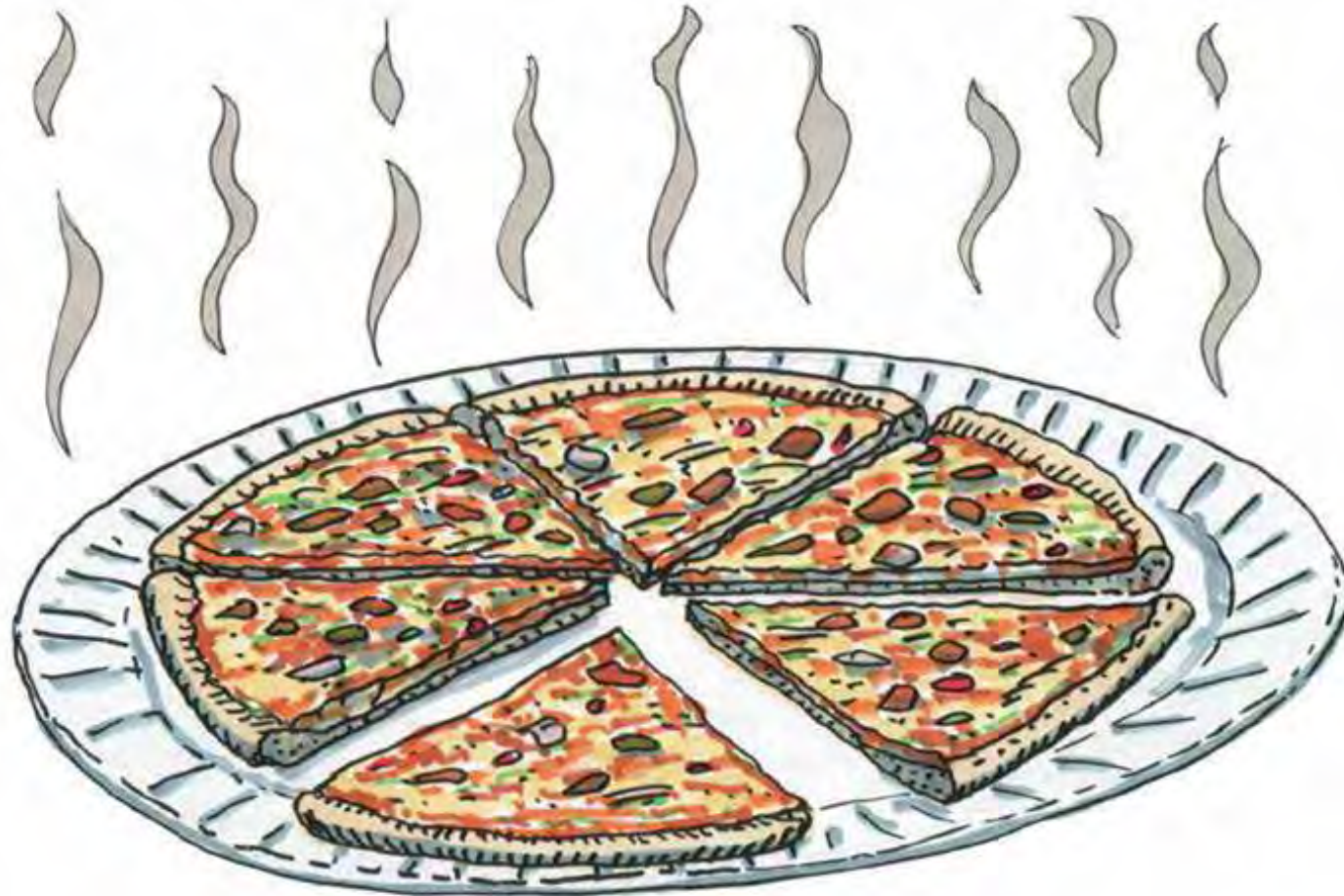
## Next Steps

# Making a mixed used pedestrian friendly Quarter



## Next Steps

### A mixed used pedestrian friendly Quarter







**Thank You**

# Future IPG Technical Work Next Steps

## Parking

- assessment of potential for outer rings

## Archaeological Study

- Bus Station site
- Methodology being prepared

## Flood schemes

- Durngate
- EA modelling/impact on flood zone designation

## Input to wider Winchester Transport Study

- Testing of options

## Public Realm

- Assessment of potential and delivery

## Commercial testing/viability

## Delivery Mechanisms