Winchester City Council

CONNECTING PLACE

Station Approach Technical Report

Appendix to Concept Masterplan Final Report

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Chapter 1: **Introduction**

Introduction, scope of report, the sites & land ownership

Technical summary report

"A Connected Place … a series of spaces and development supporting a lively place to live, work, and play, promoting sustainable travel, and identifying a welcoming gateway showcasing the nature of the city."

The area around Winchester Railway Station is an important gateway to the city and home to one of the busiest stations in Hampshire. The surrounding area is however, dominated by car parking, lacks vibrancy and uses suitable to its edge of city centre position or the adjacent communities of Fulflood and Hyde. It fails to create a positive first impression for visitors arriving at the station that reflects the characteristics and quality of historic Winchester city.

The site has been reallocated as a key regeneration site in Winchester City Council's emerging Local Plan. To ensure a comprehensive approach to the area is undertaken the Council's planning framework requires that any future applications for significant development on key sites are preceded by a comprehensive and evidence-based site wide masterplan.

In June 2023, Winchester City Council implemented an approach to masterplanning which includes a stage known as 'Concept Masterplan'. This process reviews the constraints and opportunities of the sites along with public consultation input to establish community ownership and guidelines for future development. This includes providing key parameters for land uses, spaces, access/ movement and heights. The concept masterplan will provide a framework within which designers and developers can bring forward more detailed masterplan proposals. Endorsed by the Council, it will not comprise a Supplementary Planning Document (SPD) but will be a material consideration in future decision making.

In 2022, Winchester City Council undertook public consultation to help establish guiding development principles for the Station Approach Masterplan Area. Concurrently, a capacity study was undertaken for the various sites, the outcomes of which helped to establish the Concept masterplan brief in regards to appropriate land uses and viability.

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 as well responding to Winchester City Council, Hampshire County Council and the National Planning Policy Framework Design Guide.

Given that the sites are within multiple ownerships with differing timescales for delivery it is not expected that a comprehensive application would be submitted for the Station Approach area. This compendium report is a supporting document to the main concept masterplan document which sets out the Vision, constraints & opportunities and parameters for the overarching scheme. This supporting report will:

- Provide an overview of the sites and landownerships
- Summarise the relevant policies set out in the emerging Local Plan (reg 19)
- Outline site by site how the concept masterplan achieves the strategic aspirations of Policy W8
- Provide a 'checklist' of additional considerations to assist with delivery
- Set out considerations for a high-level phasing strategy.

The Sites

The Station Approach masterplan area covers six distinct development sites. Unlike other city centre regeneration projects that may rely on complicated and costly land assembly, the Station Approach area benefits in that it is succinctly controlled by 4 main parties: Winchester City Council (WCC), Hampshire County Council (HCC), Network Rail Infrastructure Limited (NRIL) and the Defence Infrastructure Organisation (DIO).

The six sites are:

1. **Station Approach Arrival (public realm)** – This site consists of the eastern forecourt of Winchester railway station, Station Road to the junction of Newburgh St, and Station Hill excluding Carfax Junction. The space is currently used for station arrival/departure and drop-off by bus, taxi and private vehicle as well as pedestrian and cycle movements to, from and through. The Station and public realm immediately outside the railway station are controlled by NRIL. The adopted roads and footpaths are under the control of HCC as the Local Highway Authority.
2. **The 'Carfax' site –** This site consists of Gladstone Street car park (108 public spaces), the leased parking adjacent to the former Registry Office, and the private parking to the south of HCC's Records office, currently leased by WCC to HCC and directly adjacent to one of the busiest stations in Hampshire.
3. **The former Cattlemarket-** The car park is owned by WCC comprising 338 surface car parking spaces over two stepped levels (sloping site) and a former public convenience currently housing an artist's studio (Light Factory). The Winchester Club located adjacent to the car park is a members-owned club. It is not currently within the Concept Masterplan study boundary but is included in the Local Plan Policy W8 designation.
4. **West of the Station-** Surface car parking along the western side of the railway line and the decked car park to the West of the station (owned by NR, operated by South Western Railway (SWR)) comprising 477 spaces.
5. **Station Northeast -**The decked car parking along the Northeastern side of the railway (owned by NRIL and operated by South Western Railway (SWR)) comprising 265 spaces.
6. **DIO site-** Owned by DIO and currently a base for the Hampshire and Isle of Wight Army Cadet Force, Minden Company and the Hampshire and Isle of Wight Air Training Corps. The main building is known as Newburgh House.

NRIL have made it clear that the development potential of their sites is only likely to be viable in the long-term. This is owing to parking requirements and the current need to replace any displaced Network Rail parking on a 1 for 1 basis. This does not preclude incorporating land within their control for public realm improvements such as the Station arrival spaces.

The DIO site is also considered a longer term potential site, given the likely need to relocate other uses to this site. However, they welcome the sites inclusion in the masterplanning process and appreciate that in the longer term this could help meet the aspirations of the Local Plan.

Therefore, the priority for delivering the aspirations of the Concept Masterplan and Local Plan lies primarily with land controlled by Winchester City Council. Funding major city centre regeneration projects is costly and often with little surplus for enabling works or social and environmental enhancement.

Options to help fill viability gaps in delivering such projects include:

- WCC supporting/delivering the regeneration project
- Use of Community Infrastructure Levy CIL funding to cover new infrastructure costs
- Engaging with other public sector agencies (Homes England, Hampshire Growth Hub, HCC)
- Government town centre and infrastructure programmes and or
- Working with private sector developer / investors.

1. Station Approach Arrival (public realm)
2. The 'Carfax' site
3. The former Cattlemarket
4. West of the Station
5. Station Northeast
6. DIO site

Chapter 2: **Local planning policy framework**

Summary of relevant policies

Local planning policy framework

Winchester City Council recently submitted its Draft Winchester District Local Plan for examination. The emerging Local Plan places great emphasis on sustainability, reflecting Winchester City Council's declaration of a climate emergency in June 2019. The Council is aiming for the whole District to be carbon neutral by 2030.

The Local Plan sets out Winchester City Council's vision and objectives for future development across the Winchester District outside the South Downs National Park. It includes new development management policies against which planning proposals will be assessed for housing, employment and open space. It also identifies the specific sites needed to accommodate growth over the next 15 years or more.

Policy W8 Mixed Use Allocations: Station Approach Regeneration Area :

Identifies the Station Approach sites collectively as Station Approach Regeneration Area which has been allocated for intended mixed use development. The policy specifically includes an expected provision of 250 homes across the sites.

The policy sets out several strategic aspirations for the area including:

- 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 and legibility so that pedestrians and cyclists can navigate their way to the city centre and other key destinations in a safe and accessible manner;
- Create an area that serves a variety of people and builds on and adds to the existing commercial and cultural life in the city;
- Improve the aesthetic and environmental impact of the area, including the retention of important trees and explores the opportunities for new planting;
- Ensure that proposals conserve, and where possible enhance the historic context, in particular the Winchester City Conservation Area;
- Investigate and record archaeological remains in the area, with provision for the public dissemination of the results of the investigation within a reasonable timeframe;
- Safeguard and enhance strategically important views such as the view of Winchester Cathedral and the character of the area; and
- Repair the urban fabric and create a cohesive high quality townscape, and high quality public spaces and improvements to the public realm.

Policy W8

Station Approach Regeneration Area

POLICY

Development proposals within the Station Approach Regeneration Area as shown on the Policies Map, will be granted planning permission for a mixed use development provided that detailed proposals accord with the Development Plan and demonstrate how proposals will accord with the following:

i. Any application for development is preceded by, and is consistent with, a site wide masterplan for the whole site which has involved and engaged with landowners, stakeholders and interested parties before it is agreed by the local planning authority;

ii. The proposals relate to the whole of the allocated development or if less does not in any way prejudice the implementation of the masterplan of the whole site;

iii. The proposals take a contextual approach which respects the characteristics of Winchester Town, and relate positively to the conservation area and other designated and non-designated heritage assets and their settings;

iv. The proposals make a positive contribution towards improving the area as a key entrance to the town centre, enhancing the public realm, enabling people to walk and cycle for most everyday trips and improving those links to the railway station, the surrounding area and other key destinations;

v. The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and improvements to the public realm;

vi. The proposals assess the impact of buildings heights on views and adjoining areas unless a taller building can be justified in townscape terms. Taller buildings are unlikely to be acceptable in close proximity to nearby residential properties;

Policy W8

Station Approach Regeneration Area - continued

POLICY

vii. The proposals retain views of the treed skyline and other key historic features such as Winchester Cathedral and assess the impact of buildings over 3 storeys on views and adjoining areas and do not exceed 4-5 storeys in height, unless a taller building can be justified in townscape terms. Taller buildings are unlikely to be acceptable in close proximity to nearby residential properties;

viii. The proposals retain existing trees where they can make a positive contribution towards enhancing local distinctiveness, and prepare a landscape framework alongside the master planning process to establish opportunities for new planting;

ix. The proposals provide active street frontages to enhance the pedestrian environment, and promote the vitality and viability of the local centre along Andover Road;

x. The proposals consider and address the need for education provision (Primary and Secondary) to meet the needs of the development;

xi. The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible; and

xii. The layout of the development must be planned to ensure future access to existing underground infrastructure for maintenance and upsizing purposes.

There are also a number of wider strategic policies within the Local Plan that are relevant to Station Approach. The key strategic policies are summarised below:

- **Strategic Policy E2 (Spatial Distribution of Economic Growth):** Identifies Station Approach area as a mixed-use allocation where new employment floorspace will be encouraged.

- **Strategic Policy D2 (Design Principles for Winchester Town):** Establishes overarching design considerations for all sites within the Town Centre boundary, including Station Approach. This policy highlights the importance of responding to local character, improving strategic and local connections (in particular those highlighted within; Winchester Movement Strategy, Winchester Walking Strategy and City of Winchester Local Cycling and Walking Infrastructure Plan), retention& improvement of public open spaces and public realm and how community engagement has helped to shape the proposals.

- **Policy NE9 Landscape Character :** Whilst generally focussed upon the 'Landscape character' of Winchester, it is applicable to all major development sites in the urban area in terms of how these relate to the existing character of the city surroundings. This is particularly relevant to Station Approach as it borders the conservation area.

The Station Approach masterplan site borders the conservation area and has connections with both designated and non-designated heritage assets. Proposed development must set out a positive strategy for the conservation and enjoyment of the historic environment. The Local Plan also includes a number of heritage policies that development must have regard for. The key relevant policies are listed and summarised below:

- **Strategic Policy HE1 Historic Environment:** The policy sets out to ensure the conservation and enhancement of the district's historic environment, requiring development proposals be based on a sound understanding of the heritage asset, its setting and demonstrate how it positively contributes to the district's distinctive local 'sense of place'.

- **Policy HE2 Policy HE2 All Heritage Assets (both designated & non-designated):** Requires proposals for development to assess and describe the significance of heritage assets, outline conservation measures proposed and where appropriate be accompanied by a Heritage Statement proportionate to the nature of the development.

- **Policy HE3 Designated Heritage Assets:** Places great weight on the conservation of designated heritage assets, ensuring any harm is justified by substantial public benefits.

- **Policy HE4 Non-designated Heritage Assets:** Protects non-designated heritage assets by requiring a balanced judgment on development proposals that could cause harm.

- **Policy HE10 Development in Conservation Areas:** Regulates development within conservation areas to ensure it responds sympathetically to the historic character, townscape,landscape including character, scale, massing and materials.

- **Policy HE11 Demolition in Conservation Areas:** Prevents demolition within conservation areas unless justified by significant benefits that outweigh the loss. This policy would be relevant for the redevelopment of the DIO site.

Chapter 3: **Delivering the sites**

This section sets out how each of the sites achieve the aspirations of the local plan policy and highlights additional considerations for the detailed design phases.

Station Approach Public Realm & Movement

Achieving the aspirations of local plan policy (W8)

The reimagined public realm at Winchester Station will significantly enhance the arrival experience for visitors, residents, and commuters, creating an attractive, welcoming environment with an enhanced biodiversity that supports the historic character of Winchester. The following summary outlines how the project meets the aspirations outlined in Policy W8 of the local plan:

- **Enhancing economic vitality and employment opportunities:** The improved public space at the station will facilitate spill-out uses for existing and future businesses along Station Road and Station Hill. This could include meanwhile and pop-up businesses, to capitalise on high footfall and help to animate the space, making it feel welcoming and safe. As a result, the area will provide a more positive experience for visitors, support local businesses, foster entrepreneurial opportunities and promote civic pride.
- **Improving arrival experience and wayfinding:** The reallocation of some carriageway space to non-motorised uses will deliver a high-quality people focused public realm incorporating space to stop, sit and relax. A clear prioritisation for active travel and public transport with forethought into improving connections beyond the site boundary will provide users with healthy and sustainable active travel route choices to navigate the city centre and key destinations. Greater demarcation of pedestrian routes, identifying additional permeability through sites, and additional signage, will improve wayfinding and orientation for users.
- **Serving all people and enhancing commercial and cultural life:** A people focused station forecourt will reduce conflicts between transport modes, encourage sustainable travel, and ensure accessibility for people with mobility challenges. This inclusive design will foster social interaction and offer opportunities for increasing dwell time within a well-designed space. Integration of lighting will ensure the space feels safe for all users both day and night.
- **Improving aesthetic and environmental quality:** Improvements will provide a "green" first impression of the city by preserving trees and improving their setting along Station Hill and Station Road, as well as supplementing by adding new lower level greening and biodiversity (in place of car parking). Existing areas of planting will be reviewed for opportunities to enhance existing biodiversity, as well as potential for enabling better access to, and appreciation of, these natural areas of the site. This will improve mental well-being and physical health through greater interaction with nature.
- **Conserving and Enhancing the Historic Context:** A high-quality public realm, designed to be respectful of the City's heritage, will enhance the setting of the Grade II listed County Records Office and the adjacent Winchester Conservation Area. It will also improve the setting of the undesignated but historic station building and the former County Registry Office. This enhanced setting will harmonise with the character of the wider area and encourage further improvements by others beyond the site boundary in the surrounding conservation area. Opportunities to incorporate public art that reflects Winchester's heritage would aid the creation of a memorable environment.
- **Investigation and Documentation of Archaeological Remains:** Existing records of occupation of the area will inform further archaeological investigation and subsequent detailed analysis, reporting and dissemination to understand appropriate mitigation measures prior to development. Findings will be shared with the public to celebrate and broaden appreciation the area's heritage.
- **Safeguarding Strategic Views and Character:** Key views towards the Station from the existing principle streets will be preserved and enhanced through the removal of visual clutter and improvements to the surrounding public realm. Thoughtful selection of materials, planting, and architectural elements will enhance the area's identity while offering a welcoming space for public use.
- **Repairing Urban Fabric and Creating a Cohesive Townscape:** The introduction of high-quality public spaces, improvements to east/west connectivity through improvements to the station underpass, areas of additional planting, and sustainable transport options will integrate the station with the surrounding urban fabric. This will enhance the quality of life for residents and improve the visiting experience for visitors to the city.

Key steps for delivery

The following summary is not exhaustive but provides additional points for consideration relevant to the implementation of Station Approach:

Baseline Information

- A topographical survey was commissioned by WCC. This provides essential information for detailed proposals and costings.
- Existing and planned utility infrastructure must be accurately plotted to avoid costly conflicts during delivery.
- Arboricultural surveys have previously been carried out, but the size, quality and health of trees should be updated.
- An ecology survey should be undertaken to calculate the site's current biodiversity score using the UK Government's Biodiversity Metric and set a baseline to ensure proposals achieve a minimum Biodiversity Net Gain of 10%. This will need to be undertaken in accordance with best practice CIEEM guidance for a Preliminary Ecological Appraisal (PEA). Should any further surveys be recommended in the PEA then these should be undertaken prior to submitting a planning application.
- Detailed designs for the site should be prepared prior to, or in conjunction with, the Carfax Site to safeguard land necessary, if required, for future transport improvements as a result of wider public transport network changes.
- An updated station access mode share survey may be required.
- An updated car park usage survey may be required for the Gladstone Street Car Park.
- An archaeological appraisal baseline study should be carried out which could help to inform both scheme design and mitigation requirements.

Movement

- Proposals should align with Network Rail's Station Design Guidance (2021) and in particular 'should be a place to breathe and orientate, to make a decision about what to do and where to go'.
- Proposals must be modelled and reviewed with HCC and WCC. Modelling should also assess potential wider impacts on the movement network resulting from Station Approach developments.
- Designs should ensure they reflect the hierarchy set out within the Road Utility Framework in the Hampshire Local Transport Plan 4 (LTP4) to avoid conflicts between transport modes and be supported by a travel plan, access strategy and undertake a review of Winchester's parking standards.
- Proposals should align with the objectives of the Winchester Movement Strategy: reducing city centre traffic, supporting healthier lifestyle choices, and investing in infrastructure for sustainable growth. Alignment with the Local Cycling and Walking Infrastructure Plan (LCWIP) is also essential as is compliance with LTN1/20 standards.
- All plans should be coordinated with emerging proposals associated with the Central Winchester Masterplan as this will help to determine future public transport requirements at Station Approach. Provide passive provision for a double southbound bus stop on Station Road to accommodate potential future expansion of the bus network.
- Detailed proposals should consider opportunities to contribute to improvements outside the site boundary. This includes enhancements to Carfax Junction and connections identified in Policy D2, such as links to the city centre via Station Road/Newburgh Way/ Upper High Street and Station Hill/City Road/Jewry Street as well as support HCC and WCC's wider movement aspirations for improvements to Sussex Street and Gladstone St.
- Existing and additional cycle parking provision around the station should be conveniently located and designed in a manner that is safe, secure and where possible covered. It should also make provision for specialist, electric and adapted cycles.

Design Considerations

- The Station Approach area falls within the WIN01 Historic Core (City Centre) area identified in the HCC Integrated Landscape Assessment and the TCA1: Winchester Historic Core as identified in the Winchester Townscape Assessment (HCC 2010). Public realm proposals must demonstrate how they positively respond to character of the area.
- A Healthy Streets assessment and design check should be undertaken at the earliest opportunity and be reviewed throughout the design process. Specific consideration should be given to the following indicators to ensure delivery of a high quality place:
    - everyone feels welcome
    - places to stop and rest
    - shade and shelter and
    - people feel relaxed

Natural Environment

- Public realm designs must deliver attractive, high-quality solutions that incorporate the tree preservation order (TPO) trees on Station Hill, maintaining their health while ensuring delivery of a safe, accessible and welcoming public realm.
- Public realm designs must incorporate areas of seating which encourage people to sit, dwell and relax while also managing concerns about anti social behaviour.
- Public realm proposals should explore opportunities to incorporate public art,reflecting Winchester's rich history, aid wayfinding and to ensure a memorable arrival.
- Public realm improvements should achieve a minimum 10% biodiversity net gain, integrating green and blue infrastructure where possible.
- It may be important to seek opportunities to increase biodiversity in areas adjacent to Carfax site to achieve substantially greater than 10% biodiversity net gain, in order to supplement potential loss of some trees and green areas with the development of the Carfax site.
- Enhancements should be considered for the sloped edge east of the railway, which could enhance the appearance of the area, support adjacent businesses and help achieve BNG.
- Develop with Network Rail a strategy for enhancing biodiversity alongside public routes such as Station Road and other land within the rail corridor.
- Planting strategies should:
  - Enhance local character, aid wayfinding, make users feel safe in the evening
  - Integrate with elements such as seating and lighting to encourage public enjoyment
  - Use low-maintenance, drought-tolerant species
  - Use high proportion of native and or pollinator friendly species
  - Where appropriate, include fruiting tree and or edible planting
  - Include a management plan to ensure longevity and cost efficiency
- Lighting should be considered in the design stage in accordance with Guidance Note 08/23 produced by the Bat Conservation Trust and Institute of Lighting Professionals. Any habitats which are important for nocturnal light-sensitive species such as bats should not be illuminated.
- Proposals should consider how the site can support the emerging Nature Recovery Strategy for Hampshire.
- The following documents should be reviewed at the next stage of the planning process:
  - 'Winchester City and Its Setting'
  - 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition)
  - 'High Quality Places' SPD

Heritage and Archaeology

- Opportunities to reuse the former Registry Office, although not listed, should be explored, considering its key location and proximity to and architectural compatibility with the station. This building's history of previous use as a public house can become relevant in restoring its function to an open house café/bar/pub as a place for people to meet and occupy throughout the day and evening, adding to the population and oversight of the external public realm.
- While primarily a public realm project, proposals could also consider enhancements to the Station itself, ensuring any improvements maintain and enhance its mid-19th-century architectural character.
- Improvements to the vista along Station Hill looking towards the station should be integrated into the proposals.

Sustainability

- As covered in movement, prioritising active and lower carbon travel modes, including public transport is a key sustainability benefit for the wider city.
- Incorporate permeable surfaces where feasible to mitigate rainwater runoff. The site's sloping topography offers an opportunity for below-ground attenuation tanks to manage runoff and provide water for irrigation.
- New bus stops to serve enhanced bus services could incorporate PV panels, or green / brown roof rain attenuation and biodiversity improvements.
- The Station complex has extensive east & west facing roof slopes that could have for potential for PV energy generation.
- Materials selection should prioritise products with recycled and recyclable content and low embodied energy.

Ongoing Engagement

- The design team must collaborate with Winchester City Council, Hampshire County Council, and Network Rail. Consultation with local movement organisations (focusing on walking, cycling, and accessibility) and on-site service providers (e.g., bus and taxi operators) is essential to balance user needs and to ensure support for proposals.
- Wider public engagement will be conducted by developers as part of the formal planning applications for discrete elements of the masterplan area, to ensure community input.

Phasing

- Improvement to the Station Approach 'Gateway' is an essential public benefit of the regeneration masterplan. Early delivery would help shift public perceptions, build confidence, and enhance development values for the wider area, particularly for the Carfax site , which is closely linked.
- Immediate actions could include removing low-level railings, reducing visual clutter, providing better places to sit, repairing/replacing paving to improve access around the trees on Station Hill, and enhancing cycle parking through increasing provision, improving security and providing cycle servicing at the station.
- A phased approach will be necessary to complete the masterplan. For example, relocating the pick-up and drop-off area to the station's east side north may not be feasible in the short term. Temporary solutions, such as a pick-up and drop-off area on the existing Carfax parking area, could facilitate early public realm improvements.
- Temporary or "meanwhile" uses could activate the site during interim phases, testing the public response and viability of potential uses ahead of defining permanent development. Such uses should be curated and managed to prevent negative impacts, such as litter or obstruction of pedestrian desire lines within the public realm.
- Phasing must ensure the station remains operational and minimises disruption to transport services, surrounding businesses and residents throughout the process.

Carfax Site

The redevelopment of the Carfax site will form the heart of a new 'Station Quarter', creating an accessible, vibrant mixed-use development featuring places to eat, meet, drink, work, and play. The following summary outlines how the project aligns with the aspirations of Policy W8 in the local plan:

- **Enhancing economic vitality and employment opportunities:** The development aims to stimulate economic growth through mixed-use development, including offices, retail, and food and beverage facilities. High-quality, flexible office spaces near the transport hub will attract both large organisations and small businesses, boosting the local economy. The site will also incorporate housing, either on upper levels or in areas further from the station to provide viability and vitality.
- **Creating a high-quality and welcoming arrival point:** The project will enhance site permeability by replacing car parks with pedestrian-friendly routes and improving connections to the city centre and surrounding areas. Public spaces along these routes will provide places to sit, socialise, and play, bringing life to the site throughout the day. Buildings will feature active frontages facing the station entrance and key routes, creating a cohesive and animated environment and help to lead people through the site.
- **Serving people and enhancing commercial and cultural Life:** The Carfax site will serve diverse users, from local residents to commuters and visitors. A mix of retail, community spaces, flexible workspaces, and housing will enrich Winchester's commercial and cultural offer to compliment, not compete with the city centre. Public spaces will be open and accessible for all to enjoy.
- **Improving aesthetic and environmental quality:** The proposals will define new routes and spaces, facilitate the removal of unattractive car parking, reprovide new areas for tree planting and enhance the environment for retained trees and greenery, encourage public-facing activities and foster a sense of safety and communal responsibility.
- **Conserving and enhancing the historic context:** The concept masterplan sets parameters for future development that will respect Winchester's historic character, creating permeable, interconnected, discoverable spaces framed and overlooked by buildings. Massing will be sensitive to the nineteenth century domestic setting of most of the adjacent heritage assets within the Conservation Area and beyond. Taller elements required to fulfil the required quantum of development will be located to avoid obstructing local views along existing public routes and of local heritage assets.

  A new public space at the heart of the Carfax site will enhance the setting of the Grade II listed Hampshire Records Office and open up better public views and consequently greater public appreciation of its lively southwest façade. Enhancement of the landscape to the north of the Records Office, possibly removing the failing line of trees closest to it will assist public appreciation of its more severe north and east elevations and understanding of the historic references inherent in its design. The unlisted but historically significant former County Registry Office was originally a late nineteenth century 'Refreshment Rooms' serving railway travellers. Re-introducing a similar public facing commercial use would restore its historic civic value.
- **Investigation and documentation of archaeological remains:** Existing records of occupation of the area will inform further archaeological investigation and subsequent detailed analysis, reporting and dissemination to understand appropriate mitigation measures prior to development. Findings will be shared with the public to celebrate and broaden appreciation the area's heritage.
- **Safeguarding strategic views and character:** The form of development will protect key views from and through the study area, including those of the Hampshire Records Office and the surrounding landscape, St Catherine's Hill and Whiteshute Ridge to the south, Blue Ball Hill and St Giles Hill to the east, and Oram's Arbour to the south-west through careful site planning and appropriate building heights and profiles. Where appropriate additional testing will be undertaken to justify height and massing in townscape terms. Opportunities to create new views of, for example, St Paul's Church and the Records Office and to create new and enhance city-wide vistas.
- **Repairing urban fabric and creating a cohesive townscape:** The project will replace car parks with high-quality buildings and public spaces, repairing the urban fabric and bringing vibrancy to the area. Improved pedestrian routes, spaces for social interaction, and play areas for all ages will enhance the public realm. The overall design will contribute to a cohesive townscape that harmonises with its surroundings and offers far more to the users than the current conditions.

Key steps for delivery

The following summary is not exhaustive, but provides additional points for consideration relevant for the delivery of the Carfax site:

Baseline Information

- A topographical survey conducted for the City Council provides detailed site information, including levels, tree positions, and features such as retaining walls and should inform the preparation of detailed proposals.
- Incorporating utilities data will avoid conflicts during design and construction, and consequent additional costs and delays.
- Arboricultural survey information is also available, but should be updated
- An ecology survey should be undertaken to calculate the site's current biodiversity score using the UK Government's Biodiversity Metric. This will need to be undertaken in accordance with best practice CIEEM guidance for a Preliminary Ecological Appraisal (PEA). Should any further surveys be recommended in the PEA then these should be undertaken prior to submitting a planning application.
- The energy infrastructure on-site will be reviewed and necessary capacity upgrades to serve the new developments will be incorporated in detailed proposals.
- There are existing archaeological reports (desk-based assessment and evaluation reports) commissioned by WCC which should be reviewed. Although some aspects out of date (e.g. currency of national and local planning policies in the DBA), key archaeological information contained within these documents remains relevant.

Historic Land Use and Contamination

- The site's history of industrial and railway use, including a former garage on Station Hill near the South Western Inn (now the Registry Office), poses potential contamination risks (highlighted on OS maps 1967). A Phase 1 Environmental Site Assessment (ESA) should be undertaken to identify contamination sources. If risks are confirmed, a Phase 2 ESA involving soil and groundwater testing should follow, accompanied by a remediation strategy. Previous applications could be reviewed for further information.

Design Considerations

- The Carfax site falls within the WIN01 Historic Core (City Centre) area identified in the HCC Integrated Landscape Assessment and the TCA1: Winchester Historic Core as identified in the Winchester Townscape Assessment (HCC 2010). Proposals must demonstrate how they respond to characteristics of the setting, from block structure through to architectural responses including materials, detailing and public realm design.
- Development on this site should be flexible, and capable or conversion to different used throughout its lifespan.
- The mixed-use scheme should create a vibrant quarter near the station. It must ensure uses are complementary within and between buildings. This will ensure potential conflicts such as noise, servicing requirements, loading operations, and air quality are avoided at the design stage.
- The site is adjacent to a conservation area, domestic properties on Gladstone Road, and listed buildings, notably the Records Office and St Paul's Church. Proposed building heights must not intrude on the residential amenity of neighbouring properties, the heritage values of heritage assets, and the aesthetic value of local and city-wide views, including, but not limited to: Oram's Arbour, Joyce Gardens, St Giles Hill, and St. Catherine's Hill.
- If taller buildings are proposed (exceeding 4-5 stories in height) as outlined in Policy W8 they will likely be visible from more distant view points such as St Catherine's Hill and Whiteshute Ridge to the south, Blue Ball Hill and St Giles Hill to the east, and Oram's Arbour to the south-west. Features visible in these vistas should have a broken outline to avoid intrusion into the historic character of Winchester in these views, but this should not constrain the potential to add features of distinction within this historic context; however, they will need to be justified in townscape terms.
- If taller buildings are proposed their impact on the micro-climate of new routes and spaces around them should be tested to ensure they are not detrimental to their enjoyment.

- While there will be limited 'streets' within the Carfax development a Healthy Streets assessment and design check should be undertaken at the earliest opportunity and be reviewed throughout the design process to ensure that routes and spaces are designed to maximise their potential. Specific consideration should be given to the following indicators to ensure delivery of a high quality place:
  - everyone feels welcome
  - places to stop and rest
  - shade and shelter and
  - people feel relaxed

- The Carfax site will be a highly public environment given its proximity to the station, town centre and the increased permeability of the site. Public spaces should be flexible to accommodate a variety of uses throughout the day and year and cater for a variety of ages. Where appropriate elements such as public art and play should be encouraged to aid way finding, encourage dwell time, exploration, and evoke civic pride.
- Highway and public space design allows for future expansion or changes to bus services, with sufficient highway width to accommodate additional bus stops or bus stands on Station Road.
- Adequate provision is made for the collection and recycling of waste.

Movement and Access

- Removing the site's primary use as a car park is expected to reduce city centre traffic. However, transport modelling may be required to assess traffic implications from new uses and impacts on the wider network. Designs should be supported by an access strategy and travel plan demonstrating how the proposals enable good travel choices and details of alternative travel options such as car clubs, lift share etc.
- Given the site's sustainable location, public parking should be restricted to serving those with limited mobility and possibly pick up and drop off for these users, as the site is supported by strong public transport and walking/cycling infrastructure. Where parking is provided is should have regard for Winchester's parking standards and clearly set out the allocation between public and private provision.
- Parking for people with limited mobility will need to be retained for users of the Hampshire Records Office.
- Detailed proposals should consider opportunities to contribute to improvements outside the site boundary. This includes enhancements to Carfax Junction and connections identified in Policy D2, such as links to the city centre via Station Road/Newburgh Way/ Upper High Street and Station Hill/City Road/Jewry Street as well as support HCC and WCC's wider movement aspirations for improvements to Sussex Street and Gladstone St.
- Proposals must address servicing needs for ground-floor uses including: deliveries, emergency services, and green space maintenance.
- Vehicular access shouldn't be provided at the expense of giving priority to pedestrians and cyclists in the layout and designs should align to Hampshire's Local Transport Plan (LTP4) and the hierarchy of movement. Proposals should also align with the objectives of the Winchester Movement Strategy: reducing city centre traffic, supporting healthier lifestyle choices, and investing in infrastructure for sustainable growth. Alignment with the Local Cycling and Walking Infrastructure Plan (LCWIP) is also essential as is compliance with LTN1/20 standards.
- Adequate and safe provision is made for cycle parking including specialist, electric and adapted cycles.

Natural Environment

- As Carfax is extensively planted, an updated arboriculture study should assess current tree health and quality. Category A and B trees should be retained where possible and integrated into the development layout. Proposals should be developed in consultation with WCC's tree officer.
- Space for large-specimen tree planting should be planned in line with HCC's highway requirements.
- A biodiversity assessment is needed to calculate the baseline score and suggest measures to achieve the obligatory 10%+ biodiversity net gain. Given the level of tree removal required to facilitate development creative solutions may be necessary to achieve this, potentially requiring contributions from other parts of the Station Approach masterplan.
- The site is located on a principal aquifer, necessitating mitigation measures to prevent wastewater impacts on the Solent and River Itchen SAC . Proposals should also consider the emerging Local Nature Recovery Strategy being developed by HCC in partnership with WCC.

- Public open space should address local shortages highlighted in Winchester's Open Space Assessment. Positioned centrally within the development and away from traffic, it should incorporate flexible green spaces, planting, seating, play areas, and opportunities for engagement with nature, both blue and green.
- Blue and green infrastructure (i.e. landscape and planting for ecology and water management benefits) support carbon sequestration, provide shade to reduce the urban heat island effect, and reduce flood risk through sustainable drainage systems (SuDS).
- A planting strategy should:
  - Enhance local character, aid wayfinding and make users feel safe in the evening
  - Integrate elements such as seating to encourage public enjoyment
  - Use low-maintenance, drought-tolerant species
  - Use high proportion of native and or pollinator friendly species
  - Where appropriate, include fruiting tree and or edible planting
  - Include a management plan to ensure longevity and cost efficiency.
- Lighting should be considered in the design stage in accordance with Guidance Note 08/23 produced by the Bat Conservation Trust and Institute of Lighting Professionals. Any habitats which are important for nocturnal light-sensitive species such as bats should not be illuminated.
- Proposals should demonstrate how development will support the emerging Nature Recovery Strategy.
- The following documents should be reviewed at the next stage of the planning process:
  - 'Winchester City and Its Setting'
  - 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition)
  - 'High Quality Places' SPD

Sustainability and Energy

- Development at Carfax must prioritise low-carbon technology and materials, adopting a 'fabric-first' approach to energy efficiency.
- All buildings should be fossil fuel free in their energy supply. Powered by all electric, from renewable energy supply generation sources, and with no natural gas supply.
- Renewable energy sources should be reviewed for potential integration into the developments , for example ground source heat, PV solar generation and battery storage, rainwater/wastewater harvesting and re-use.
- Development proposals must aim to meet or exceed new forthcoming standards, for example recent UK Net Zero Carbon (NZC) Buildings standard 2024 , and NABERS UK EPC 'A", BREEAM Outstanding or LEED v5 (commercial uses), Passivhaus Plus+. In order to demonstrate the project contribution to WCC's goal of a Carbon neutral city.
- Carbon impacts must be minimised by reusing materials and designing buildings to be adaptable and durable over a building's lifetime, this should be assessed using a whole life cycle carbon assessment.
- Water consumption should be minimised through measures such as rainwater recycling and greywater harvesting. Wastewater heat recovery can also be utilised to minimise energy losses through water use.
- If / where car, bike and scooter parking is provided electrical vehicle charging points should be included.
- Proposals be consistent with WCC's Local Area Energy Plan and ensure that access is retained to current/ future underground infrastructure for maintenance and upsizing purposes.

Historic Environment

- While the Hampshire Records Office is outside the site boundary, its setting and gardens must be considered in the design process.
- The Grade II listed parish church of St Paul stands on a low bluff projecting from the higher ground to the west. It's construction post-dates that of the station, and is in a distinctly different, decorated style in flint and stone. It's east elevation is visible to a limited extent in public views from the west side of Station Road, and its east, west and south elevations from St Paul's Hill to the west. Much of the churchyard is now a car park and is screened by surrounding mature trees and ground cover. The generosity of its scale is best appreciated in plan, and the fine detailing of its successive stages of construction from the interior. Development of the Carfax site may obstruct potential public views from the upper levels of the Records Office, but these are limited and new views may be created through redevelopment of the car parks. Views of the Carfax redevelopment will be barely visible from the churchyard and not at all from within the church, so there will be no impact on its historic significance.
- The site has archaeological potential, especially in its southern and western sections, where there is "outstanding potential" for Roman cemetery remains within the early Iron Age Oram's Arbour enclosure ditch and other features from the Romano-British, Saxon, and medieval periods. Proposals should include appropriate archaeological evaluations and collaboration with WCC's Archaeologist to ensure preservation or documentation of any significant findings.
- An archaeological evaluation has previously been commissioned by WCC on the Carfax site, the results of which should inform further archaeological investigations in mitigation of the impact of development proposals. The shallow depth and nature of archaeological remains known on the site combined with the anticipated development impacts would likely preclude preservation as a mitigation strategy, although as per previous development proposals, this is not a key concern for this site.
- Existing ground level changes and opportunities presented by archaeological mitigation work could be utilised to create key elements of public space design and accommodate blue / green infrastructure within the Carfax site.

Phasing

- Development proposals should align with the public realm improvements at the Station Forecourt to ensure seamless integration. A phased development approach, beginning in the northwest corner near the station, behind the former registry office, is recommended. This would allow construction to progress across the site, creating a clean development edge and allow for short-term retention of parking. Subject to viability, it is anticipated that the buildings in this location would contain the commercial office elements (with ground floor mixed use), to be delivered in the earlier phases of development on the site.
- Early delivery of key public realm elements, such as the diagonal route, should be prioritised and safeguarded throughout the process.
- Later phases could focus on residential development , avoiding extended construction impacts for new residents.
- Later development phases should co-ordinate with a complementary review of uses within the HCC's Record Office to introduce additional public uses within this building and adjoining the site, providing commercial and civic benefits.

Cattlemarket

Redevelopment of the Cattlemarket site provides an opportunity to replace the car parking with an enhanced public realm and better defined street frontages. This will improve the character of the approach to the city from the north and enhance the vitality of Andover Road. The following summary outlines how the project meets the aspirations outlined in Policy W8 of the local plan:

- **Enhancing economic vitality and employment opportunities:** The proposals aim to boost economic vitality by providing homes for a range of occupants, including affordable provision, within walking distance of the city centre. Small scale retail, commercial and community uses will encourage economic activity and help to ensure the viability and vitality of the site. The inclusion of green spaces and improved amenities will further enhance the area's appeal for occupants and users of the site and the surrounding area.
- **Creating a high-quality and welcoming arrival point:** A built frontage along Andover Road will enhance the sense of arrival in the City. This frontage should be punctuated with space to allow trees to be planted that can mature and reinforce the future character of Winchester. Formalising pedestrian and cycle desire lines through the site will promote clear and safe routes connecting Hyde with Andover Road and encourage active travel within the area. The introduction of a landmark building at the junction of Andover Road and Worthy Lane will provide a distinctive and attractive feature at a gateway on this route into the city.
- **Serving a variety of people and enhancing commercial and cultural life:** The proposals will serve a diverse population through the introduction of a variety of residential types; family housing, affordable housing, student or later-living accommodation. The site will also offer facility and amenity to the surrounding existing population, which is diverse; including office workers, residents, university and college students and pupils and parents and carers at Osbourne School, hotel visitors, community users of the Winchester Club and the Lido, and car parking users. Green spaces, including children's play, and potential provision of food outlet retail on site could further support and encourage social interaction and enhance the area's vibrancy. Working with existing neighbours The Winchester Club and other local community organisations could help to improve the offer of the site. Creating additional space for buses and cycles on Andover Road will help improve sustainable modes of access to the city for everyone.
- **Improving aesthetic and environmental quality:** Converting the site from a surface car park into a new community along with new planting and greenery will improve its environmental quality and visual appeal. Sustainability will be a key focus as development should achieve Net Zero energy use in operation through solar panels, rainwater harvesting, and permeable surfaces explored in the design. Green and blue roofs, along with surface landscape, provide rainwater attenuation and biodiversity benefits, contributing to the ecological enhancement of the site.
- **Conserving and enhancing the historic context:** The design will knit the site into the adjacent Hyde community and the Winchester City Conservation Area. Residential buildings along the Worthy Lane frontage will respect the historic character and domestic amenities of the properties opposite. Buildings along the primary route into the city on Andover Road, may be more substantial while a taller building at the junction of Andover Road and Worthy Lane could contribute positively to local views and the city skyline.
- **Investigation and documentation of archaeological remains:** Investigations must reflect the entire range of the area's archaeological potential; however,records of Roman and pre-Roman finds are of key historic significance for the site, known to include the line of a Roman road and burial ground. Development will be subject to investigation and documenting of archaeological findings. The results of these investigations will be shared with the public in a timely and accessible manner, adding to Winchester's rich historical narrative.
- **Safeguarding strategic views and character:** Opportunities for the new buildings to offer elevated views to Winchester Cathedral and the wider landscape will help to integrate the development with its context. The design of development's buildings and spaces will enhance the character of the area. Green parks, opportunities for new trees, and landscaped areas will contribute to an environment that reflects Winchester's historic forms.
- **Repairing urban fabric and creating a cohesive townscape:** The development will repair and revitalise the urban fabric by extending the urban townscape across unattractive surface parking. Some public parking will be reprovided in the short to medium term within development, utilising the site's topography. Key improvements include the identifying and formalising existing desire lines to provide enhanced routes for walking and cycling across the site, while also creating a landscaped open space, and new crossings at Andover Road and Worthy Lane, to enhance the experience for residents.

Key steps for delivery

The following summary is not exhaustive but provides additional points for consideration relevant for the delivery of the Cattlemarket site:

Site Boundary

- Proposals should adopt a comprehensive approach, engaging the Winchester Club as a key stakeholder in discussions. This could offer a more viable development parcel, incorporating improved facilities for this existing community asset. Furthermore, the 'coach park' north of the site could be considered as part of the public parking provision at Cattlemarket to help enable delivery.

Baseline Information

- A topographical survey conducted for the Council provides detailed site information, including levels, tree positions, and features such as retaining walls, to inform the preparation of detailed proposals.
- Utilities data must be reviewed to prevent conflicts during construction that could increase cost and delay.
- Arboricultural survey information is available but should be updated.
- An ecology survey should be undertaken to calculate the site's current biodiversity score using the UK Government's Biodiversity Metric. This will need to be undertaken in accordance with best practice CIEEM guidance for a Preliminary Ecological Appraisal (PEA). Should any further surveys be recommended in the PEA then these should be undertaken prior to submitting a planning application.
- An existing Archaeological Desk-Based Assessment commissioned by WCC, although dated, contains relevant information, although this will require some updating.

Utilities

- An existing sewer connection from the Winchester Club to Andover Road. Easements and/or rerouting will be required.

Parking

- The Cattlemarket is currently a well-used commuter and local car park. The Local Plan suggests that demand will decrease with the introduction of Park and Ride facilities at Sir John Moore Barracks. Development should proceed in a phased manner, in line with the implementation plans for the wider Winchester Movement Strategy.
- Future car parking requirements must also be considered within the wider context of public car parking across Winchester City Centre. In particular, potential closures of city centre car parks could increase demand for car parking on Cattlemarket as well as this car park potentially supporting a 'park and stride' strategy for the city. Equally, predicting likely parking demand over the next decade or more feels particularly difficult given the changing nature of how we 'own' and use cars. Therefore, any redevelopment strategy for Cattlemarket will need to re-assess the sites parking requirements prior to any application. Proposals should also look to the 'Coach Park' north of the site to accommodate public parking provision.
- While a reduction in parking is anticipated due to the site's proximity to the city centre and sustainable transport options, some provision should be made for private parking, particularly for family homes. This should be reviewed in line with Winchester's Parking Standards with a clear allocation made between public and private spaces. Parking travel plans and access strategies should be provided with specific consideration given to preventing further burden on existing residential parking areas.
- Adequate and safe provision should be made for cycle parking including specialist, electric and adapted cycles.

Movement

- Proposals must account for land along the Andover Road frontage to accommodate the Winchester Movement Strategy's objectives, including sufficient highway width to accommodate bus and cycle priority measures.
- Key pedestrian and cycle connections must be secured, including a formal crossing on Andover Road providing a high-quality link across the site to Hyde.
- Proposals should align with the objectives of the Winchester Movement Strategy: reducing city centre traffic, supporting healthier lifestyle choices, and investing in infrastructure for sustainable growth. Alignment with the Local Cycling and Walking Infrastructure Plan (LCWIP) is also essential as is compliance with LTN1/20 standards.
- Detailed proposals should consider opportunities to contribute to improvements outside the site boundary including enhancements to the junction of Worthy Lane/Andover Road.

Design Considerations

- The Cattlemarket site is classified under the "WIN II Winchester's Residential Suburbs, IIf Andover Road Environs" subcategory of the Hampshire County Council Integrated Landscape Assessment and TCA 4: Andover Road and Environs of the Winchester Townscape Assessment (HCC, 2010) Detailed analysis should demonstrate how proposals' layout and materials will align with the area's characteristics, including public realm design.
- The site is adjacent to a conservation area, including domestic properties on Worthy Lane. Proposed building heights must respect the amenity of neighbouring properties and the townscape of the area.
- A Healthy Streets assessment and design check should be undertaken at the earliest opportunity and be reviewed throughout the design process to assess streets and spaces. Specific consideration should be given to the following indicators to ensure delivery of a high quality place:
  - everyone feels welcome
  - places to stop and rest
  - shade and shelter and
  - people feel relaxed
- Adequate provision is made for waste and recycling.

Views

- Buildings taller than suggested by the local plan (over three stories) should be justified with a robust townscape analysis and subjected to visual impact testing from key local and wider city points, including, but not limited to : Oram's Arbour, Joyce Gardens, St Giles Hill, and St. Catherine's Hill
- Proposals must balance two particular objectives of Draft Local Plan Policy W8: retaining views of the Cathedral from Andover Road and enhancing the Andover Road approach through defined street frontages and improved landscaping. Reconciling the protection of a view of the Cathedral with the aspiration to improve the approach to the city centre along Andover Road will require careful finessing at the detailed design stage. The potential to open new views of the Cathedral from within the development site may assist this.

Natural Environment

- There are mature trees within the site along the Worthy Lane boundary and around the former public conveniences, with a prominent mature specimen at the Andover Road and Worthy Lane junction. An arboriculture survey is required to assess their health and quality. Retention of Category A and B trees is a priority. Where trees are deemed poor quality the proposals should incorporate as best as possible a strategy for replacement. Plans should be developed in collaboration with Winchester's tree officer.
- New tree planting along Worthy Lane should reinforce its role as a green corridor. Space must also be reserved to allow large trees to mature and contribute to the future skyline.
- Development must achieve a minimum 10% biodiversity net gain and, if developed in conjunction with the Carfax site, to accommodate some of that site's BNG requirements.
- Public open space should address local shortages highlighted in Winchester's Open Space Assessment. It should be overlooked from adjacent buildings, accessible and incorporate flexible green spaces, planting, seating, play areas, and opportunities to interact with nature.
- Planting strategies should:
  - Enhance local character, aid wayfinding, make users feel safe in the evening
  - include seating
  - Use low-maintenance, drought-tolerant species
  - Use high proportion of native and or pollinator friendly species
  - Where appropriate, include fruiting tree and or edible planting
  - Clearly define public and private spaces
  - Include a management plan to ensure longevity and cost efficiency.
- Lighting should be considered in the design stage in accordance with Guidance Note 08/23 produced by the Bat Conservation Trust and Institute of Lighting Professionals. Any habitats which are important for nocturnal light-sensitive species such as bats should not be illuminated.
- Mitigation measures are required to prevent wastewater impacts on the Solent and River Itchen SAC, given the site's location on a principal aquifer. Proposals should also consider HCC's emerging Local Nature Recovery Strategy.
- The following documents should be reviewed at the next stage of the planning process:
  - 'Winchester City and Its Setting'
  - 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition)
  - 'High Quality Places' SPD

Sustainability and Energy

- Development must prioritise low-carbon technology and materials, adopting a 'fabric-first' approach to energy efficiency.
- All buildings should be fossil fuel free in their energy supply. Powered by all electric, from renewable energy supply generation sources, and with no natural gas supply.
- Renewable energy sources should be reviewed for potential integration into the developments , for example ground source heat, PV solar generation and battery storage, rainwater/wastewater harvesting and re-use.
- Development proposals must aim to meet or exceed new forthcoming standards, for example recent UK Net Zero Carbon (NZC) Buildings standard 2024, or Passivhaus Plus+. In order to demonstrate the project contribution to WCC's goal of a Carbon neutral city.
- Carbon impacts must be minimised by reusing materials and designing buildings to be adaptable and durable over a building's lifetime, this should be assessed using a whole life cycle carbon assessment.
- Water consumption should be minimised through measures such as rainwater recycling and greywater harvesting. Waste water heat recovery can also be utilised to minimise energy losses through water use.
- If / where car, bike and scooter parking is provided electrical vehicle charging points should be included.
- Blue and green infrastructure should:
  - Support carbon sequestration
  - Provide shade and mitigate urban heat island effects
  - Manage flood risks through sustainable drainage systems (SuDS).
- Proposals should be considered in relation to WCC's local area energy plan and ensure that access is retained to current/ future underground infrastructure for maintenance and upsizing purposes.
- Where possible buildings should be flexibly designed, and capable of conversion to different used throughout its lifespan.

Historic Environment

- The Cattlemarket site has significant archaeological potential, particularly for Roman and medieval remains, such as evidence of a Roman road and cemetery and medieval activities linked to Winchester's northern suburbs. While the construction of a substantial Victorian villa and grounds may have disturbed these, remains may survive, particularly in the eastern car park and along the Worthy Lane boundary.
- Archaeological evaluation will need to be undertaken at an early stage in the planning process and any design implications thereon as well as subsequent mitigation of redevelopment impacts – archaeological investigation, analysis, reporting and dissemination. The nature and scale of the likely development as suggested by the Concept Masterplan combined with the nature and sensitivities of the anticipated archaeological resource is likely to preclude preservation in situ as a general mitigation approach.
- Targeted archaeological evaluations should be conducted to assess the potential for Roman burial remains or medieval deposits. A strategy for managing archaeological resources should be developed in consultation with WCC's Archaeologist.
- Opportunities to interpret the Roman burial ground could enhance public understanding and appreciation of the site's historical significance.
- Existing ground level changes and opportunities presented by archaeological mitigation work could be utilised to create key elements of public space design and accommodate blue / green infrastructure within the Cattlemarket site.
- Although the site lies outside the Winchester Conservation Area, development must align with national and local conservation policies and guidance and avoid harming Winchester's visual and historic setting.

Phasing

- Safeguarding land along the Andover boundary for wider transport improvements is a key consideration in developing the site.
- Given the sites topography and levels adjacent to Andover Road, a temporary decked parking structure could provide some public car parking in the northwest corner of the site in the short to medium term, if required. This would allow for development to proceed on the rest of the site.
- Inclusion of the Winchester Club site would allow a more comprehensive development, and a better utilisation of the site as a whole.
- Early delivery of key public realm elements, such as a pedestrian crossing on Andover Road and formalising of the pedestrian and cycle route through the site towards Hyde should be prioritised and safeguarded.

West of the Station

Short term public realm interventions can deliver an improved, and greener, arrival experience to and at the Station entrance. Longer term aspirations to provide urban living would make the site feel more connected to the community of Fulflood. The north-western extent of the site parallel to the railway offers possibility for consolidated parking and new access from Andover Road, capturing station-bound traffic and providing more direct access for pedestrians and cyclists from Andover Road, before those users would need to navigate Carfax junction or other traffic hotspots. The following summary outlines how the project meets the aspirations outlined in Policy W8 of the local plan:

- **Enhancing economic vitality and employment opportunities:** Improved public routes to the station, and a new green space with seating at the station site entrance adjacent to Stockbridge Road roundabouts could help to attract activity and support local businesses encouraging more people to walk and cycle to the station. Longer term aspirations to deliver homes would provide viability and vitality to the proposals and provide residents to support shops and services at Fulflood. Plans to consolidate parking 1 for 1, if still required in future, by creating a new access from Andover Road would reduce traffic crossing the station forecourt (west) creating a more useful and enjoyable public space.
- **Creating a high-quality and welcoming arrival point:** A new vehicular access route from Andover Road (between the Jolly Farmer Pub and the rail bridge) will reduce traffic crossing the western station forecourt allowing for public realm improvements to make the area feel more cohesive and connected to the wider community. A series of improved arrival spaces will create a more people-focused, public realm arrival west of the station, extending from the station forecourt with opportunities to improve both the public realm at and the junction of Stockbridge Road and St. Paul's Hill. Proposals to improve the pedestrian tunnel under the station will make connections to the city feel safer and more accessible. The proposals support healthier lifestyle choices, by reducing conflict between cars and people, encouraging more people to walk and cycle.
- **Serving a variety of people and enhancing commercial and cultural life:** An enhanced green space will create a welcoming gateway to the station but could also incorporate seating or elements of informal play to create a multifunctional/ flexible space providing much needed public amenity to the surrounding community. To improve the setting and desirability of the green arrival space the area would benefit from wider traffic calming measures at the junction of Stockbridge Road and St. Paul's Hill. A desirable public realm would encourage people to the area economically supporting surrounding shops. Longer term aspirations to deliver housing would provide animation and overlooking of routes to and from the station.
- **Improving aesthetic and environmental quality:** The proposals seek to retain and enhance the green banks along Stockbridge Road which provide a strong local character feature to ensure they provide benefit as a city wildlife corridor and area of biodiversity. Improved green space at the junction of Stockbridge Road and St. Paul's Hill will transform underutilised space into an area incorporating planting, hard and soft landscaping and provide the opportunity to incorporate sustainable drainage systems (SuDS) to manage rainfall and the impacts of climate change. Development will seek to achieve high sustainability targets such as net zero energy use in operation, sustainable construction methods, PV for energy generation and low volume water fittings.
- **Conserving and enhancing the historic context:** Consolidating a large area of car parking will reduce the focus on vehicles at this city centre gateway. The proposals are outside the Winchester Conservation Area but will ensure the development respects its character by delivering development that respects the area's historic character in terms of massing, use, scale and materials.
- **Investigation and Documentation of Archaeological Remains:** Existing records of occupation of the area will inform further archaeological investigation and subsequent detailed analysis, reporting and dissemination to understand appropriate mitigation measures prior to development. Findings will be shared with the public to celebrate and broaden appreciation the area's heritage.
- **Safeguarding strategic views and character:** Longer term proposals to deliver development will be mindful of the sites elevated position preserving the area's distinctive character by carefully planning building heights and placement.
- **Repairing urban fabric and creating a cohesive townscape:** The long-term aspirations will replace vehicle-dominated spaces with housing, green areas, high-quality pedestrian paths and public spaces, creating a cohesive and welcoming townscape, helping to knit the area into the wider community of Fulflood. Implements landscaping and streetscape enhancements that repair and unify the urban environment.

Key steps for delivery

The following summary is not exhaustive but provides additional points for consideration relevant for the delivery of various projects on the West of Station site:

Baseline Information

- Topographical & utilities surveys will be needed for the area to enable engineering drawings and infrastructure costs to be assessed. This should include relevant areas beyond the site's red line to assess implications on key junctions such as Stockbridge Road / St. Paul's Road and the area between the Jolly Farmer's pub and Andover Rail Bridge.
- Arboricultural surveys will need to be undertaken and should include significant green areas adjacent to the redline such as the slopes along Stockbridge Road and TPO trees south of the site.
- An ecology survey should be undertaken to calculate the site's current biodiversity score using the UK Government's Biodiversity Metric. This will need to be undertaken in accordance with best practice CIEEM guidance for a Preliminary Ecological Appraisal (PEA). Should any further surveys be recommended in the PEA then these should be undertaken prior to submitting a planning application.

Landownership

- If wider pedestrian and cycle connections to Brassey Road were implemented this would require access / control of third party land.
- Potential in future to engage with leasehold landowner of the MOT garage light industrial use adjoining the station building, which could offer re-development potential in this area of the site.
- Land around the Jolly Farmer pub car park, as well as the existing utilities infrastructure within the northern extent of the current station car park would need to be reviewed to remove constraints and enable the potential connections to Andover Road.

Movement

Short term

- Detailed proposals to improve pedestrian and cycle connections to the station should also contribute to improvements outside the site boundary. This includes enhancements to St. Paul's Hill / Stockbridge Road as identified in Policy D2, an important link to the city centre.
- Proposals should align with the objectives of the Winchester Movement Strategy: reducing city centre traffic, supporting healthier lifestyle choices, and investing in infrastructure for sustainable growth. Alignment with the Local Cycling and Walking Infrastructure Plan (LCWIP) is also essential and proposed infrastructure should be compliant with LTN1/20 standards.
- Opportunities should be explored to relocate pick-up and drop-off from the eastern side of the station to within the western car park, potentially replacing some of the open-air, perpendicular car parking alongside Stockbridge Road.
- Steps should be taken to improve the security of existing cycle parking, potentially through improved CCTV.
- Station car parking demand should be monitored to identify any spare capacity, which could enable the removal of some or all of the approx. 65no parking spaces constraining the pedestrian and cycles approach to the station from Stockbridge Road roundabout. Allowing this space to be re-landscaped to provide an enhanced 'station approach' from this direction.

Long term

- Proposals must be modelled and reviewed with Hampshire County Council (HCC) and Winchester City Council (WCC) to assess potential impacts. Modelling should also assess potential wider impacts on the movement network resulting from improvements, if access is created from Andover Road to a consolidated western car park.
- Designs should ensure they reflect the hierarchy set out within the Road Utility Framework in the Hampshire Local Transport Plan 4 (LTP4) to avoid conflicts between transport modes and be supported by a travel plan, access strategy and undertake a review of Winchester's parking standards.

- If the Brassey Road pedestrian and cycle connections were to be implemented from the northwestern car park this would need to be delivered in conjunction with wider improvements such as delivering an access adjacent to the Jolly Farmer pub or the implementation of a low traffic neighbourhood north of Stockbridge Road. This will help to ensure the Brassey road access is not mis-used as an opportune drop-off and pick up location for the station.

Design

- The West of the station sites fall within the WIN10 Oram's Arbour and environs area identified in the HCC Integrated Landscape Assessment and the TCA 2: Arbour and Environs in the Winchester Townscape assessment (HCC 2010). Proposals must demonstrate how they respond to key urban design characteristics, from block structure to architectural materials, detailing and public realm.
- A Healthy Streets assessment and design check should be undertaken at the earliest opportunity and be reviewed throughout the design process. Specific consideration should be given to the following indicators to ensure delivery of a high quality place:
  - everyone feels welcome
  - places to stop and rest
  - shade and shelter and
  - people feel relaxed

Historic environment and Views

- The elevated position of the site makes the site more sensitive to development. Building heights must respect neighbouring properties, including their right to light, heritage assets, and local and city-wide views, including but not limited to: Oram's Arbour, Joyce Gardens, St Giles Hill, and St. Catherine's Hill.
- Views of and from the adjacent listed St Paul's Church should be considered.
- An Archaeological Appraisal and assessment should be undertaken to provide information on archaeological considerations and mitigation requirements relating to this site.

Natural Environment

- There are protected trees along the southern boundary of the site. Appropriate root protection areas and access for maintenance should be agreed with Winchester's tree officer early in the stages of design.
- In the northeast corner of the site in the slopes behind the Jolly Farmer pub there are groups of TPO trees.
- Areas of improved public realm including a gateway green space at Stockbridge Road/ St Paul's Hill and improved pedestrian links to the station should look to incorporate planting to enhance and soften the public realm. The planting strategy should:
  - Enhance local character, aid wayfinding, make uses feel safe in the evening
  - Integrate with elements such as seating to encourage public enjoyment
  - Use low-maintenance, drought-tolerant species
  - Use high proportion of native and or pollinator friendly species
  - Where appropriate, include fruiting tree and or edible planting
  - Clearly define public and private spaces
  - Include a management plan to ensure longevity and cost efficiency
- Lighting should be considered in the design stage in accordance with Guidance Note 08/23 produced by the Bat Conservation Trust and Institute of Lighting Professionals. Any habitats which are important for nocturnal light-sensitive species such as bats should not be illuminated.
- The following documents should be reviewed at the next stage of the planning process:
  - 'Winchester City and Its Setting'
  - 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition)
  - 'High Quality Places' SPD
- Mitigation measures are required to prevent wastewater impacts on the Solent and River Itchen SAC, given the site's location on a principal aquifer. Proposals should also consider HCC's emerging Local Nature Recovery Strategy.

Sustainability and Energy

- Development must prioritise low-carbon technology and materials, adopting a 'fabric-first' approach to energy efficiency.
- All buildings should be fossil fuel free in their energy supply. Powered by all electric, from renewable energy supply generation sources, and with no natural gas supply.
- Renewable energy sources should be reviewed for potential integration into the developments , for example ground source heat, PV solar generation and battery storage, rainwater/wastewater harvesting and re-use.
- Development proposals must aim to meet or exceed new forthcoming standards, for example recent UK Net Zero Carbon (NZC) Buildings standard 2024, or Passivhaus Plus+. In order to demonstrate the project contribution to WCC's goal of a Carbon neutral city.
- Carbon impacts must be minimised by reusing materials and designing buildings to be adaptable and durable over a building's lifetime, this should be assessed using a whole life cycle carbon assessment.
- Water consumption should be minimised through measures such as rainwater recycling and greywater harvesting. Waste water heat recovery can also be utilised to minimise energy losses through water use.
- If / where car, bike and scooter parking is provided electrical vehicle charging points should be included.
- Improved security for cycle parking to address cycle theft hotspot, enabling more cycling users, and thus encouraging increased use of the station and lower parking demand.
- Blue and green infrastructure should:
    - Support carbon sequestration
    - Provide shade and mitigate urban heat island effects
    - Manage flood risks through sustainable urban drainage systems (SuDS).
- New and existing car parking provision should consider providing shading structures to minimise urban heat island effect and provide location for PV solar energy generation, possibly for providing electric car charging points, or providing power to the station facilities or new developments.

Ongoing Engagement

- The design team must collaborate with Winchester City Council, Hampshire County Council, and Network Rail. Consultation with local movement organisations (focusing on walking, cycling, and accessibility) and on-site service providers (e.g. taxi operators) is essential to balance user needs.
- Wider public engagement should be conducted before submitting a detailed application to ensure community input and support.
- Continued engagement with Network Rail on parking demand and opportunity.

Phasing

- As with public realm improvements to the eastern side of the station improvements to the western arrival should also be prioritised. Early delivery will help shift perceptions, build confidence, and enhance development values for the wider area.
- 'Easy win' improvements to cycle parking security will increase usability and cyclist numbers, reducing car parking demand.
- Short term projects such as removal of 65 car parking spaces and provision of an improved pedestrian route, including creating a green space on underutilised space at Stockbridge Road and St Paul's Hill could be undertaken early to help establish a level of ambition for improving sustainable transport mobility. These improvements should be considered with wider highways improvements to ensure compatibility.
- A phased approach may be necessary to deliver the full proposals. For example, decking of the northwestern car park would need to be completed before residential development at Station West could be undertaken to ensure 1 for 1 replacement parking numbers are provided if still required.
- Phasing must ensure the station remains operational and minimises disruption to surrounding businesses and residents throughout the process.

Station Northeast

Station Northeast offers an additional gateway to the station giving users from the north and west of Winchester more convenient access. Additional facilities and an improved public realm will add vibrancy and greenery to an underutilised space. Promoting the use of this approach will also help to reduce demand on the Carfax junction by diverting pick-up and drop-off traffic approaching the station via Andover Road before it reaches the more congested parts of the network. The aspirations of Policy W8 of the local plan will be met as follows:

- **Economic vitality and employment opportunities:** The proposal supports the city's economic vitality by introducing mixed-use development, including potential hotel, retail and housing while accommodating station parking in a more efficient layout. These will generate employment and strengthen the local economy, contributing to Winchester's overall prosperity.
- **Creating a high quality and welcoming arrival point:** The plans improve the station's role as a welcoming entry point with higher quality public spaces, and a safer, more accessible layout for pedestrians and cyclists. Pedestrianised areas and enhanced lighting improves wayfinding and ensures ease of navigation to the station.
- **Serving a variety of people and enhancing commercial and cultural life:** The proposal creates a multi-functional area that serves diverse users, commuters, visitors and local residents. It incorporates new public spaces, passenger drop-off, and additional facilities to complement Winchester's existing commercial and cultural offer, enhancing the vibrancy of the station area.
- **Improving aesthetic and environmental quality:** The plans enhance the environmental and visual appeal of the area by preserving important tree groups and introducing additional green and blue infrastructure.
- **Conserving and enhancing the historic context:** The proposal ensures alignment with Winchester's historical character by retaining significant features, such as mature trees, and proposing developments that respect the Winchester City Conservation Area.
- **Investigation and Documentation of Archaeological Remains:** Existing records of occupation of the area will inform further archaeological investigation and subsequent detailed analysis, reporting and dissemination to understand appropriate mitigation measures prior to development. Findings will be shared with the public to celebrate and broaden appreciation of the area's heritage.
- **Safeguarding strategic views:** The Development will be mindful of its elevated position and development heights would be in keeping with neighbouring uses and take into account views from the site and city wide views which are integral to the city's visual identity.
- **Repairing urban fabric and creating a cohesive townscape:** The proposal integrates cohesive, high-quality public spaces with existing infrastructure to create a more people-focused arrival space adjacent to the station eastern forecourt. It prioritises pedestrian and cyclist access while retaining parking for travellers not well-served by public transport.

Key steps for delivery

The following summary is not exhaustive but provides additional points for consideration relevant for the delivery of various projects on the Station Northwest site:

Ownership

- Review ownership of access route across existing student accommodation.
- Tesco garage land ownership – review site boundary and potential for accommodating footway straddling site boundary providing increased width to existing vehicular access past student residences.
- Network Rail land rail sidings usage, and adjoining retail park ownership – consider discussions for potential supplementary vehicle route access into station north site.
- Network Rail signal box use, car rental cleaning areas, and trackside access compound – review utilisation of these areas to enable future relocation of car parking footprint enabling future new development on top.

Baseline Information

- Topographical & utilities surveys will be needed for the area to enable engineering drawings and infrastructure costs to be assessed. This should include relevant areas beyond the site's red line to assess implications on adjoining student accommodation and key junctions, such as Andover Road.
- Arboricultural surveys will need to be undertaken and should include significant green areas adjacent to the redline such as the slopes along Stockbridge Road and TPO trees east of the site.
- An ecology survey should be undertaken to calculate the site's current biodiversity score using the UK Government's Biodiversity Metric. This will need to be undertaken in accordance with best practice CIEEM guidance for a Preliminary Ecological Appraisal (PEA). Should any further surveys be recommended in the PEA then these should be undertaken prior to submitting a planning application.

Movement

- Proposals must be modelled and reviewed with Hampshire County Council (HCC) and Winchester City Council (WCC) to avoid conflicts between transport modes. In particular, the viability of drop off / pick up at the Station North arrival would need to be tested. The existing access is single lane and the impacts of traffic accessing and departing the station during peak commuter times would need to be tested. Modelling should also assess potential wider impacts on the movement network resulting from improvements, in particular to traffic flows on Andover Road. The approach road, connecting Andover Road with the new northeastern forecourt will potentially need to be widened for additional passing places to be introduced dependent upon the predicted traffic flows.
- Designs should ensure they reflect the hierarchy set out within the Road Utility Framework in the Hampshire Local Transport Plan 4 (LTP4) to avoid conflicts between transport modes and be supported by a travel plan, access strategy and undertake a review of Winchester's parking standards.
- Proposals should align with Hampshire's Local Transport Plan 4 (LTP4) and the hierarchy of movement as well as the objectives of the Winchester Movement Strategy: reducing city centre traffic, supporting healthier lifestyle choices, and investing in infrastructure for sustainable growth. Alignment with the Local Cycling and Walking Infrastructure Plan (LCWIP) is also essential and proposed infrastructure should be compliant with LTN1/20 standards.
- Existing and additional cycle parking provision around the station should be conveniently located and designed in a manner that is safe, secure and where possible covered. It should also make provision for specialist, electric and adapted cycles.

Design

- The area north of the station is classified under the "WIN II Winchester's Residential Suburbs, IIf Andover Road Environs" subcategory of the Hampshire County Council Integrated Landscape Assessment and TCA 4: Andover Road and Environs of the Winchester Townscape Assessment (HCC, 2010). Detailed analysis should demonstrate how proposals align with the characteristics identified, in their layout, materials and public realm designs.
- Land uses must be compatible with the location adjacent to the railway. Design must consider servicing, access, noise and air quality.
- A Healthy Streets assessment and design check should be undertaken at the earliest opportunity and be reviewed throughout the design process. Specific consideration should be given to the following indicators to ensure delivery of a high quality place:
    - o everyone feels welcome
    - o places to stop and rest
    - o shade and shelter and
    - o people feel relaxed

Views

- The site is positioned on elevated ground screened by trees and buildings but is highly visible from the Station footbridge. Depending on the height of the proposals it also could be visible from Carfax junction looking over the historic row of shops on Stockbridge Road. Glimpsed views could also be achieved from Andover Road and through the Cattlemarket site. These will need to be considered in terms of their impact on the surrounding conservation area, if any.

Historic Environment

- An Archaeological Appraisal and assessment should be undertaken to provide information on archaeological considerations and mitigation requirements relating to this site.

Natural Environment

- Adjacent to the existing decked car park and in the sloping, banks are a cluster of TPO trees that need to be factored into the designs. Appropriate root protection area should incorporated into designs from the outset.
- Development must achieve a minimum 10% biodiversity net gain.
- Planting strategies should:
    - o Enhance local character, aid wayfinding, make users feel safe in the evening
    - o Integrate with elements such as seating to encourage public enjoyment
    - o Use low-maintenance, drought-tolerant species
    - o Use high proportion of native and or pollinator friendly species
    - o Where appropriate, include fruiting tree and /or edible planting
    - o Clearly define public and private spaces
    - o Include a management plan to ensure longevity and cost efficiency
- Lighting should be considered in the design stage in accordance with Guidance Note 08/23 produced by the Bat Conservation Trust and Institute of Lighting Professionals. Any habitats which are important for nocturnal light-sensitive species such as bats should not be illuminated.
- The following documents should be reviewed at the next stage of the planning process:
    - o 'Winchester City and Its Setting'
    - o 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition)
    - o 'High Quality Places' SPD
- Mitigation measures are required to prevent wastewater impacts on the Solent and River Itchen SAC, given the site's location on a principal aquifer. Proposals should also consider HCC's emerging Local Nature Recovery Strategy.

Sustainability and Energy

- Development must prioritise low-carbon technology and materials, adopting a 'fabric-first' approach to energy efficiency.
- All buildings should be fossil fuel free in their energy supply. Powered by all electric, from renewable energy supply generation sources, and with no natural gas supply.
- Where possible, buildings should be flexibly designed, and capable of conversion to different uses throughout its lifespan.

- Renewable energy sources should be reviewed for potential integration into the developments, for example ground source heat, PV solar generation and battery storage, rainwater/wastewater harvesting and re-use.
- Development proposals must aim to meet or exceed new forthcoming standards, for example recent UK Net Zero Carbon (NZC) Buildings standard 2024, or Passivhaus Plus+. In order to demonstrate the project contribution to the WCC goal of a Carbon neutral city.
- Carbon impacts must be minimised by reusing materials and designing buildings to be adaptable and durable over a buildings lifetime, this should be assessed using a whole life cycle carbon assessment.
- Water consumption should be minimised through measures such as rainwater recycling and greywater harvesting. Waste water heat recovery can also be utilised to minimise energy losses through water use.
- If / where car, bike and scooter parking is provided electrical vehicle charging points should be included.
- Improved sustainable travel promotion by inclusion of cycle hire and servicing hub, located at ground floor of new development within the car parking zone but addressing the new arrival public square and thus encouraging mode shift for visitors.
- Blue and green infrastructure should:
  - Support carbon sequestration
  - Provide shade and mitigate urban heat island effects
  - Manage flood risks through sustainable urban drainage systems (SuDS)
- Proposals should be considered in relation to WCC's local area energy plan and ensure that access is retained to current/ future underground infrastructure for maintenance and upsizing purposes.

Ongoing Engagement

- The design team must collaborate with Winchester City Council, Hampshire County Council, and Network Rail. Consultation with local movement organisations (focusing on walking, cycling, and accessibility) to balance user needs.
- Wider public engagement should be conducted before submitting a detailed application to ensure community input and support.

Phasing

- The redevelopment of Station North is likely to be a longer term proposal unless a development partner were to step forward and jointly fund the project or government funding were to be awarded.
- Review potential for economic viability of consolidating more parking on this site with larger multistorey in new position which could release other network rail land sites to the west for development.

The DIO

Redevelopment of the DIO site will repair the urban fabric of the city block, provide much-needed housing and improve the frontage along a pedestrian and cycle route to and from the city centre. The following summary outlines how the project meets the aspirations outlined in Policy W8 of the local plan:

- **Enhancing Economic Vitality and Employment Opportunities:** The development is within walking distance of the station and city centre. The addition of city centre living will indirectly support local businesses and enhance economic vitality.
- **Creating a High-Quality and Welcoming Arrival Point:** The proposal features buildings with a domestic scale that address the existing streetscapes of Gladstone Street and Newburgh Street. New frontages will provide an attractive and welcoming streetscape visible from the Station Forecourt, guiding visitors towards the city centre via West Gate. The design prioritises wayfinding, legibility, and pedestrian-friendly surfaces and planting, contributing to a safe and accessible urban experience.
- **Serving a Variety of People and Enhancing Commercial and Cultural Life:** The development includes a mix of housing types—flats and terraced homes—including affordable housing provision. The proposal builds upon the existing residential adding vibrancy and vitality to the neighbourhood.
- **Improving Aesthetic and Environmental Quality:** Sustainable construction methods, low-volume water fittings, rainwater harvesting, and rooftop PV panels with battery storage will significantly reduce the environmental impact of the development. Development will need to achieve a biodiversity net gain of 10% bringing additional greenery to the city centre.
- **Conserving and Enhancing the Historic Context:** The proposal restores the historic street frontage and respects the heritage context of the adjacent properties and their domestic scale. By ensuring architectural details and material choices align with the surrounding area, the development conserves and enhances the neighbourhood's historic character.
- **Investigation and Documentation of Archaeological Remains:** Existing records of occupation of the area will inform further archaeological investigation and subsequent detailed analysis, reporting and dissemination to understand appropriate mitigation measures prior to development. Findings will be shared with the public to celebrate and broaden appreciation of the area's heritage.
- **Safeguarding Strategic Views and Character:** While the site itself does not deliver public realm improvements, the buildings along Newburgh and Gladstone Street will be visible from the Station Forecourt enhancing strategic views creating a positive visual connection to the top of the High Street at West Gate.
- **Urban Fabric and Townscape Repair:** The proposal completes the neighbourhood block and repairs the urban fabric by addressing underutilised land and activating key street frontages. Massing will be of a domestic scale and will not interrupt important local or city-wide views.

Key steps for delivery

The following summary is not an exhaustive list of considerations for delivery but provides additional points for consideration relevant for the DIO site:

Baseline Information

- Topographical & utilities surveys will be needed for the area to enable engineering drawings and infrastructure costs to be assessed.
- There are currently no trees or green spaces on the site however, an ecology survey should be undertaken to calculate the site's current biodiversity score using the UK Government's Biodiversity Metric and to establish the targets required for delivery of 10% net gain. This will need to be undertaken in accordance with best practice CIEEM guidance for a Preliminary Ecological Appraisal (PEA). Should any further surveys be recommended in the PEA then these should be undertaken prior to submitting a planning application.
- Building condition surveys should be undertaken to understand the existing material composition of the buildings on site and to facilitate demolition costs.

Movement

- Transport modelling may be required to assess traffic implications of more intensive development of the site including impacts on the wider network. Proposals should be supported by a travel plan and access strategy and be in line with Winchester's parking standards.
- Given the site's sustainable location, limited on-site parking could be considered, supported by strong public transport and walking/cycling infrastructure. Where private parking is incorporated it should be foremost for family homes. This will help to prevent any perceived burden on existing residents.
- Parking provision for cycles should be incorporated in a safe and accessible location for residents.

Design

- The DIO site falls within the WIN01 Historic Core (City Centre) area identified in the HCC Integrated Landscape Assessment and the TCA1: Winchester Historic Core as identified in the Winchester Townscape Assessment (HCC 2010). Proposals must demonstrate how they respond to its historic characteristics, from block structure to architectural materials, detailing and public realm.
- Additional care should be taken to ensure that the design of the proposed development does not impact on surrounding neighbours including loss of privacy and light.

Views

- The site is adjacent to a conservation area, domestic properties on Gladstone Road, and Newburgh Street. Proposed building heights must respect neighbouring properties, heritage assets, and local and city-wide views, including, but not limited to: Oram's Arbour, Joyce Gardens, St Giles Hill, and St. Catherine's Hill.

Natural Environment

- The site is unlikely to contribute to wider public open space provision, but will need to achieve a minimum biodiversity net gain of 10%. As characteristic of the street, small front gardens could be provided to enhance the feeling of public greenery. To the rear of the block private back gardens will provide private amenity space.
- Lighting should be considered in the design stage in accordance with Guidance Note 08/23 produced by the Bat Conservation Trust and Institute of Lighting Professionals. Any habitats which are important for nocturnal light-sensitive species such as bats should not be illuminated.
- The following documents should be reviewed at the next stage of the planning process:
  - o 'Winchester City and Its Setting'
  - o 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition)
  - o 'High Quality Places' SPD
- Mitigation measures are required to prevent wastewater impacts on the Solent and River Itchen SAC, given the site's location on a principal aquifer. Proposals should also consider HCC's emerging Local Nature Recovery Strategy.

Sustainability

- Development must prioritise low-carbon technology and materials, adopting a 'fabric-first' approach to energy efficiency.
- All buildings should be fossil fuel free in their energy supply. Powered by all electric, from renewable energy supply generation sources, and with no natural gas supply.
- Renewable energy sources should be reviewed for potential integration into the developments, for example ground source heat, PV solar generation and battery storage, rainwater/wastewater harvesting and re-use.
- Development proposals must aim to meet or exceed new forthcoming standards, for example recent UK Net Zero Carbon (NZC) Buildings standard 2024 , or Passivhaus Plus+. In order to demonstrate the project contribution to the WCC goal of a Carbon neutral city.
- Carbon impacts must be minimised by reusing materials and designing buildings to be adaptable and durable over a buildings lifetime, this should be assessed using a whole life cycle carbon assessment.
- Water consumption should be minimised through measures such as rainwater recycling and greywater harvesting. Waste water heat recovery can also be utilised to minimise energy losses through water use.
- If / where car, bike and scooter parking is provided electrical vehicle charging points should be included
- Blue and green infrastructure should:
  - o Support carbon sequestration.
  - o Provide shade and mitigate urban heat island effects.
  - o Manage flood risks through sustainable urban drainage systems (SuDS).
- Proposals should be considered in relation to WCC's local area energy plan and ensure that access is retained to current/ future underground infrastructure for maintenance and upsizing purposes.

Historic Environment

- While the site is outside the Conservation Area, the boundary passes along the frontage of the site on Station Road. Proposals should be mindful of its design response adjacent to the Conservation Area and the characterful and historic properties along both Gladstone Street and Newburgh Street which are predominantly two storeys, some with basements.
- The survival of archaeological remains within the DIO site is currently uncertain given potentially extensive ground disturbance and truncation of the site, however it's overarching archaeological potential is likely similar to that of the Carfax site and other adjacent archaeological investigations.
- Appropriate archaeological assessment and evaluation should be undertaken in order to understand the potential for archaeological remains within the site and inform appropriate mitigation measures.

Ongoing Engagement

- The design team should liaise with existing residents on Gladstone Road and Newburgh Street through out the design and construction process.
- Wider public engagement should be conducted before submitting a detailed application to ensure community input and support.

Phasing

- The DIO site is a self-contained site within the Station Approach masterplan and could be developed as and when the DIO are ready to dispose of it, helping to achieve the quantum of housing required within the plan period.