

Central Winchester Regeneration PROJECT UPDATE BROADSHEET

September 2017

CENTRAL WINCHESTER
REGENERATION

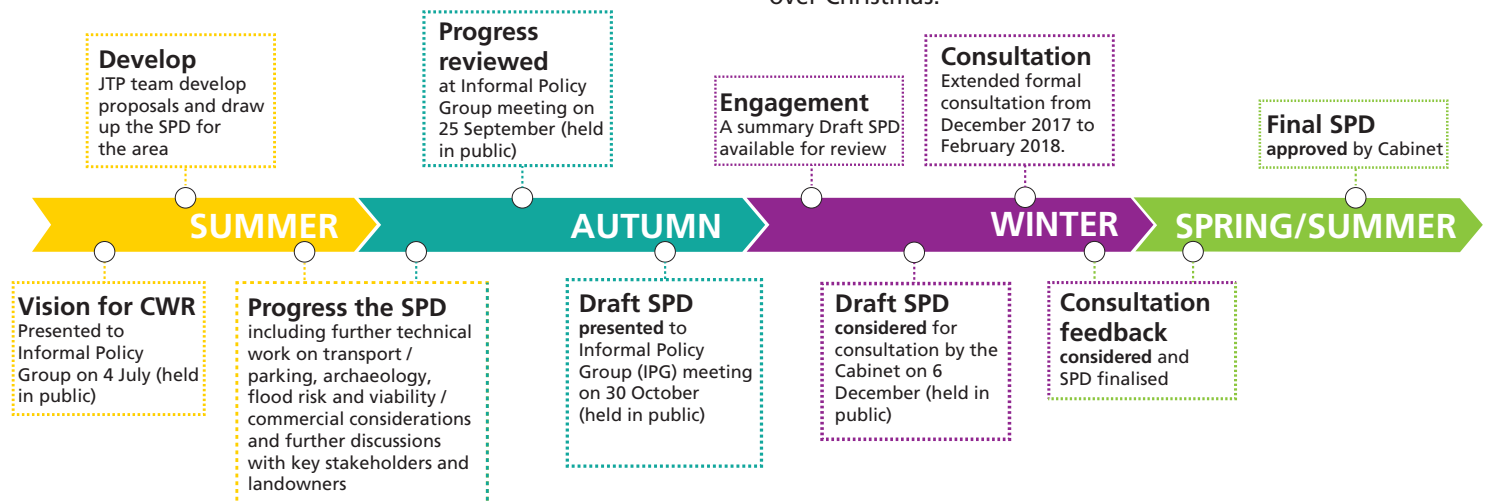
Timetable for Supplementary Planning Document Consultation Finalised

The consultation timetable for the Central Winchester Regeneration's Supplementary Planning Document (SPD) has been finalised. The draft SPD will be presented to a meeting of the council's Informal Policy Group (IPG), which is being held on 30 October. The draft document will then be considered by Cabinet on 6 December for agreement to an extended formal consultation between December and February.



Chair of the IPG, Cllr Caroline Horrill, said: "It is a credit to the fantastic input we have had from members of the public, business, partners and interest groups that our officers and Master Planners (JTP) will be in the position to present a draft SPD to the IPG this autumn ready for formal consultation before Christmas.

We are making a summary of the draft SPD available ahead of the formal consultation to ensure people have plenty of time to view this important information that will be used, alongside the Local Plan, to consider any planning applications for the Central Winchester area. This consultation is important and we have extended the formal consultation period from the standard six weeks to eight because we know people may not have much spare time over Christmas.



MARKETS

The city centre markets play a very important role in maintaining the vitality and viability of the city centre. We work closely with market traders, High Street retailers and the BID to ensure that the Winchester markets remain attractive to customers and traders alike; complementing the established retail offer. The SPD will allow flexibility over time so specific details about style and size of markets will not be fixed but opportunities will be explored in terms of new, or enhanced locations for street markets.

VIABILITY

We are seeking to achieve a comprehensive mixed use redevelopment of the Central Winchester area to bring real benefits to local people and businesses and create a positive public realm and cultural legacy for the city. A key consideration will be the mix of uses across the area to ensure viability and deliverability as some uses, such as for sale housing, will generate more value whilst other uses may be less viable. It will be important to get the balance right!



MOVEMENT STRATEGY

Throughout our Central Winchester Regeneration engagement and consultation, we have heard that movement and traffic issues are important to the people of Winchester.

A City of Winchester Movement Strategy is being developed to look at the traffic and transport issues facing the city and surrounding area with the aim of identifying opportunities to improve movement across the city over the next 20 years and beyond. The process is being led by the County Council, as the highway and transport authority, with active support from the City Council.

A project has already been set up to ensure the Movement Strategy involves a wide range of interested groups, transport experts, local politicians and the public.

The new strategy will be evidence-led and will consider the full range of issues

relating to movement such as transport infrastructure, public realm, traffic, parking provision, air quality and public transport.

Work has already started to identify and understand the current and emerging constraints and opportunities which impact on movement including:

- traffic flow
- journey time and simple trip pattern data for motorised traffic using key routes
- key junction turning counts and traffic signal data
- pedestrian counts for busy crossing points
- real-time information for buses
- car parking data
- major development traffic impact assessments

- travel to school data and congestion information.

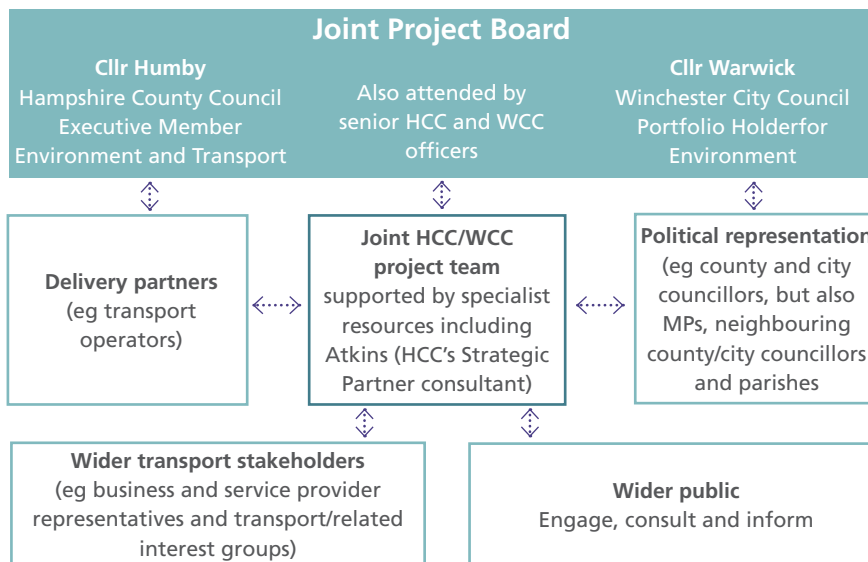
Agreed outcomes will be tested using a computer based modelling tool that simulates existing and predicted future movements to help develop options.

We will ensure feedback from the Central Winchester Regeneration engagement, along with the detail going into the Supplementary Planning Document (SPD), is considered as part of the strategy.

PUBLIC INVOLVEMENT

In the coming months, there will be three ways local people can have their say on transport issues as part of the Movement Strategy:

- An online survey at www.hants.gov.uk, open to all, will run for six weeks. Details of how to take part will be promoted by both councils through websites and social media channels.
- A telephone survey, managed by an independent provider, aims to gather detailed, qualitative responses from a representative sample of local people. If you receive a call, we would be grateful for your full participation in order to derive maximum value from the exercise.
- Targeted workshop-based engagement with a range of local interest groups and delivery partners.



FLOODING PROTECTION

A new £1m flood wall, featuring openings for everyday access that can be closed when needed by slotting in flood gates, was unveiled in August to protect the St Bede's and River Park areas of the city including St Bede School, Winchester School of Art, homes and businesses.

The wall is a strong defence against flooding in addition to other flood prevention works to the embankments of the adjacent river channels and new

drop board sluice gates which would be lowered at times of flood risk to help control the flow of water down side channels.

We are also currently undertaking flood modelling and ecological surveys to inform the design of flood defence work at Durgate (behind the Trinity Centre). We have already allocated funding which will be used, together with Environment Agency funding, to construct the works. We hope to carry out the works next spring.

These works, once complete, will hopefully reduce flood risk levels in the Central Winchester Regeneration area



Members of the Council's special maintenance team show Cllr Horrill how the new flood gates are installed

subject to the Environment Agency assessment. Opportunities to open up water courses in the area will also be considered in relation to flood risk.

ARCHAEOLOGY

As an historic city, archaeology is an important element of the Central Winchester Regeneration project and is being given very careful consideration.

An archaeological desk-based assessment has already been undertaken by Dr Patrick Ottaway from an independent consultancy based in York that provides expert advice on archaeology and heritage matters to commercial developers and public bodies.

The report provides baseline information on the heritage assets (archaeological sites and finds, and historic monuments and buildings) and buried archaeological deposits on the site itself and in its immediate environs. Not surprisingly, it shows that the site lies in an area with an archaeological resource of considerable research significance for all periods of the city's past. It also analyses the extent of potential survival of archaeological remains on the site. The full report can be found on our website at: www.winchester.gov.uk/planning/major-sites/central-winchester-regeneration/technical-reports/

We have set up a new Advisory Panel comprising a range of nationally

recognised archaeologists, and local specialist archaeological individuals and organisations.

The panel's brief is to find out how archaeological information can be gained and used to inform our future plans in the Central Winchester Regeneration area.

This includes:

- Consider and advise on the overall approach for further assessment of the archaeology of the area and inform the SPD
- Identify options on the most appropriate further site assessments (using both intrusive or non-intrusive techniques), and provide advice considering what may be learnt from the techniques, their technical effectiveness and the costs involved
- Consider the locations where assessment could be appropriate and the practicalities, cost and land ownership

The views of this panel will be fed back into the creation of a final strategy which will become an integral element of the emerging SPD.



PARKING

Car parking is another important issue under consideration as part of the formulation of the SPD. Of course, our goal is to ensure that sufficient city centre car parking spaces are provided to support the town centre whilst balancing other considerations such as air quality.

The currently adopted Parking Strategy operates a 'three-ring' approach to pricing and allocating Winchester town centre car parks.

Our three-ring strategy is generally working well. We are managing with the reduction of around 300 spaces from the Friarsgate car park, as there is spare capacity in Chesil multi-storey car park. The changes made to car parking charges are encouraging people to think about where they park and freeing up space in the busiest car parks.

We recognise that the loss of further car parking could impact on town centre parking capacity and we believe that there is potential to better use other car parks. Further car parking capacity checks are planned for September.

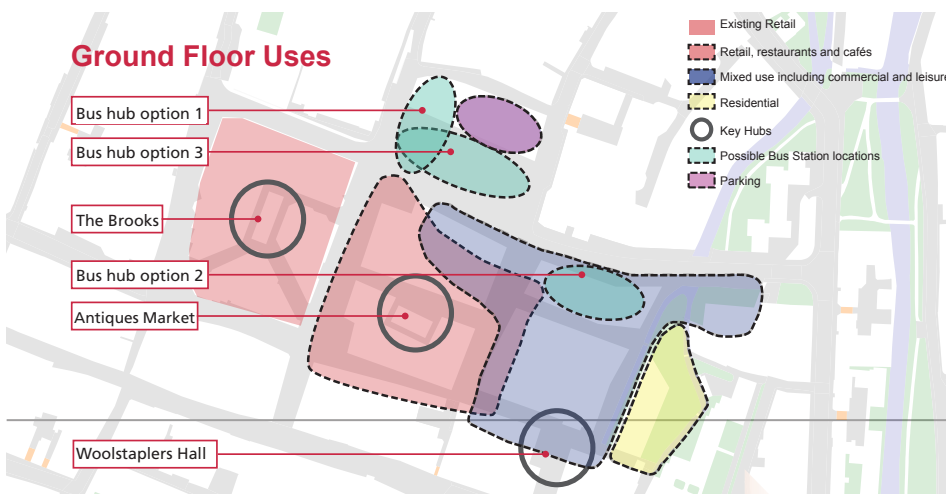
Park and Ride continues to work well and there is currently a good balance between supply and demand. Sites are well used in normal months and can still cope with peak periods. Increased provision of spaces at 'South' and 'Pitt' car parks has meant that occupancy is at 64% and this allows a healthy reserve for peak times.

The key question is how and where parking should be provided. Parking for new residential uses will also need to be considered. These matters will be carefully considered over the coming months.

THREE-RING APPROACH TO PARKING

- **'Centre' Ring Car Parks** - The Brooks, Middle Brook Street, Colebrook Street, Cossack Lane, Upper Brook Street, Friarsgate (which re-opened in May), St Peter's, Jewry Street, Tower Street and Gladstone Street.
- **'Inner' Ring Car Parks** - Chesil multi-storey, Durngate, Worthy Lane, Coach Park and Cattle Market.
- **'Outer' Ring Car Parks** - Park & Ride: Barfield, St Catherine's, Pitt and South.

EMERGING SPD LAND USES - GROUND FLOOR USES



RETAIL

The SPD will include a summary of the allocation for new and additional retail space. A variety of retail space from larger units to smaller ones is envisaged. It is clear from retail trends and public feedback that qualitative factors such as the 'feel' and 'experience' of shopping in Winchester are increasingly important in the face of competition from other nearby centres.

The aim is to develop a retail quarter with maximum appeal. The SPD vision and action plan will be orientated to quality, in light of the need for shopping towns to focus on their user and retailer experience. It will support the existing offer in the city, and reinforce the role of Middle Brook Street as a retail street complementing the proposed improvements in The Brooks. It will also focus on providing choice to more effectively meet the shopping requirements of younger and older consumers, across a range of products and price points.

HOUSING

The SPD will not go into any detail about the type and size of future housing within the area, however the priorities of housing set out in the Local Plan will still need to be considered. We are therefore investigating how the Central Winchester Regeneration scheme could meet a more diverse range of housing needs, including the needs of younger people who work in Winchester but can't afford to rent or buy in the City, and also older people. Options could include providing smaller

self-contained units or shared flats for two or three people to share.

Our New Homes Delivery team are looking into different models for affordable housing that are suitable for Central Winchester and the people who would benefit from living here. The team have arranged for members of the Informal Policy Group to visit a range of creative affordable housing schemes in other towns and cities over the next few months.

MEANWHILE USE

Proposals for how existing buildings and land within the CWR area could be used until they need to be available for any redevelopment are beyond the scope of the SPD. However, it is recognised that it is important to build upon the success and enthusiasm of the community engagement process and ensure the momentum for the regeneration process is maintained. In the shorter term meanwhile uses are to be encouraged and promoted within the CWR area.

Opportunities for the provision of meanwhile uses include Lower High Street where the completion of the new bus station in September 2017 has facilitated the diversion of buses and the creation of pedestrian priority space. There are other opportunities with the Antiques market and vacant areas of the former bus station.

Options and proposals for meanwhile uses will be considered at Cabinet (CWR) meetings.

HEIGHT

The SPD is likely to acknowledge that views and an interesting roof scape are very important. It is envisaged that it will give guidance regarding height, scale, massing and variation in building height and roof form. This guidance will have four primary objectives:

- To ensure appropriate scale and roofscape
- To ensure the proposals pay regard to strategic views of the skyline from key locations
- To relate to height datum (differences) rather than storey heights
- To ensure an appropriate sense of enclosure to key streets and spaces

The proposed roofscape should be in keeping with the character of the city centre context, as identified in the consultation as 'Winchesterness'. Building heights must be sympathetic to neighbours and existing buildings within the site.

It is felt that the development should respect the important view corridors across the site including the view down Middle Brook Street towards the Cathedral and the view towards the Guildhall from the bus station. Building heights should not impose upon the view of the key buildings along these vistas.

It is important that the overall height and massing of the proposals do not compete with views of the existing key buildings identified, including the Cathedral, the Guildhall, St John's Hall and Woolstaplers' Hall.

The development is therefore likely to vary in height to include three to five storey development and lower development next to, for example, the Antiques Market and the St John's Almshouses. Broad indications of height will be tested against these views.