

Decisions taken by the Cabinet on Tuesday, 10 November 2020

Agenda Item No	Topic	Decision	Reasons	Alternative Options
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Part A – Items considered in public

A5	Central Winchester Regeneration Development Proposals	<ol style="list-style-type: none"> 1. That a period of consultation on the draft Central Winchester Regeneration development proposals commence from 11th November 2020 to 12th January 2021. 2. That the project team be instructed to progress the schemes for Kings Walk and Friarsgate Medical Centre to the next stage of decision making. 3. That it be noted that the emerging delivery strategy approach is to enter in to a development agreement with a development partner and 	<p>Report CAB3271 provides an update on the progress on the Central Winchester Regeneration (CWR) project, with the CWR Supplementary Planning Document (SPD) (2018), climate emergency declaration (2019) and council plan (2020 – 2025) as key guides to delivery.</p> <p>Following adoption of the CWR SPD and feedback received from the three different scenarios shared in February 2020, the council intends to hold a period of consultation on the draft development proposals for the site. Alongside the draft development proposals, the</p>	See attached sheet
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		a further report be brought to Cabinet that sets out the proposal for development in due course.	council will share the emerging delivery strategy.	
A6	Review of Hackney Carriage & Private Hire Policy Phase 2	<ol style="list-style-type: none"> 1. That the amendments as highlighted yellow in Appendix 1 of report CAB3272 be approved, and; 2. That the Statement of Licensing Policy with respect to Hackney Carriage and Private Hire Vehicles, Drivers and Private Hire Operators (as amended) be approved and adopted as set out in Appendix 1 of report CAB3272. 	<p>At the Licensing and Regulation Committee on 15 September 2020, Members resolved to recommend for approval the revised Statement of Licensing Policy with respect to Hackney Carriage and Private Hire Vehicles, Drivers and Private Hire Operators (“the Policy”).</p> <p>Following further consultation with the trade, due to the Covid-19 pandemic, amendments have been made to the Policy to defer some sections that have financial implications to the trade.</p>	<p>1.1 As part of the consultation, the public and trade were asked if they thought CCTV should be installed in all licensed vehicles. 71% of respondents agreed that CCTV should be installed in all hackney carriage and private hire vehicles. However, stakeholders were divided; 42% yes vs 45% no. The working party agreed that CCTV should not be introduced without thorough investigation and to consider if</p>

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			<p>Prior to publication, the revised Policy (with amendments) must be approved and adopted by the Cabinet.</p>	<p>there is a justifiable need, i.e. why is it necessary?, is there a problem? is it proportionate to solve the problem identified?. This would entail obtaining crime statistics from the Police and carrying out a proportionality assessment, before any policy changes are to be considered.</p>

CWR development scenarios

- 1.1 Following guidance in the SPD, three different development scenarios were developed, testing the ranges of uses and various levels of building retention across the site.
- 1.2 The purpose of the three scenarios was to illustrate what different approaches would look and feel like and also to test the viability of the different uses and quantum of mixes.
- 1.3 The scenarios were shared at an open forum in February 2020 and the public and stakeholders were asked to comment on what elements from each scenario were liked and what elements weren't. The feedback was collated and used to inform the draft development proposals.
- 1.4 The three scenarios tested and shared were;
- 1.5 Option 1 – Business not as usual.
 - a) A commercially led scheme with a smaller mixed offer which included residential and retail.
 - b) The focus would be on creative and Small and Medium Enterprises (SME) workspace offering a start-up hub encouraging new businesses and artists.
 - c) The scheme would target the younger demographic and appeal to creative industries
 - d) The scheme would creatively adapt existing buildings into work or living space to reduce the embodied carbon created by new construction.
 - e) TABLE 2: Percentage of uses

Retail	2,621 m ²	8%
Residential	7,161 m ²	21%
Leisure/culture/food and beverage	6,973 m ²	21%
Office	16,517 m ²	50%
Total	33,272 m ²	100%

- 1.6 Option 2 – Homes for All
 - a) A residentially led scheme with a focus on providing a mix of residential types and tenures
 - b) The scheme would be targeted at younger adults and families supported by private and public spaces with leisure uses
 - c) Some workspace would be included to promote onsite living and working options.
 - d) TABLE 3: Percentage of uses

Retail	0 m ²	0%
Residential	24,758 m ²	62%
Leisure/culture/food and beverage	9,746 m ²	24%
Office	5,547 m ²	14%
Total	40,051 m ²	100%

1.7 Option 3 – Destination Max

- a) A culturally led scheme combining museum, cultural centre, cinema and event space
- b) The scheme would provide a different offer from existing cultural space and provide contemporary space
- c) A covered market would provide a wide offer with gift, craft, food and boutique retail
- d) TABLE 4: Percentage of uses

Retail (inc covered market)	2,208 m ²	6%
Residential	12,839 m ²	26%
Leisure/culture/food and beverage	13,233 m ²	38%
Office	7,005 m ²	20%
Total	35,284 m ²	100%

- 1.8 All three scenarios were tested for viability and shared in public at the Central Winchester Regeneration Open Forum in February 2020 and the feedback was shared at the Cabinet Member for Housing and Asset Management Decision Day in March 2020, report DD6
- 1.9 The development proposals take in to account feedback received.
CWR Delivery Strategy
- 1.10 Two other delivery options have been considered with regard to the Central Winchester Regeneration site and at this stage have been rejected in favour of the emerging proposal to work with a Development Partner
- 1.11 Firstly, WCC enters in to a Corporate Development partnership across a portfolio of sites;

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- a) Finding and establishing legal agreement with a development partner across the councils development portfolio would be complex and lengthy
 - b) An arrangement with one partner across the portfolio excludes the council from choosing the best delivery partner for the different sites
 - c) Timing of delivery of the portfolio of sites would need to be agreed between the parties and CWR might not be considered a priority for the chosen partner.

This option has been rejected.

1.12 Secondly, WCC acting as master developer with several development partners for the different phases of the scheme.

- a) The complexity of delivering the site involves intensive expertise and resource
- b) The level of risk involved is something the council needs to consider. Sharing the risks with a partner would be more favourable.
- c) Funding for the development is better secured via a development partner

This option is not the emerging delivery route but might be reconsidered as the CWR project progresses and more information becomes available. Feedback received throughout the consultation period will be considered.