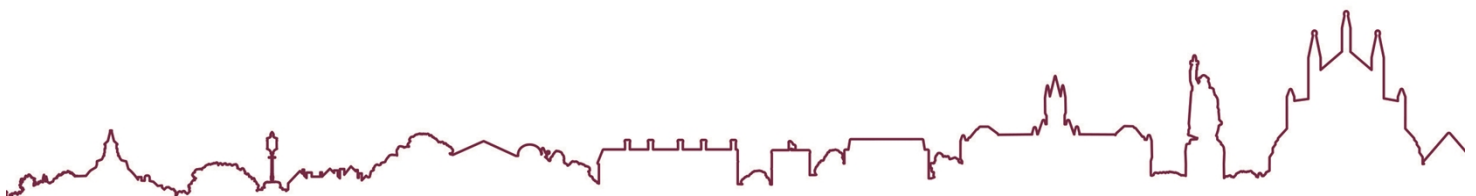




Meeting	Cabinet (Station Approach) Committee
Date and Time	Monday, 25th March, 2019 at 4.30 pm.
Venue	Walton Suite, Guildhall, Winchester

a) Presentation to meeting - Station Approach (Pages 3 - 28)



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STATION APPROACH

CABINET (STATION APPROACH)
COMMITTEE

25TH MARCH 2019



INPUTS TO THE SCHEME

Working in partnership with acclaimed architects Lifschutz Davidson Sandilands and other partners including Hampshire County Council and Network Rail/South Western Railway.

Design Team

Led by Lifschutz Davidson Sandilands (LDS) Architecture

- Publica (public realm)
- Bradley-Hole Schoenaich (landscape)
- Heritage Architecture (heritage)
- i-Transport (transport)
- Barton Wilmore (planning)
- Hilson Moran (sustainability)
- Icen Projects (public engagement)

Other Design Team Members and advisors

- Mace (cost consultants)
- Vail Williams (valuers)
- Grant Thornton (financial and economic Case)
- Sarah Williams (RIBA Client Advisor)
- Citicentric (development & delivery Advisors)
- Simon Ward (Economic Advisor)

Advisory Panel

- City of Winchester Trust
- Hampshire County Council
- Business Improvement District
- WCC Cllrs

WCC Project Team


In-house expertise from Finance, Legal, Historic Environment, Landscape, Archaeology, Transport, Asset Management, Development Management, Communications

INTRODUCTIONS

 **Lifschutz Davidson Sandilands** - Alex Lifschutz
(Design Team Lead)








 **Winchester City Council** - Ian Charie
(Head of Programme)

 **S. Williams Architects** - Sarah Williams
(RIBA Client Advisor)

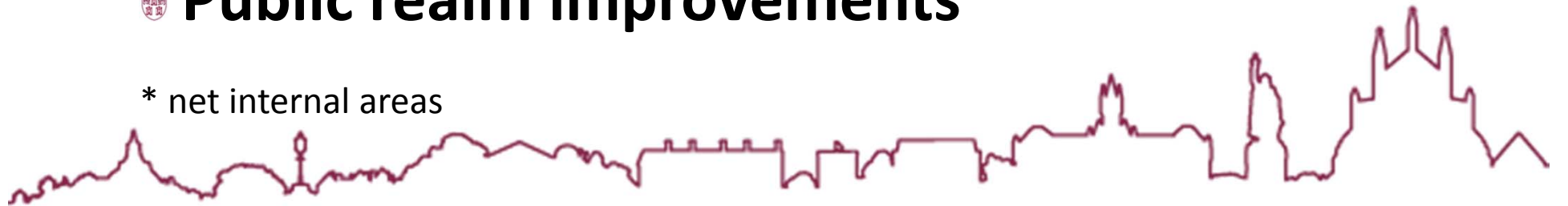
 **Propernomics** - Simon Ward
(Economic Advisor)



THE SCHEME

 Office	13,000 m ² (~140,000 ft ²)*
 Bar/restaurant ..	835 m ² (9,000 ft ²)
 Retail	465 m ² (5,000 ft ²)
 Café	370 m ² (4,000 ft ²)
 Car parking	up to 135 spaces
 Cycle Parking	min of 156 spaces
 Public realm improvements	

* net internal areas



CARFAX SCHEME – STATION HILL

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CARFAX SCHEME – STATION HILL

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CARFAX SCHEME – EVENING VIEW

REGISTRY OFFICE AS PROPOSED BAR / RESTAURANT, FROM THE STATION - ILLUSTRATION

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CARFAX SCHEME – PLAN VIEW



CARFAX SCHEME – VIEW FROM ABOVE STATION

CONCEPT SCHEME MODEL

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CARFAX SCHEME – FROM STATION

ILLUSTRATIVE COMPUTER GENERATED IMAGE (CGI)

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CARFAX SCHEME – CORNER SUSSEX/GLADSTONE ST

ILLUSTRATIVE CGI

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PUBLIC REALM –PLAN VIEW



PUBLIC ENGAGEMENT

3 phases of engagement

-  Initiation - Stakeholder Engagement
Oct – Nov 2017
-  Masterplan - Public information drop-in events & stakeholder workshops -
Mar 2018
-  Concept Designs - Public Exhibition -
Feb 2019
Archaeology Stakeholder event
Mar 2019

On-going engagement

 Over 400 attendees at events

 190 written responses from events



ENGAGEMENT – YOU SAID; WE DID

Building design: height, scale & massing

Heights have been reduced from previous scheme. In-line with Local Plan policy requirements .

Public Realm Design: Cycle access & parking, pick-up/drop-off and taxis , station forecourt, open space, pedestrian access

Public Realm matters will be considered through Stage 3 developed design, continuing to engage with 3rd parties

Traffic: congestion, parking, wider impacts, pollution, public transport; sustainability

Parking on site for office scheme reduced significantly to max 135 spaces (from current 223); will help reduce congestion. Wider impacts addressed through Movement Strategy actions/other funding.

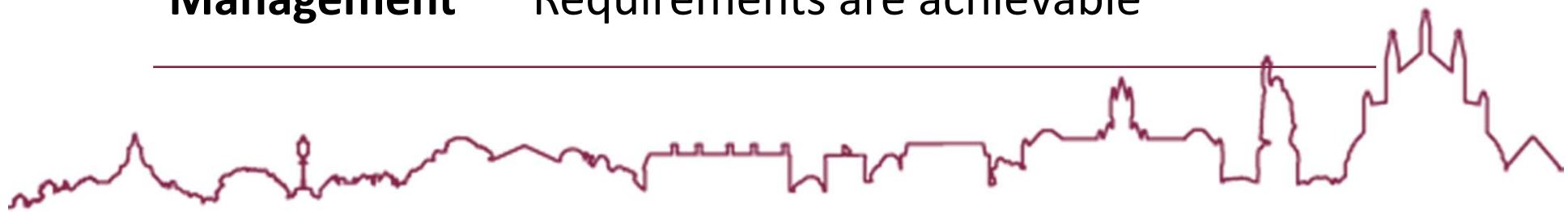
Landscaping; delivery route

Landscape and sustainability considerations will be included in the Design and Access Statement. Delivery to be considered in next steps

OUTLINE BUSINESS CASE (OBC)




 OBC follows HM Treasury's Five Case Model

Case	Summary
Strategic	Strategic fit and case for change
Economic	Ensures value for money and wider economic benefits
Commercial	Case for commercial viability
Financial	Spend is affordable
Management	Requirements are achievable



OBC- STRATEGIC OBJECTIVES

Strategic Objectives – Business Justification Case

-  **Objective 1:** Achieve greater economic performance from land uses
-  **Objective 2:** Maintain or improve the City Council assets
-  **Objective 3:** Improve the aesthetic and environmental impact of the area



OBC OPTIONS

 Delivery options considered against a base case

Option	Summary
A	Do nothing - No change (Base Case)
B	Sell with planning
C	Joint Venture and potential to buy back all
D	WCC develops scheme
E	Income strip



STRATEGIC CASE

- Project objectives - strategic fit and case for change
- Key benefits identified
- Risks, dependencies and constraints identified





Conclusions

Clear demonstration that:

- Project is in line with the Council's own, and wider strategies
- There is a compelling case for change





ECONOMIC CASE

-  Ensures value for money and wider economic benefits
-  Critical success factors identified
-  Delivery options long list and short list
-  SWOT analysis and benefits appraisal

Conclusions

Clear demonstration:

-  Of beneficial economic impact and optimised value for money
-  That WCC has selected the choice for investment which best meets existing and future service needs

FINANCIAL CASE

- Assesses impact on Council's finances
- Sensitivity analysis on key inputs such as rental income, funding rates and lease indexation

Conclusions

- Affordability
- Funding arrangements
- Impact on the balance sheet of WCC



COMMERCIAL CASE

- Case for commercial viability and structure of the future financial and commercial arrangement

Conclusions

Clear demonstration that:

- the preferred way forward is deliverable
- will result in a viable procurement and development



MANAGEMENT CASE

- ❑ Considers delivery of the scheme
- ❑ Approach to the project management of the project
- ❑ A structure and responsibilities for programme management of major projects is in place

Conclusions





Clear demonstration that:

- ❑ Scheme is achievable and can be delivered successfully to cost, time and quality.





CONCLUSIONS AND RECOMMENDATIONS

Options appraisal of costs and benefits concluded:

-  JV - less commercial interest; lengthy delivery time
-  WCC Build - WCC retains all risk
-  Sale - Site would be developed by 3rd party
-  Income Strip - provides a balance of benefits

Risk moderation

-  JV, Build and Income Strip - high risk to Council (3rd party, programme and/or financial risk)
-  Sale - lowest overall risk to the Council



Recommendations – Preferred Approach







The following options be explored through further soft market testing and review of procurement, legal and financial implications as part of the next stage.

 **Sell with the benefit of planning permission**

 **Income strip**



NEXT STEPS

-  Submission of outline planning application
-  Emphasis on exploring delivery options
-  Soft market testing
-  Taking legal/procurement advice
-  Programme linked to LEP spend
-  July 2019 Cabinet (SA) Committee - recommendation on delivery route to keep to programme for LEP spend.



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