

Decisions taken by the Cabinet on Tuesday, 18 July 2023

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

A7	Strategic Outline Case for Station Approach (less exempt appendices)	<ol style="list-style-type: none"> 1. That feedback provided by the Scrutiny Committee at its meeting on 3rd July 2023 be noted. 2. That the Strategic Outline Case for Station Approach be considered and the recommended approach to progress the project as outlined in Option 3 of section 13.3 in report CAB3413 be agreed. 3. That authority be delegated to the Strategic Director with responsibility for the 	<p>The area around Winchester Railway Station, known as Station Approach, is an important gateway to the city and has been identified in the Local Plan as a site worthy of regeneration (Local Plan WIN5-7, emerging Local Plan W8).</p> <p>In July 2022, Cabinet agreed a new approach to be undertaken to determine whether a viable project could be brought forward at Station Approach. This involved a number of work streams including working with adjacent landowners, embarking on a comprehensive and active engagement with the</p>	<p>Option 1: Do Nothing</p> <p><u>Pros:</u> No further expenditure required to be committed at this time. The council will retain the circa £540,000 of net income per year from parking.</p> <p><u>Cons:</u> This would result in the status quo and the regeneration of this area would stall. The council has had a number of failed attempts to bring forward a project in this area and another false start when there is a strong indication that a scheme could be brought forward would make future attempts more difficult.</p> <p>This option does not align to the emerging local plan</p>
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		<p>Station Approach project, in consultation with the Leader and Cabinet Member for Asset Management to finalise the brief to procure the concept masterplan as outlined in points 4 and 5 below.</p> <p>4. That the procurement and subsequent award and entering into a contract of a multi-disciplinary team to produce a concept masterplan for Station Approach be agreed as outlined in sections 3.2 and 14 of the report.</p> <p>5. That an evaluation model of 70% Quality / 30% Cost for the procurement of a multi-disciplinary</p>	<p>community and undertaking a capacity study.</p> <p>In March 2023, Cabinet Regeneration Committee received report (CAB3399R) setting out the results of the initial engagement and consultation with local residents and key stakeholders.</p> <p>In June 2023, Cabinet Regeneration Committee received report (CAB3407R) setting out the results of the capacity study that was undertaken between October 2022 and March 2023.</p> <p>Report CAB3413 sets out the Strategic Outline Case for Station Approach and how the project may be taken forward, through developing a concept masterplan for the</p>	<p>which allocates this area for regeneration and requires a concept masterplan to be undertaken for the whole area prior to any development of the site as a whole or any part thereof.</p> <p>This option is not recommended.</p> <p>Option 2: Proceed with developing a Concept Masterplan and OBC for delivery of phase 1 of the masterplan (Carfax Site)</p> <p><u>Pros:</u> Producing a concept masterplan builds on the work undertaken in stage 1 of the project and is in line with the emerging local plan. Undertaking the OBC at the same time as the masterplan will produce economies of scale in terms of project management and also</p>

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		<p>team to produce a concept masterplan for Station Approach be agreed as stated in section 3.2 of the report.</p> <p>6. That the release of £295,000 from the Regeneration Reserve to fund stage 2 of this project be approved, as set out in section 12.5.3 of the report.</p>	<p>whole area followed by an Outline Business Case for Phase 1 of the masterplan.</p>	<p>resources available from within the technical team to support the OBC.</p> <p><u>Cons:</u> Costs associated with undertaking the OBC need to be committed and should there be a delay in developing sites following the completion of the OBC this work would need to be updated if re-visited in the future.</p> <p>This option is not recommended.</p> <p>Option 3: Proceed with developing a Concept Masterplan followed by OBC at a later date.</p> <p><u>Pros:</u> Once the concept masterplan is completed and endorsed by Cabinet a decision on whether to proceed to OBC for the first phase of development could</p>

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				<p>be taken.</p> <p>This option would mean the cost of producing the OBC would not be required until at least April 2025 depending on procurement route.</p> <p>The timeline of stage 2 of the project will be extended and this may allow time for the economic climate to improve.</p> <p><u>Cons:</u> extending the timeline will result in further project management costs.</p> <p>This option is recommended.</p>
A8	Future of Waste and Recycling	<p>1. That the Council's recycling performance and its ambition to increase recycling rates, help households reduce waste they generate, reduce the waste service carbon footprint within the context of the most cost effective and</p>	<p>As a council, Winchester has seen the fastest growing recycling performance in the County since 2019. It is one of the best performing authorities in Hampshire in terms of waste and recycling and has an ambition to become one of the best nationwide; minimising its</p>	<p>There are a set of legislative and regional requirements as set out in report CAB3409 which require a minimum service level as baseline. However, consultation on how these systems operate and what is the right system for the left over waste is important to ensure the</p>

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		<p>sustainable service be noted.</p> <p>2. That it be noted that there will be a need to alter the current recycling collections to reflect national and regional requirements.</p> <p>3. That undertaking a consultation to help inform a new waste strategy for household properties be approved.</p> <p>4. That it be agreed to proceed to draft a contract variation, and a mobilisation plan with the Council's waste collection contractor to operate the existing waste and recycling collection fleet on Hydrotreated Vegetable</p>	<p>carbon emissions, increasing the amount recycled and reducing the amount of waste produced in the fastest and most cost effective way possible.</p> <p>The law has changed and we will need to implement required changes. There is a national decision to introduce a range of measures including 1) a Deposit Return Scheme, 2) extended producer responsibility on packaging to cover 100 percent of local authority costs, and 3) to introduce greater consistency in recycling including introducing a consistent range of dry recyclables, a separate food waste collection from households, and labelling and communication of all</p>	<p>impact of the changes on residents is carefully considered and mitigated if necessary and required.</p> <p>The Council has been offered a model Inter-Authority Agreement by Hampshire County Council to consider and come to a decision by October 2023. The Council could decide not to enter into an agreement and pay a gate fee to deposit waste at the new Material Recovery Facility. This would expose the Council to considerable risk and cost and thus is not recommended. The Council therefore intends to work with the County Council to better understand the Inter-Authority Agreement proposal and costs, and when better understood</p>

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		<p>Oil (HVO) as an initial solution to reduce the carbon emissions, to be considered as part of the 2024/25 budget setting process.</p> <p>5. That the current offer from Hampshire County Council of an Inter-Authority Agreement and the intention to work with Hampshire County Council to achieve a mutually affordable and sustainable solution be noted, so that the Council can respond to the offer by October 2023.</p>	<p>recyclable materials collected from households. These changes will support Winchester's ambition to become greener faster.</p> <p>Local authorities are awaiting the details of these changes, including how these changes will be funded. Government originally started consulting on consistent collections in 2019 with a final response due in 2021. This response has since been delayed but is now expected soon. The lack of clarity has delayed Winchester from achieving its ambitions as quickly as it would have liked. However, once known, it will give Winchester an opportunity to significantly improve its waste and recycling collections and performance, by doing so, reduce its</p>	<p>report back a proposal to cabinet to seek authority on a way forward.</p> <p>So as to decarbonise the waste service alternative fuels such as electric and hydrogen will be considered. Based on the options currently available electric vehicles would require a substantial investment up front including infrastructure such as charging. It is also unlikely that existing electric vehicles will be able to service all of Winchester. Ongoing consideration will be given to electric vehicles and alternatives as the market grows to ensure the best 'greener' solution is achieved and to inform the future strategy.</p>

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			<p>impact on climate change.</p> <p>Winchester City Council has been working with Hampshire County Council (County Council) and the other partners in the Project Integra partnership to develop an improved partnership agreement in the form of an Inter-Authority Agreement (IAA) and an improved waste and recycling treatment process to meet these new requirements. The County Council is now developing a new single Material Recovery Facility in Eastleigh, to take all of Hampshire's recycling, with an increased range of materials including pots, tubs, trays, cartons and glass collected with the mixed dry recyclables from households. Paper, card, and all fibre</p>	

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			based materials will be collected via a separate collection (twin-stream). The County Council is looking to local Waste Collection Authorities, which this council is one, to sign up to using the new Material Recovery Facility.	
A9	Public open space at Kings Barton	1. That all areas of public open space within the Kings Barton development that fall within the boundary of Headbourne Worthy parish (the area marked A in appendix 1 of report CAB3418) are transferred directly from Cala Homes to HWPC, or its successor together with the appropriate	The Kings Barton development will deliver 24 hectares of recreational and public open space, the first of which has been completed and is ready for transfer to the relevant body for long-term management and maintenance. A s106 legal agreement sets out a number of options for the future management and maintenance of the open space land. Agreement has been reached between Cala	The s106 agreement does not specify the sum to be paid by Cala Homes for the future maintenance of the land, but instead requires Cala to provide a 'reasonable sum'. The terms set out in the recommendations have been negotiated with Cala but fall a little short of the amount that would normally be expected for open space of this scale. There was an option to continue negotiating in the hope of a better

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		<p>proportion of the commuted sum to meet the costs of future management and maintenance of the areas of open space. This includes land ready now and which will become available in later phases.</p> <p>2. That all areas of public open space within the Kings Barton development that fall within the boundary of St Barnabas ward (the area marked B in appendix 1 of the report) are transferred from Cala Homes to Winchester City Council, together with the appropriate</p>	<p>Homes, Winchester City Council and Headbourne Worthy Parish Council (HWPC), under the terms of the agreement as to the long-term ownership, maintenance and management of the open space land. Report CAB3418 seeks approval of the arrangements that will apply to the transfer of the first of the open space but also to all further open space that will be transferred over the life of the development.</p> <p>It also sets out the terms negotiated with the developer for the funding that will come with all land transferred over the life of the development to meet the maintenance costs for a number of years.</p>	<p>settlement but, with no obligation to pay a specific rate, Cala could have refused to offer more. The likely outcome of this scenario was a transfer of the land to a private management company, which is the least preferred option for the parish council as they feel it would not be in the best interests of residents. For that reason, it was agreed with the parish council that the negotiated figure was the best outcome that could be achieved and terms with which they would be happy to manage the land.</p> <p>There is an option for the council to retain the freehold and management responsibility for all open space at Kings Barton, rather than it being transferred to</p>

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		<p>proportion of the commuted sum to meet the costs of future management and maintenance of the areas of open space, and allocated to the Town Account. This includes land ready now and which will become available in later phases.</p> <p>3. That £75k costs incurred by Cala Homes in establishing the Barton Meadows nature reserve are met by reducing the overall commuted sum payable for management of public open space at Kings Barton.</p> <p>4. That the commuted sums</p>		<p>the parish council. This has been discounted for the following reasons:</p> <p>a) Whilst the council has an effective grounds maintenance contract, it does not allow for local variation and/or subtlety of management. This can be more readily achieved when land is managed by local people for local people. The council is no longer the default recipient or transferee of new residential</p> <p>b)</p>

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		<p>for the future maintenance of all public open space within the Kings Barton development will be calculated as follows:</p> <p>4.5 Phase 1a = 43,233m² @ £11.79/m² = £509,717.07, less £25k = £484,717.07</p> <p>4.6 Phase 1b = 26,279m² @ £11.79/m² = £309,829.41, less £25k = £284,829.41</p> <p>4.7 Phase 2a = 12,652m² @ £11.79/m² = £149,167.08, less £25k = £124,167.08</p> <p>4.8 For all subsequent phases, using the council's standard rate for public open space maintenance at the</p>		<p>on-site open spaces, where those open spaces could be more appropriately managed by a local parish council or a resident management company.</p> <p>c) Allowing local people to have a more direct say in how their open space is managed engenders a better sense of ownership and responsibility and reduces issues such as anti-social behaviour and</p>

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		<p>date of transfer (which currently stands at £13.77/m²)</p> <p>5. All of the rates above apply as at the date of this approval and will be subject to inflation at the point of transfer from the developer.</p> <p>6. That, the Service Leads Legal and Built Environment be authorised to enter into all necessary legal agreements in order to formalise the commuted maintenance payments, the future management of the open space within St Barnabas ward on behalf of the city council</p>		<p>d) vandalism. The existing commuted sum is sufficient to help support the management of the site for the foreseeable future but there will be a need to use local precept at some point to sustain effective management of the site.</p> <p>The default option for management and maintenance of open space land within the town wards is for responsibility to sit with the City Council and be managed as part of the Town</p>

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		by HWPC and any other consequential amendments arising from the approved recommendations		Account budget. This could be done for the 3% of Kings Barton's open space but would mean an additional maintenance regime being introduced for land at the development. This would be an inefficient use of resources, as the council's grounds maintenance contractor IdVerde would be required to visit the site to maintain this relatively small amount of land, when other contractors were already visiting the site. It would also be simpler for residents to know that all open space issues at Kings Barton were the responsibility of the parish council.
A10	Strategic Housing and Employment Land Availability Assessment (SHELAA) report	1. That the 2023 Strategic Housing and Employment Land Availability Assessment (SHELAA)	The Strategic Housing and Employment Land Availability Assessment (SHELAA) is a key part of the evidence base	The preparation of a SHELAA is required by Government as part of the

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		<p>which is attached at Appendix 1 of report CAB3412 be approved and published as part of the evidence base for the new Local Plan; and</p> <p>2. That authority be delegated to the Strategic Planning Manager, in consultation with the Cabinet Member for Place and Local Plan, to make any necessary edits and minor alterations prior to the publication of the SHELAA.</p> <p>3. That it be ensured that Site Ref CS15 (Bushfield Camp) is correctly identified as being located within the Compton and Shawford Parish Council area before the SHELAA is published on the</p>	<p>for the new Local Plan. The SHELAA is a register of the sites that the Council has been advised by developers and landowners that could be potentially available for development and will inform how the Council shapes the development strategy in the Plan.</p> <p>The SHELAA only identifies sites that have been submitted to the Council, it does NOT allocate sites for development. The inclusion of the site in the SHELAA does not imply that the Council would necessarily grant planning permission as it is only a register of sites that developers/landowners have put forward for development.</p> <p>The updated 2023 SHELAA</p>	<p>Local Plan evidence base. In effect therefore there is no option but to prepare one and failure to do so could result in successful challenges to the Local Plan.</p>

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		website.	<p>includes:</p> <ul style="list-style-type: none">– sites that have been rolled forward from the previous 2021 SHELAA;– new SHELAA sites;– details of any SHELAA sites that have been withdrawn from the process in terms of owner/site promoter confirming that they no longer want their site being included in the SHELAA; and– any amendments requested by the owners/site promoters to the site boundaries have also been	

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			<p>included in this update.</p> <p>The purpose of report CAB3412 is to seek approval of the 2023 Strategic Housing and Employment Land Availability Assessment (SHELAA) and permission for it to be published.</p>	
A11	Revised Community Infrastructure Levy Strategy	<ol style="list-style-type: none"> 1. That the Strategic Procedural Overview for CIL allocation and spending which apportions percentages of the CIL retained by the city council be split into specific themes as detailed in Appendix A of report CAB3385 be agreed. 2. That the reviewed and 	<p>Report CAB3385 has been produced to advise the Cabinet on the outcome of the review of the current spending protocol for the Community Infrastructure Levy (CIL), and to recommend the way forward with;</p> <ol style="list-style-type: none"> 1) The strategic allocation of CIL funding, including for infrastructure to be delivered by the County Council; 2) The prioritisation of 	<p>The current system of prioritising projects and assessing bids could have remained in place without being changed as CIL funding is being allocated and spent on infrastructure projects in both the town and district. However, there was need to ensure that the priorities of the Council Plan were being supported and that the infrastructure funded using CIL reflected these priorities. Questions were</p>

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		<p>refreshed Infrastructure List be agreed (Appendix B).</p> <p>3. That the refreshed criteria for considering all CIL bids and the scoring matrix found in Appendix C be agreed.</p> <p>4. That the CIL bid timetable is changed from the beginning of the year (1st January to 31st March) to 1st September to 30th November.</p>	<p>infrastructure projects to produce a refreshed Infrastructure List;</p> <p>3) The CIL charging rates; and</p> <p>4) The review of the criteria for considering community bids for funding.</p> <p>The scope of the review was to identify ways in which larger County Council led infrastructure projects, which reflect the City Council Plan priorities can be supported. Also, identify ways to continue support for local community/Parish led infrastructure schemes, examine the current CIL charging rates and to update the process that bids for CIL funding are assessed to ensure greater</p>	<p>raised by individual members from both the town and district in relation to the way schemes were prioritised and assessed, as there are differing views in terms on the way that schemes should be prioritised. Therefore, greater transparency was required in agreeing the infrastructure schemes to be prioritised for funding.</p> <p>The working group's input on the Infrastructure List and the CIL criteria was extremely valuable and provided several recommendations on the CIL funding allocation process and the assessment of individual schemes.</p> <p>Whilst it is accepted that the CIL charging rates were adopted some years ago, a change to the current CIL</p>

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			accountability.	rates would involve commissioning consultants to prepare an evidence base, public consultation and an independent examination process. If because of this process, the CIL charging rates did increase, it could affect the Local Plan Viability work and have implications for policies such as the percentage of affordable housing and delay the Local Plan Regulation 19 consultation process. However, the recent government consultation on the Infrastructure Levy, which could replace CIL, would now be gradually rolled out over a ten year period. The decision is not to re-evaluate the current CIL charging rates at present, but probably after the adoption of the Local

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				Plan.
A12	The Dean Car Park, New Alresford	<p>1. That a contract be entered into to purchase a completed car park and freehold ownership of the associated land rather than the original decision to acquire the land and procure a contractor to construct the car park. (As per CAB3005).</p> <p>2. That an additional budget of up to £60,000, for stamp duty and the provision of payment machines and signage be agreed, bringing the total revised budget to £1,065,000 and approve expenditure of the budget under Financial Procedure Rule 7.4.</p>	<p>To seek approval for additional budget in support of the progression of a new public car park at The Dean in New Alresford and to agree the method of procurement of the land and car park.</p>	<p>The Council could choose not to purchase the land and the car park. This has been rejected as the need for additional car parking has been demonstrated in the local plan.</p>

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		3. That authority be delegated to the Corporate Head of Asset Management to finalise and enter into the contract with the developer/landowner for the purchase of the land and the new car park.		
A13	Q4 Performance monitoring	That the progress achieved during Q4 of 2022/23 be noted and the contents of the report be endorsed.	<p>The Council Plan sets out the strategic priorities of the council and report CAB3403 and Appendix 1 provides a summary of the council's progress during the period 1 January to 31 March 2023 (Q4).</p> <p>Appendix 2 provides the data, where available, for Q4 against each of the Strategic Key Performance Indicators (KPIs).</p>	None.

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			<p>Appendix 3 includes highlight reports for each of the council's 'Tier 1' programmes and projects.</p> <p>Appendix 4 are the action notes of the Performance Panel meeting that took place on 22 May 2023.</p>	