



Meeting	Cabinet
Date and Time	Wednesday, 18th June, 2025 at 9.30 am.
Venue	Walton Suite, Guildhall, Winchester and streamed live on YouTube at www.youtube.com/winchestercc .

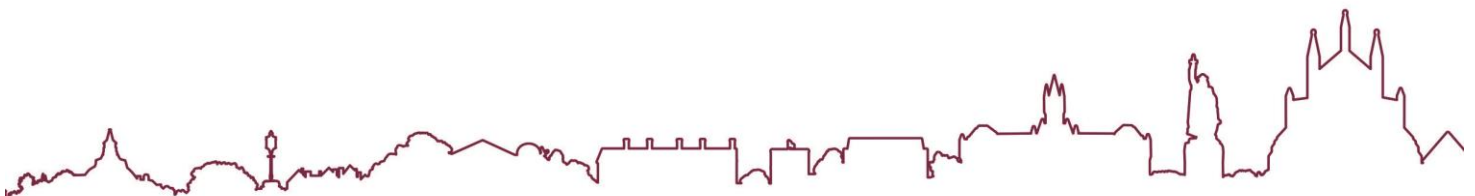
Note: This meeting is being held in person at the location specified above. Members of the public should note that a live video feed of the meeting will be available from the council's YouTube channel (youtube.com/WinchesterCC) during the meeting.

A limited number of seats will be made available at the above named location however attendance must be notified to the council at least 3 working days before the meeting. Please note that priority will be given to those wishing to attend and address the meeting over those wishing to attend and observe.

AGENDA

PROCEDURAL ITEMS

- 1. Apologies**
To record the names of apologies given.
- 2. Membership of Cabinet bodies etc.**
To give consideration to the approval of alternative arrangements for appointments to bodies set up by Cabinet or external bodies, or the making or terminating of such appointments.
- 3. Disclosure of Interests**
To receive any disclosure of interests from Councillors or Officers in matters to be discussed.
Note: Councillors are reminded of their obligations to declare disclosable pecuniary interests (DPIs), other registerable interests (ORIs) and non-registerable interests (NRIs) in accordance with the Council's Code of Conduct.
- 4. To note any request from Councillors to make representations on an agenda item.**
Note: Councillors wishing to speak address Cabinet are required to register with Democratic Services three clear working days before the meeting (contact: democracy@winchester.gov.uk or 01962 848 264). Councillors will normally be invited by the Chairperson to speak during the appropriate item (after the Cabinet Member's introduction and questions from other Cabinet Members).



BUSINESS ITEMS

5. Public Participation

– to note the names of members of the public wishing to speak on general matters affecting the District or on agenda items (in the case of the latter, representations will normally be received at the time of the agenda item, after the Cabinet Member's introduction and any questions from Cabinet Members).

NB members of the public are required to register with Democratic Services three clear working days before the meeting (contact: democracy@winchester.gov.uk or 01962 848 264).

Members of the public and visiting councillors may speak at Cabinet, provided they have registered to speak three working days in advance. Please contact Democratic Services **by 5pm on Thursday 12 June 2025** via democracy@winchester.gov.uk or (01962) 848 264 to register to speak and for further details.

6. Minutes of the previous meeting held on 21 May 2025 (Pages 5 - 14)

7. Leader and Cabinet Members' Announcements

8. Station Approach - concept masterplan (Pages 15 - 126)

Key Decision (CAB3501)

9. Housing revenue account (HRA) solar panel installation energy cost reduction sharing policy (Pages 127 - 156)

Key Decision (CAB3507)

10. Q4 Finance & Performance Monitoring (Pages 157 - 192)

Key Decision (CAB3505)

11. To note the future items for consideration by Cabinet as shown on the July 2025 Forward Plan. (Pages 193 - 198)

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Laura Taylor
Chief Executive



10 June 2025

Agenda Contact: Nancy Graham, Senior Democratic Services Officer
Tel: 01962 848 235, Email: ngraham@winchester.gov.uk

**With the exception of exempt items, Agenda, reports and previous minutes are available on the Council's Website www.winchester.gov.uk*

CABINET – Membership 2025/26

Chairperson: Councillor Tod - Leader and Cabinet Member for Regeneration
Vice-Chairperson: Councillor Cutler - Deputy Leader and Cabinet Member for Finance and Transformation

<u>Councillor</u>	<u>Responsibility</u>
Becker	Cabinet Member for Healthy Communities
Cramoysan	Cabinet Member for Recycling and Public Protection
Learney	Cabinet Member for the Climate and Nature Emergency
Porter	Cabinet Member for Place and the Local Plan
Thompson	Cabinet Member for Business and Culture
Reach	Cabinet Member for Good Homes

Quorum = 3 Members

Corporate Priorities:

As Cabinet is responsible for most operational decisions of the Council, its work embraces virtually all elements of the Council Strategy.

Public Participation at meetings

Representations will be limited to a maximum of 3 minutes, subject to a maximum 15 minutes set aside for all questions and answers.

To reserve your place to speak, you are asked to **register with Democratic Services three clear working days prior to the meeting** – please see public participation agenda item below for further details. People will be invited to speak in the order that they have registered, subject to the maximum time period allowed for speaking not being exceeded. Public Participation is at the Chairperson's discretion.

Filming and Broadcast Notification

This meeting will be recorded and broadcast live on the Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Access to Information Procedure Rules within the Council's Constitution for further information, which is available to view on the [Council's website](http://www.winchester.gov.uk). Please note that the video recording is subtitled but you may have to enable your device to see them (advice on how to do this is on the meeting page).

Disabled Access

Disabled access is normally available, but please phone Democratic Services on 01962 848 264 or email democracy@winchester.gov.uk to ensure that the necessary arrangements are in place.

Terms Of Reference

Included within the Council's Constitution (Part 3, Section 2) which is available [here](#)

CABINET

Wednesday, 21 May 2025

Attendance:

Councillors
Tod (Chairperson)

Cutler
Becker
Cramoysan
Learney

Porter
Reach
Thompson

Members in attendance who spoke at the meeting

Councillors Horrill and Lee

[Video recording of this meeting](#)

1. **APOLOGIES**

There were no apologies received.

2. **DISCLOSURE OF INTERESTS**

Councillors Tod and Porter declared disclosable pecuniary interests in respect of various items on the agenda due to their role as Hampshire County Councillors. However, as there was no material conflict of interest, they remained in the room, spoke and voted under the dispensation granted on behalf of the Audit and Governance Committee to participate and vote in all matters which might have a County Council involvement.

3. **PUBLIC PARTICIPATION**

Ian Tait addressed Cabinet and his comments are summarised briefly below.

Mr Tait raised concerns regarding the council's proposals to refurbish the coach house at the rear of 59 Colebrook Street, following the refurbishment of the main building. He believed that because of the dilapidated state of the coach house, the costs of refurbishment would be prohibitively expensive. He also considered the proposed plans for a two-bedroomed dwelling did not comply with the minimum standard space requirements. In addition, he made some general comments regarding the council's previous management of its assets.

Councillor Reach responded to Mr Tait's comments, including advising that options for the coach house were being considered because the main 59 Colebrook Street refurbishment had been achieved under budget.

4. **THE LEADER TO APPOINT CABINET MEMBERS AND ALLOCATE RESPONSIBILITIES FOR 2025/26**

The Leader reported on the following Cabinet Members and responsibilities for 2025/26 (previously announced at Annual Council on 14 May 2025):

Councillor	Responsibility
Tod	Leader and Cabinet Member for Regeneration
Cutler	Deputy Leader and Cabinet Member for Finance and Transformation
Becker	Cabinet Member for Healthy Communities
Cramoysan	Cabinet Member for Recycling and Public Protection
Learney	Cabinet Member for the Climate and Nature Emergency
Porter	Cabinet Member for Place and the Local Plan
Thompson	Cabinet Member for Business and Culture
Reach	Cabinet Member for Good Homes

5. **MINUTES OF THE PREVIOUS MEETINGS HELD ON 13 AND 20 MARCH 2025**

RESOLVED:

That the minutes of the previous meetings held on 13 and 20 March 2025 be agreed as a correct record.

6. **LEADER AND CABINET MEMBERS' ANNOUNCEMENTS**

Councillor Becker made the following three announcements:

- May half-term football coaching sessions would be available across the district, bookable via the council's website.
- Building works on the new pavilion at River Park, Winchester had started.
- Work to refurbish the toilets at Abbey Gardens, Winchester was complete and the facilities had re-opened.

Councillor Learney announced that the Council was working with Scottish and Southern Electricity and Advanced Infrastructure Technology Limited to create a digital local area energy plan for the district which will be the first of its kind in the country.

Councillor Thompson made the following three announcements:

- The city council, working with Hampshire County Council and Portsmouth and Southampton City Councils, have gained Local Visitor Economy Partnership (LVEP) accreditation from Visit England.
- A sustainable business engagement film had been launched to showcase projects undertaken to date and seek to encourage other businesses to contact the council regarding opportunities to become more sustainable and reduce carbon emissions. The film was available under the Support for Sustainable Businesses pages on the council's website [here](#).

- The council had been awarded under the Shared Prosperity Fund 2025/26 a further £327k for UK shared prosper prosperity and £223.5k for rural projects applications. Further details about how to apply and relevant deadlines were available under the Business pages on the council's website [here](#).

Councillor Tod announced that the council had received government feedback on its submitted Local Government Reorganisation proposal which included confirmation that the request to extend the submission deadline would not be approved. He and other council leaders were therefore holding regular meetings to discuss proposals to meet the 26 September 2025 deadline. In addition, this morning at 10.00am he was chairing a leaders' briefing from upper tier authorities (Hampshire County Council, Portsmouth and Southampton City Councils and the Isle of Wight Council) on the details of their plan to have a combined authority ready for implementation in April 2026.

Councillor Tod therefore left the Cabinet meeting at 9.50am and Councillor Cutler (as deputy leader) chaired the remainder of the meeting.

7. **HOUSING PROCUREMENT OF HRA REPAIRS AND MAINTENANCE AND COMPLIANCE ACTIVITIES CONTRACTS**
(CAB3506)

Councillor Reach introduced the report, explaining the reasons for the revised approach being recommended since the contract renewal was considered at the previous Cabinet meeting on 20 November 2024.

At the invitation of the Deputy Leader, Councillors Horrill and Lee addressed Cabinet as summarised briefly below.

Councillor Horrill

Councillor Horrill welcomed the recommendation for the contracts to be split and be for a shorter period. She asked whether in view of tenants current levels of dissatisfaction with the repairs service in general, the evaluation model should be amended to 70% quality / 30% cost. She asked a number of other detailed questions including how social value would be assessed in contract negotiations, requested further information on the proposed consultation, the cost model proposed and ensuring compliance with the social housing regulator's recent judgement.

Councillor Lee

Councillor Lee also referred to the social housing regulator referral and queried whether it would be possible for the contract to be renewed earlier than August 2026. He asked a number of detailed questions including how value for money for residents would be ensured, how tenants' views would be incorporated and the potential impact of shorter contracts on increased costs.

Councillor Reach, the Strategic Director and the Project Lead – Repairs and Maintenance responded to the points raised.

Cabinet agreed to the following for the reasons set out in the report and outlined above.

RESOLVED:

1. That it be agreed that a PA2023 2 stage procurement process for a 4+3 year contract is tendered for Repairs & Maintenance (R&M) Voids, Kitchens, Bathrooms and Decarbonisation.
2. That the contract(s) for Gas and Electric Test/Inspect & to include repairs and replacement be procured via compliant and competitive procurement route(s); 4+3 year contract.
3. That the procurement via frameworks for compliance activities include the following:
 - a. Asbestos services
 - b. Heating services
 - c. Electrical services
 - d. Fire safety
 - e. Water hygiene
4. That the evaluation models are based on 60% quality and 40% cost to ensure best value for residents and the council.

8. **REVIEW OF STRATEGIC KEY PERFORMANCE INDICATORS**
(CAB3510)

Councillor Cutler introduced the report and highlighted that a meeting with a small group of councillors from the Scrutiny Committee had been held on 14 April 2025 (summary contained as Appendix 1 to the report).

At the invitation of the Deputy Leader, Councillors Lee and Horrill addressed Cabinet as summarised briefly below.

Councillor Lee

Councillor Lee expressed disappointment that all the suggestions made had not been picked up and in particular that there was no metric for biodiversity but he welcomed proposals as a good starting point. He advised that he had a number of other detailed points he wished to raise which he would send to the Deputy Leader and the Senior Policy and Programme Manager for consideration.

Councillor Horrill

Councillor Horrill expressed concern that the report should have been considered at Scrutiny Committee first and that the suggestions of Councillor Bolton made following the 14 April meeting had not been responded to. She requested that the report be submitted to the next Scrutiny Committee meeting. She also asked that further consideration be given to providing tracking information on economic indicators and social housing, possibly by utilising existing sources of data.

Councillor Cutler reminded members that it was a matter for Scrutiny Committee to decide about items for its agenda. He and other Cabinet members responded to the comments and suggestions made and the following additional actions were agreed as set out under resolution 3 below.

Cabinet agreed to the following for the reasons set out in the report and outlined above.

RESOLVED:

1. That the set of key performance indicators outlined in the report be adopted and be reported in future quarterly performance reports.
2. That minutes of the meeting of Scrutiny members on 14 April included at Appendix 1 of the report be noted.
3. That the following additional actions be agreed:
 - a) That the Cabinet Member for the Climate and Nature Emergency develop options for reporting on biodiversity.
 - b) That the Cabinet Member for Place and the Local Plan work with the Planning Enforcement team to develop indicators in this area.
 - c) That the Cabinet Member for Business and Culture work with the Local Economy team to consider how best performance information already produced by the County Council and the BID be made accessible to members.
 - d) That the Cabinet Member for Good Homes consider how information regarding the number of new affordable houses could be presented more effectively.

NB these four additional areas were not formally adopted as KPIs but when robust indicators have been developed, Cabinet will consider how best to incorporate them into the quarterly monitoring reports.

9. **ANNUAL APPOINTMENTS TO CABINET COMMITTEES, INFORMAL GROUPS AND FORA 2025/26**
(CAB3503)

Councillor Cutler introduced the report and drew Cabinet's attention to the group nominations that had been circulated prior to the meeting.

At the invitation of the Deputy Leader, Councillor Lee addressed Cabinet are summarised briefly below.

Councillor Lee

Councillor Lee welcomed the new title for the Cabinet Member for Climate Emergency to include nature emergency and the continuation of the Carbon Neutrality Open Forum. He suggested that future consideration be given to establishing a forum considering nature restoration and protection.

Cabinet agreed to the following for the reasons set out in the report and outlined above.

RESOLVED:

1. That the following appointments to Cabinet Committees, informal group and fora be made for the 2025/26 Municipal Year:

(a) Cabinet Committee: Housing*

Cabinet Member for Good Homes (Chairperson), Councillors Becker and Cutler

Non-voting invited councillors: Councillors Power, Clear, Horrill and White

(b) Cabinet Committee: Local Plan*

Cabinet Member for Place and Local Plan (Chairperson), Councillors Learney and Tod

Non-voting invited councillors: Councillors Brophy, Williams, Rutter, Horrill and Lee

(c) Cabinet Committee: Regeneration*

Leader and Cabinet Member for Regeneration (Chairperson), Councillors Cutler, Learney and Thompson

Non-voting invited councillors: Councillors Aron, Laming, Godfrey and Lee

**Note – it was agreed that deputies for the non-voting invited councillors at Cabinet Committees be appointed from any group at the Chairperson's discretion.*

(d) TACT Board

Councillors Reach and Horrill

(e) Carbon Neutrality Open Forum

Councillors Learney (Chairperson)

(f) Equality, Diversity and Inclusion Forum

Councillors Becker (Chairperson), Bennett, Clear, Brook, Langford-Smith and Bailey-Morgan

(g) Winchester Sports and Leisure Park Advisory Board –

Councillors Becker (Chairperson), Aron, Murphy and Horrill

(h) Central Winchester Regeneration (CWR) Project Board –

Councillors Tod and Cutler

- (i) Strategic Asset Purchase Scheme Board
Councillors Tod, Cutler, Becker and Thompson
- (j) Treasury Investment Group
Cabinet Member with responsibility for Finance (Councillor Cutler) and Councillor Tod, Councillor Morris (Chair of Audit & Governance Committee), Councillors Chamberlain and Godfrey
- (k) Kings Barton Forum
Councillors: Cramoysan (Chairperson), Batho, Eve, Morris, Porter, Cunningham and Godfrey (Deputies: Learney, Rutter and Horrill)
- (l) West of Waterlooville Forum –
Councillors: Cutler (Chairperson), Chamberlain, Bennett and Langford-Smith (Deputies: Brook and Clear)

2. That the following roles be appointed to (paragraph 4 refers):

- (a) Equality, Diversity and Inclusion Member Champion – Councillor Bennett
- (b) Lead Cabinet Member for Equality, Diversity and Inclusion - Councillor Becker.

3. That Councillor Tippet-Cooper be appointed as “Sanctuary Champion”

4. That Councillor Laming be appointed as “Armed Forces Champion”

10. **ANNUAL APPOINTMENTS TO OUTSIDE BODIES 2025/26**
(CAB3504)

Councillor Cutler introduced the report and drew Cabinet’s attention to the group nominations that had been circulated prior to the meeting.

At the invitation of the Deputy Leader, Councillors Horrill and Lee addressed the meeting as summarised briefly below.

Councillor Horrill

Councillor Horrill suggested that consideration be given to changing the appointment process to give more regard to the value individual councillors could bring to an organisation. She also requested further investigations be carried out to ensure each organisation was still actively meeting and involving the appointed councillor representative.

Councillor Lee

Councillor Lee emphasised that members of the Green group had expressed an interest in being appointed and would welcome the opportunity to be involved.

Councillor Cutler responded to the comments made including agreeing that further consideration be given to requiring councillors to feed back on the work of the outside body to which they were appointed.

Cabinet agreed to the following for the reasons set out in the report and addendum and outlined above.

RESOLVED:

That the following appointments to external bodies be made for the 2025/26 Municipal Year (unless stated otherwise):

- (i) The Carroll Centre Board of Trustees (Observer to the Board) – Councillor Becker and Councillor Wise (deputy) (until May 2028)
- (ii) Central Hampshire Road Safety Council – Councillor Westwood
- (iii) Hampshire & Isle of Wight Local Government Association (HIOWLGA) – Leader and Deputy Leader (Councillors Tod and Cutler)
- (iv) Hampshire County Council Annual Meeting with Parish & District Councils regarding public transport issues – Cabinet Member with responsibility for Transport (Councillor Learney)
- (v) Hampshire Cultural Trust – Cabinet Member with responsibility for Culture (Councillor Thompson) (Trustee) and Councillor Gordon-Smith (Observer)
- (vi) Hampshire Homechoice Board – Cabinet Member with responsibility for Housing (Councillor Reach)
- (vii) Hampshire Rural Forum – Cabinet Member with responsibility for the Economy (Councillor Thompson)
- (viii) Housing Ombudsman Complaints Handling Code – Member responsible for complaints – Cabinet Member with responsibility for Housing (Councillor Reach)
- (ix) Local Government Association – Leader and Deputy Leader (Councillors Tod and Cutler)
- (x) Partnership for South Hampshire (PfSH) Joint Committee – Leader and Deputy Leader (Councillors Tod and Cutler)
- (xi) PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee – Cabinet Member with responsibility for transport/parking – Councillor Learney
- (xii) Police and Crime Panel (until May 2029, confirmed annually) – Councillor Murphy (Councillor Laming)

- (xiii) Portsmouth Water Customer Forum (until May 2028) – Councillor Wallace
- (xiv) Project Integra Management Board – Cabinet Member with responsibility for waste (Councillor Cramoysan) plus Councillor Learney (deputy)
- (xv) River Hamble Harbour Management Committee (until May 2029, confirmed annually) – Councillor Power and Councillor Latham (deputy)
- (xvi) South East England Councils (SEEC) – Leader and Deputy Leader (Councillors Tod and Cutler)
- (xvii) South East Employers – Chair of Audit & Governance Committee (Councillor Morris)
- (xviii) Southampton International Airport Consultative Committee – Cabinet Member with responsibility for Transport (Councillor Learney) and Councillor Bennett (deputies Councillors Pett & Clear)
- (xix) Streetreach (until May 2028) – Councillor Batho
- (xx) Tourism South East – Cabinet Member with responsibility for Tourism (Councillor Thompson)
- (xxi) Trinity Winchester (until May 2028) – Cabinet Member for homelessness (Councillor Becker) plus Councillors Tippet-Cooper and Horrill
- (xxii) Unit 12 CIC (formerly Integr8 CIC) – Cabinet Member with responsibility for the community (Councillor Becker)
- (xxiii) Venta Living Ltd – Councillors Batho & Pett (NB Mr Tim Sharp also appointed as an independent director)
- (xxiv) Welborne Community Forum – Councillor Chamberlain
- (xxv) WinACC – Cabinet Member with responsibility for Environment (Councillor Learney)
- (xxvi) Winchester Business Improvement District (BID) – Cabinet Member with responsibility for Economy (Councillor Thompson)
- (xxvii) Winchester Beacon – Cabinet Member with responsibility for homelessness (Councillor Becker)
- (xxviii) Winchester Excavations Committee (until May 2028) – Councillor Clear

(xxix) Winchester Sports Stadium Management Committee – Cabinet Member with responsibility for Sport (Councillor Becker) and Councillor Clear

2. That representatives be reminded of their responsibilities whilst representing the Council on an external organisation, as summarised in Paragraphs 1.6 – 1.10 of the report and in the [Guidance regarding serving on Outside Bodies](#).

11. **FUTURE ITEMS FOR CONSIDERATION BY CABINET**

RESOLVED:

That the list of future items as set out in the Forward Plan for June 2025 be noted.

The meeting commenced at 9.30 am and concluded at 11.05 am

Chairperson

CAB3501
CABINET

REPORT TITLE: STATION APPROACH – CONCEPT MASTERPLAN

18 JUNE 2025

REPORT OF CABINET MEMBER: Cllr Jackie Porter – Place and the Local Plan

Contact Officer: Julie Pinnock Tel No: 01962 848 439 Email
jpinnock@winchester.gov.uk

WARD(S): ST PAUL AND ST BARTHOLOMEW WARD

PURPOSE

The land identified as Station Approach (including Carfax, the Cattlemarket and adjoining areas) has been identified for development opportunity in Winchester City Council's Emerging Local Plan (as policy W8). The policy sets out a requirement for a mixed use development including the provision of 250 residential units, offices, leisure/culture/community, retail, student housing (on suitable sites), hotel, public car parking and public realm improvements. It is anticipated that multiple planning applications will be submitted to the Local Planning Authority spread across the defined regeneration area.

The site is located within the Winchester settlement boundary and currently contains a number of uses including public car parking, public realm (such as the Station entrance) and buildings operated by the Ministry of Defence. The site is located in close proximity to the Winchester Conservation Area and surrounding listed buildings. This setting of the site, and its opportunities to provide a comprehensive development, means that a heritage and landscape led masterplan will need to be prepared and agreed in order to provide a clear vision for a high-quality development across all parts of the Station Approach Regeneration Area.

Examination of the draft Local Plan commenced on 22nd April 2025 and is expected to conclude by 6th June 2025. On 30th April 2025 Matter 6 dealt with Winchester Housing and mixed use allocations (including this site).

The emerging Local Plan policy will require any future application at the site to be preceded by, and consistent with, a comprehensive and evidence based site wide masterplan that has been undertaken following the Council's conceptual masterplan framework process. This will demonstrate how high-quality design will be delivered for all parts of the Regeneration Area which has engaged stakeholders and

interested parties before it is endorsed by the Local Plan Authority as a material consideration for development management purposes.

The Council's Regeneration Project Team responsible for the regeneration area have entered into pre-application discussions with the Local Planning Authority to enable the Authority's specialists to comment on the site context and masterplan as it has evolved. The Regeneration Project Team and their consultants have undertaken a series of engagement events and where appropriate have taken on board the comments received.

This report explains the process undertaken to date in preparing the concept masterplan and seeks Cabinet endorsement for this concept masterplan to be considered as a material planning consideration in the assessment of future planning applications across the Station Approach site.

The concept masterplan approach has been undertaken in conformity with the master planning approach and framework process that has been agreed by the Council.

RECOMMENDATIONS:

That Cabinet:

1. Note the concept masterplan process including the public engagement strategy undertaken by the Regeneration Project Team which has helped to inform the preparation of the concept masterplan for the Station Approach regeneration area which has been undertaken following the Council's master planning framework process;
2. Endorse the 'Connecting Place: Station Approach Concept Masterplan that is attached as Appendix 1 which will then become a material consideration to inform the development management assessment of future planning applications across the regeneration area.

IMPLICATIONS:1 COUNCIL PLAN OUTCOME

1.1 Greener Faster

1.2 The concept masterplan report sets out the vision and objectives for development across the Station Approach regeneration area. The report recognises the importance of Local Plan policy requirements to achieve contemporary leading environmental design standards for energy conservation and efficiency. Future planning applications will demonstrate how the applicant will meet policies CN1 and CN3 to reflect the council's climate and natural emergency declarations.

1.3 The report acknowledges the importance of material selection to consider embodied energy in construction, and promotes the use of sustainable public transport provision by introducing safer and more direct routes for walking and cycling from this key public transport interchange area. In addition, the role of new buildings to provide renewable energy generation on site alongside biodiverse blue/green roofscapes is well defined.

1.4 Thriving Places

1.5 Policy W8 envisions a mixed use development including residential, commercial and public uses across the regeneration area. This encourages strong, sustainable business growth and welcomes investment into the Town and wider district.

1.6 Public Realms are positioned across the masterplan area to ensure this is a public facing development with a strong sense of Place.

1.7 Healthy Communities

1.8 The masterplan report highlights the importance of open space and landscape and its relationship with the wider Winchester town. The role of landscape, open space and bio-diversity (both onsite and connections to wider spaces outside of the regeneration area) is well established and there are clear opportunities to use green infrastructure to provide access to attractive and well-maintained public facilities, green and natural spaces with space to play and gather for all ages.

1.9 Cabinet in March 2025 adopted an Air Quality Strategy which provides a framework to improve the health of everyone by working collaboratively across the whole of the District to achieve cleaner air by 2030. With the aspiration of "30 by 30" meaning annual average of less than 30 µg/m³ for nitrogen dioxide and annual average of less than 10 µg/m³ for PM_{2.5}. The masterplan refers to aims to create new greenery and planting along new and existing routes and pathways and providing 'pocket parks' with the goal to enhance mental well being and physical health through interaction with nature which will improve air quality.

1.10 Good Homes for All

- 1.11 The supporting text to policy W8 notes that the capacity of the area is estimated to be about 250 residential units, which could include specialist forms of housing for the elderly or student accommodation. Future applications will outline the precise amount of housing development including densities, tenure, size and house types. The concept masterplan has identified key areas where housing can be delivered whilst taking account of surrounding uses and heritage assets. This will be considered further through the development management process.

1.12 Efficient and Effective / Listening and Learning

- 1.13 The requirement for a concept masterplan is to be agreed before the submission of any planning application as well as engagement with stakeholders and interested parties to ensure an open, transparent, inclusive and enabling council and to ensure stakeholders and interested parties have been engaged in the concept master planning process.
- 1.14 There has been a multi stage engagement strategy, including in-person workshops with local heritage, cycling, environmental and accessibility representatives in the pre-design stage. Local schools and colleges close to the site were also visited at the time and train operators, bus companies and taxi group representatives were engaged at this time. Specialist sessions were held with local commercial agents and Business Improvement District (BID) members.
- 1.15 The resultant concept masterplan was then presented to the public in a formal consultation, which included online and in-person events and welcomed comments on the proposals.
- 1.16 The project team also engaged with Local Planning Authority officers, including specialist consultees.

2 FINANCIAL IMPLICATIONS

- 2.1 The Regeneration Project Team have entered into pre-application discussions with the Local Planning Authority which has covered the council's costs in delivering a programme of meetings and involvement to comment on and shape the work of the project team and its consultants to deliver a concept masterplan.
- 2.2 Future applicants will be expected to engage with the Local Planning Authority using a Planning Performance Agreement (PPA) which will allow the council to resource officer input into more detailed pre-application responses and the efficient assessment and determination of future planning applications including post planning decision work.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 A report was agreed at Cabinet on 21 June 2023 regarding the concept master planning governance (CAB 3408). This establishes the framework which all sites requiring a masterplan should follow. The concept masterplan as prepared will be a material consideration for development management purposes and will be weighed appropriately in the planning assessment.
- 3.2 There are no other particular legal or procurement implications in agreeing to the process that this concept masterplan has followed.

4 WORKFORCE IMPLICATIONS

- 4.1 Pre-application processes secure cost recovery for officer time and future applications will be subject to Planning Performance Agreements or paid-for pre-application enquiries to ensure officer resource is available and accounted for.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 The proposal to endorse a concept master plan approach does not in itself have any property or asset implications. It is noted that the Station Approach regeneration area includes land owned and/or operated by Winchester City Council. Separate governance arrangements exist for the Council's Regeneration Project Team leading the regeneration programme.

6 CONSULTATION AND COMMUNICATION

- 6.1 As required by the concept master planning process, the Regeneration Project Team and consultants have undertaken a series of stakeholder engagement events which has informed the concept masterplan.
- 6.2 The engagement included workshop events, in-person and virtual exhibitions and feedback sessions. A bespoke website has been created:
<https://winchesterstationapproach.co.uk/>
- 6.3 Design workshops were hosted in Spring 2024, where local heritage, cycling, environmental and accessibility groups were engaged with. Visits to local schools and colleges were also undertaken to engage with younger voices.

From a technical perspective train operators, bus companies and taxi group representatives also attended the sessions. Council and County Council officers were also in attendance representing transport, heritage and biodiversity for example.

Commercial agents and BID representatives were also invited.

- 6.4 The report summaries the key findings from these sessions and describes how the masterplan process was adapted to respond to these findings. This

demonstrates key involvement from relevant stakeholder groups at an early stage of the process.

- 6.5 The masterplan was then formally consulted. The consultation was promoted by post-card mail-outs, social media, local news channels and by physical presence across the regeneration area. A website was created to provide updates and welcome feedback. The masterplan report was then updated further to take account of the matters raised by the public consultation.
- 6.6 An all-member briefing was held on 22 May 2024 and a Member drop-in was held on 5 September 2024. An all-member briefing was also held on 3rd June 2025.

7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 Environmental considerations have informed the policies of the Local Plan and future applications will be required to comply with the expectations of relevant policies, including CN1 (Mitigating and Adapting to Climate Change) and CN3 (Energy Efficiency Standards to Reduce Carbon Emissions).
- 7.2 The masterplan report outlines that a minimum 10% Biodiversity Net Gain will be provided for, and areas of un-developable land will be managed to enhance biodiversity and improve green corridors for urban wildlife habitat.
- 7.3 The report has taken account of the urban city centre location, and promotes alternative means of supporting environmental considerations such as supporting green or brown roofs where feasible, and also ensuring the design of buildings encourages the installation of renewable energy generation facilities.

8 PUBLIC SECTOR EQUALITY DUTY

- 8.1 Section 149 of the Equality Act 2010: (1) a public authority must, in the exercise of its functions, have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 Having an agreed concept masterplan that has been subject to public consultation is the most effective way of ensuring public involvement in the concept masterplan process.

9 DATA PROTECTION IMPACT ASSESSMENT

- 9.1 None required

10 RISK MANAGEMENT

Risk	Mitigation	Opportunities
Financial Exposure	Planning processes resourced by PPA / pre-application / planning application fees	N/A
Exposure to challenge	<p>Ensure concept masterplan taken into account as material consideration in assessment of future related planning application.</p> <p>A report was adopted by Cabinet on 21 June 2023 regarding concept master planning governance (CAB 3408). This establishes the framework which all sites requiring a masterplan will follow and this CMP follows that process.</p>	N/A
Innovation	N/A	Agreeing a concept masterplan ensures that development proceeds in accordance with the council plan 2025 – 2030 and the development plan. The concept masterplan will help to ensure high quality buildings and public realm and other supporting uses. It also enhances local level collaborative engagement in its widest sense with appropriate key stakeholders, essential to speeding up the decision-making process and to the

		successful delivery of development.
Reputation	Approving poor quality master plans would impact the council's reputation. Encouraging the concept masterplan process following key engagement ensures that a high quality masterplan is a material consideration when future planning applications are being prepared and considered.	N/A
Achievement of outcome	The pre-application process has been used to ensure the LPA is resourced. PPAs and future pre-application work will secure the resource and finances to review and work with future development partners to implement the concept masterplan vision.	N/A
Property	N/A	N/A
Community Support	A series of public exhibitions and workshops, actively engaging the public in the concept master planning process, has been undertaken.	Further consultation opportunities will be provided during the planning application process.
Timescales	N/A	N/A
Project capacity	The pre-application process has been used to ensure the LPA is resourced. PPAs and future pre-application work will secure the resource and finances to review and work with future development partners to	N/A

	implement the concept masterplan vision.	
Other	N/A	N/A

11 SUPPORTING INFORMATION:

- 11.1 The Station Approach regeneration area is formed by multiple and separated sites. In the adopted Winchester Local Plan Part 2 (Development Management and Site Allocations) they are dealt with as individual site allocations (Policies WIN5, WIN6 and WIN7). Historically, these sites have had a number of uses including residential and commercial, but more recently the predominant use across the sites is for public car parking. As the spaces and the different sites are functionally connected and they do work together, the emerging Local Plan has allocated the site for mixed use development under the umbrella of a single Local Plan site allocation (Station Approach – Policy W8).
- 11.2 The site in particular is located in a prominent position outside of the railway station, and as a result is the first impression for residents, commuters and visitors to the city by train. The sites also have a significant heritage context, being surrounded by the Winchester Conservation Area alongside a number of listed buildings.
- 11.3 The sites total- 7.19 hectares in size and has been identified for regeneration, policies within the existing Local Plan have allocated the site for this purpose. This policy support continues into the draft Local Plan, Policy W8 has the following requirements for a mixture of uses including:
- High quality flexible offices and other employment generating uses,
 - Public car parking,
 - Open spaces,
 - Leisure/culture/community,
 - Hotel,
 - Small-scale retail,
 - Residential (~250 units) and
 - Older person/student accommodation
- 11.4 The Project Team have undertaken a series of stakeholder engagement events including direct consultation with relevant interest groups and the general public. Elected members have also been engaged with by Member Briefings and the council's Local Planning Authority have worked alongside the Regeneration Project Team to take account of engagement feedback and produce the final Masterplan Document. The Regeneration Project Team

have worked with Network Rail Infrastructure Limited and Defence Organisation (other significant landowners) to identify the opportunities available across the sites and also engaged with other Authorities (such as the Lead Local Flood Authority and Highway Authority) to ensure their views are incorporated in the concept masterplan.

- 11.5 The council's Local Planning Authority project team includes: Town Planners, Urban Designer, Historic Environment/Archaeology, Sustainability, Landscape, Arboriculture, Ecology, Environmental Protection, Drainage and the Local Plans Team.
- 11.6 In addition, the Masterplan document was presented to the Winchester and Eastleigh Design Review Panel (DRP). The presentation included a summary of the engagement to date and presented the key vision for the site. Feedback was provided by the DRP which has been reflected in this final concept masterplan.
- 11.7 A concept masterplan should be based on and be in conformity with the council's masterplanning approach and should:
 - a) Establish a vision and objectives;
 - b) Agree baseline information / issues to be addressed;
 - c) Include engagement and consultation
 - d) Be considered by the Design Review Panel
 - e) Explain the site's constraints and opportunities and set out the key parameters for the following elements:
 - (i) Movement and access
 - (ii) Land use
 - (iii) Sustainability
 - (iv) Design principles
 - (v) Landscape principles
 - (vi) Green and blue infrastructure
- 11.8 The Station Approach Concept Masterplan has responded to these points and establishes a clear vision and objectives that takes account of the site's context and opportunities.
- 11.9 The vision for the regeneration area is *"a connected place... a series of spaces and development supporting a lively and accessible place to live, work, and play, promoting routes for sustainable travel, and identifying a welcoming gateway that showcases the nature of the city"*.

- 11.10 The report then establishes the context of the sites, both within their immediate surroundings and the wider townscape. Individual sections then concentrate on specialist aspects (such as Heritage or Biodiversity) and successfully highlight the opportunities of development from each perspective, whilst also outlining key constraints and highlighting where additional information or review will be required.
- 11.11 The report then concludes on how the importance of the engagement undertaken and summaries how this has shaped the final concept masterplan.
- 11.12 The preparation of the Concept Masterplan has followed the prescribed process and it is recommended that it is endorsed as a material planning consideration in the assessment of future planning applications at the site.
- 12 OTHER OPTIONS CONSIDERED AND REJECTED
- 12.1 Do Nothing – the development is of a scale and importance to warrant a concept masterplan. The delivery of the regeneration area will be over multiple phases and involve different land owners and applicants. It is therefore important to have a collective document which assess the potential of the wider area in a concept masterplan report.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

CAB3408 – Concept Masterplan Governance

Other Background Documents:-

[Concept Masterplanning - Winchester City Council](#)

<https://winchesterstationapproach.co.uk/>

[Station Approach - Winchester City Council](#)

[Proposed Submission Local Plan \(Regulation 19\)](#)

[Winchester District Local Plan Part 2 \(Development Management and Site Allocations\)](#)

APPENDICES:

Appendix 1 Station Approach Concept Masterplan –Connecting Place. February 2025

Appendix 2 Station Approach Technical Report – Appendix to the Concept Masterplan – April 2025

Appendix 3 Station Approach Distance Views Study – February 2025

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CONNECTING PLACE

Station Approach
Concept Masterplan

DATE:
February 2025

STAGE:
Concept Masterplan Final Report

REVISION:
Version 4 - Final for LPA approval

PREPARED BY:

DESIGN **ENGINE**
ARCHITECTS

NEW masterplanning

ARUP

urban
movement

STEVEN BEE
URBAN COUNSEL

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DOCUMENT REVISION		
Version 1	18.12.24	Draft Issue
Version 2	07.02.25	Revised Issue
Version 3	05.03.25	Final Draft Issue
Version 4	18.12.24	Final Issue for Approval

Appendixes:

A

Technical report

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Townscape visual impact views study (by Design Engine)

C

Public consultation response report (by WCC)

Chapter 1: **The Vision**



Introduction, scope, process, and site vision

1.1 INTRODUCTION

What is a Concept Masterplan?

The city council's emerging Local Plan sets out the council's planning framework to guide future development and the use of land in the district. It requires that any future application for significant development on sites are preceded by a comprehensive and evidence-based site wide masterplan.

In June 2023 the council agreed an approach to masterplanning which includes a stage known as 'Concept Masterplan'. This is a process resulting in a document that proposes the strategies for locating buildings, spaces, movement and land uses in three dimensions.

A Concept Masterplan is a set of guidelines for potential developers of these sites, rather than a detailed design of what will be built. It will provide a framework within which future designers can bring forward more detailed proposals, subject to the existing policies, statutory processes and approvals.

This document outlines the Concept Masterplan proposals for the Station Approach area, a project presented under the working title of 'Connecting Place'. These proposals have been developed through consultation with relevant local stakeholders and interest groups, and builds upon the previous baseline site analysis study.

A separate Technical appendix document also captures a synopsis of the sites highlighting relevant policy parameters, and how the proposals meet the aspirations of Local Plan Policy W8. Also for each distinct site, setting out further considerations that would be required from ongoing parties in future in order to progress a more detailed proposal for each site. The document highlights considerations regarding phasing of the sites development, but does not prescribe a definitive phasing strategy for implementation, recognising the different ownerships across the sites.

1.2 THE SITE(S)

Project scope

The area around Winchester railway station is an important gateway to the city, providing key routes into the city by rail, bus and car. However, the current experience of arriving at the station, or into the city, lacks quality and identity.

A Station Approach regeneration area has been identified as a regeneration site within the city council's Local Plan. The sites under consideration for this Concept Masterplan proposal make up much of this designated area, comprised of land owned and controlled by a multitude of interests, including Winchester City Council (WCC), the Defence Infrastructure Organisation (DIO), Network Rail (NRIL), and leaseholder South West Rail (SWR), and limited areas of Hampshire County Highways (HCC).

The land within the Concept Masterplan boundary is predominantly used currently for public carparking, with the exception of the station building itself, and the DIO existing buildings.

KEY TO DISTINCT SITES - Refer to 3D plan diagram overleaf:

1. Station Approach (Station Hill) public realm outside of the station east entrance, land controlled by Hampshire Highways, and Network Rail.
2. Carfax site, owned by Winchester City Council, including Gladstone Street car park (108 public spaces), the leased parking next to the former register office, and the leased parking to the south of Hampshire County Council Record Office.
3. Cattlemarket car park owned by Winchester City Council comprises of 338 surface carparking spaces over 2 stepped levels (sloping site).
4. Station west, surface carparking extending north along the western side of the railway line, and the decked car park to the west of the station (owned by NRIL, operated by SWR) - totalling 477 spaces.
5. Station north-east, comprising a decked car park to the north of the station. Owned by Network Rail Infrastructure Limited (NRIL), operated by South western Railway (SWR) - total 265 spaces.
6. The Defence Infrastructure Organisation (DIO) site currently used as a base for the Hampshire and Isle of Wight Army Cadet Force, Minden Company and the Hampshire and Isle of Wight Air Training Corps.

1.2 THE SITE



1.3 PROCESS

Starting from agreed principles

In 2022, the council consulted local residents and stakeholders on their aspirations for Station Approach and over 1000 people shared their thoughts about what the opportunities were for the area. This feedback informed an agreement of four development principles, which received clear backing from the public (attaining 92-95% support in public consultation feedback). These principles have been developed into conceptual proposals and strategies as applied specifically to the Station Approach sites area.



Project development - key steps

The design team initially undertook a study of local development, transport and environmental policies and aspirations, informed by a series of conversations with the Winchester City Council and Hampshire County Council officers, and other statutory stakeholders.

The starting point for a project 'brief' has been the agreed development principles alongside the local plan requirements, along with previous capacity studies to benchmark viability. The designers have also been informed by previous studies relating to station and city carparking viability options, and existing feasibility studies of county highways opportunities that could support aims within the Winchester Movement Strategy.

A 'baseline' study of the area's current conditions was completed in order to identify the key **constraints** and **opportunities** for Station Approach redevelopment sites.

Consultation with stakeholders aimed to identify, refine and agree potential **opportunities** to achieve the agreed development principles' aims.

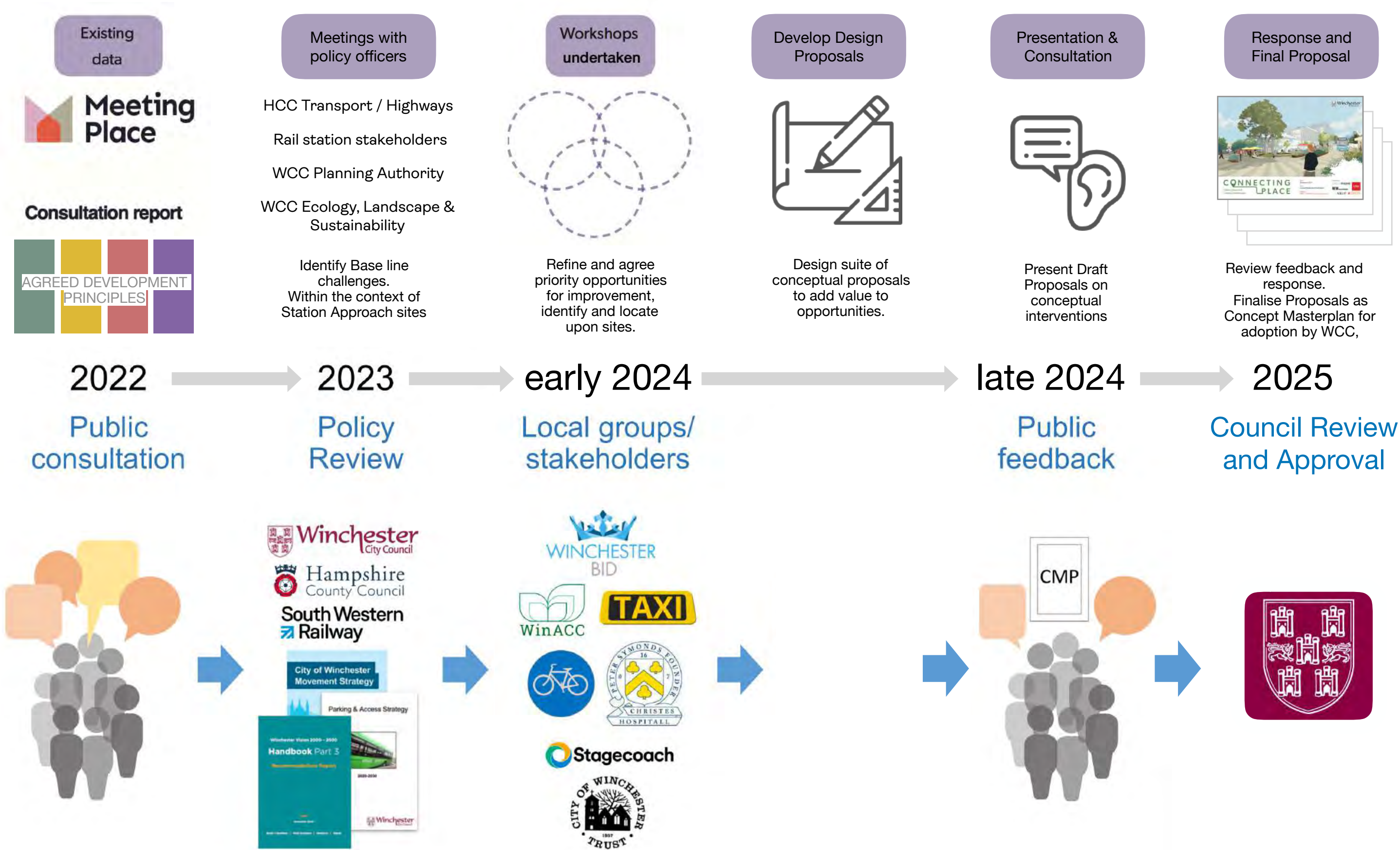
The design team then drafted a series of masterplanning concepts which form the **proposals** for a Concept Masterplan. To help the articulation and understanding of these concept design principles, visuals representing indicative designs were prepared to aid public engagement for the purpose of helping consultees to visualise the possible interpretation of the proposed concepts in future development.

Feedback and public comments have been collated and considered, the majority of which have been supportive of many aspects of the proposals, while criticisms have also provided valuable insights to be considered further into the detailed design stages.

Beyond this Concept Masterplan study stage it is recognised that there remain a number of variables and risks that need to be addressed prior to development, such as archaeology, adjoining sites potential, along with options for funding and phasing of the developments. A series of '**next steps**' are identified within the technical appendix document.

1.3 PROCESS

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1.4 VISION

The vision for Station Approach:

“A Connected Place ... a series of spaces and development supporting a lively and accessible place to live, work, and play, promoting routes for sustainable travel, and identifying a welcoming gateway that showcases the nature of the city.” (CMP aims 2024)

The Concept Masterplan develops the previously agreed 4 development principles into proposals applied to the Station Approach sites area. These have themselves been aligned within 6 themes to describe the concept proposals:



ARRIVAL

Improve the arrival experience to the station, and to the city, for visitors, residents, and commuters.



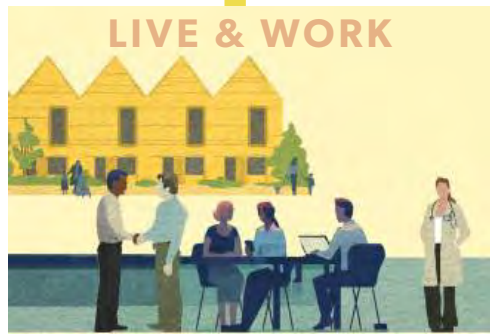
MOVEMENT

Prioritise sustainable transport, integrating links to the city and surroundings.



VIBRANCY

Bring vibrancy and public use to the Carfax site at the centre of a new, connected 'station quarter'.



LIVE & WORK

Development to create opportunities for new jobs and homes.



BIODIVERSITY

Allocate space for new trees, green areas, improving biodiversity and maintaining a natural setting for the city.



CHARACTER

Creating distinctive routes, scale and places, reflecting the character of Winchester.

NET ZERO CARBON DEVELOPMENT

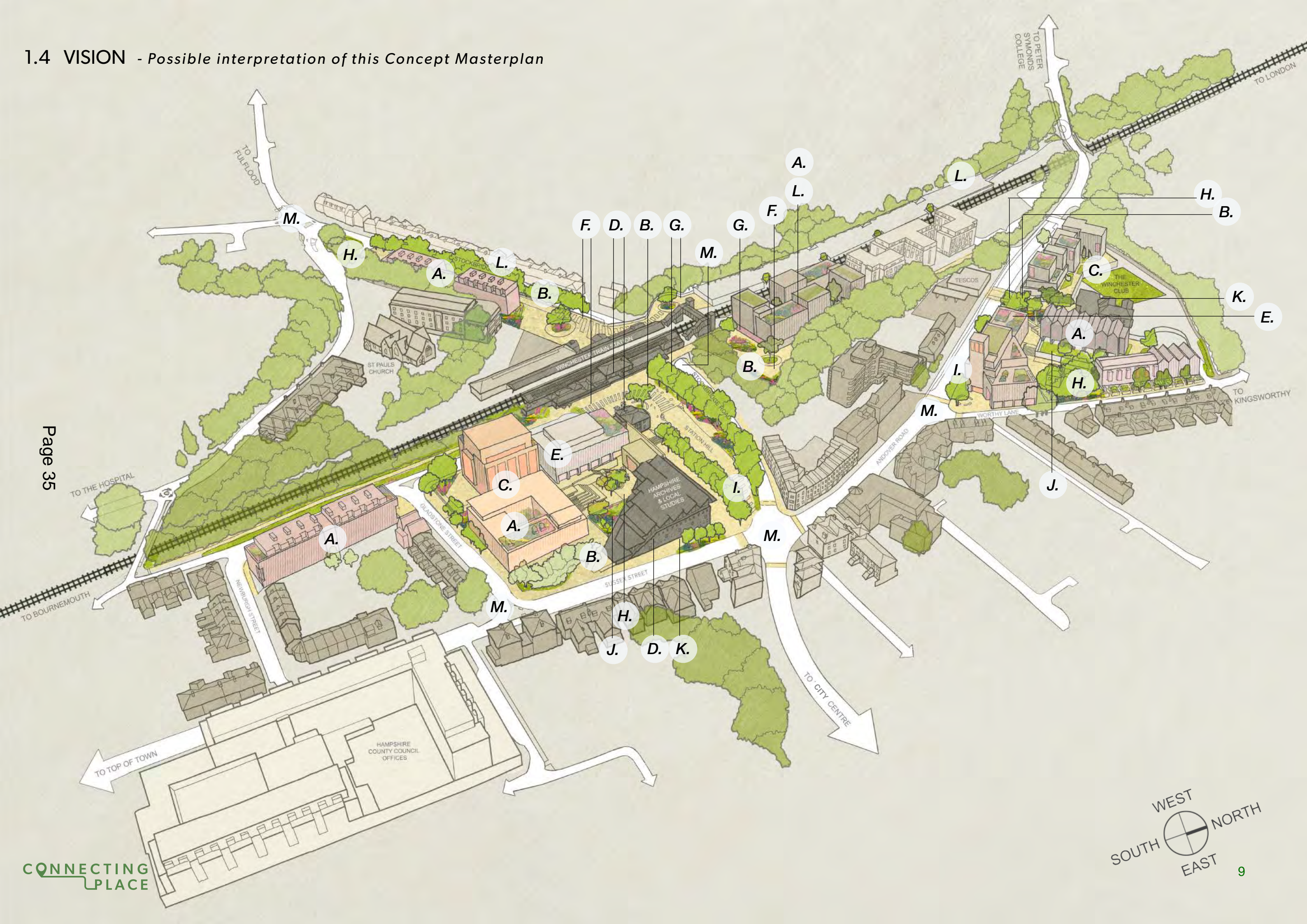
Running throughout all the themes will be commitment to a sustainable approach in constructing and maintaining development and the surroundings... to help Winchester achieve its goal to become **a carbon neutral city**.

1.4 PROPOSALS OVERVIEW

Key Aspects - Refer to 3D plan diagram overleaf:

- A. New residential housing circa 250 units, providing a variety of types and tenures to suit the site conditions, meeting a range of needs in the local market.
 - B. Public realm improvements to enhance spaces for arrival at the station, and key routes for walking and cycling access into and across the sites.
 - C. Public off-street carparking to be removed from Carfax site. Cattlemarket site to retain a proportion of existing parking alongside development.
 - D. Heritage assets to be identified and respected by retaining views and improving immediate landscape setting.
 - E. New mixed use commercial and retail facilities introduced to animate key locations of sites, creating new public spaces encouraging people to sit, pause, meet, and play.
 - F. Reallocate space for sustainable transport modes at station forecourt locations, re-position private vehicle drop off points to enable increased pedestrian friendly public realm.
 - G. Support cycling provision with improved safe and secure cycle parking and bike hire provision close to station entrances in overlooked locations.
 - H. Introduce new green landscaped amenity spaces and locate new trees with space to mature, offering character and biodiversity.
 - I. Retain bus priority to Carfax junction, offer space for future new bus and cycle lanes on Andover road to promote travel modes.
 - J. Layout the proposed building footprints to create permeable urban forms with 'discoverable' spaces within. Articulate building heights and rooflines to provide variety and interest including identifiable 'landmark' buildings framing views in the streetscape.
 - K. Development offers the potential for beneficial diversification of uses within adjoining buildings to the sites.
 - L. Network Rail parking to be consolidated or reduced (demand-led), to release space for developments, subject to access improvements from Andover road into station northeast and west sites.
 - M. Explore opportunities to improve connections to the rest of the city, particularly at key junctions. Aim to make it easier for people to walk and cycle through the reallocation of street space and a focus on 'people and places' to prioritise and encourage active travel and public transport use.
- All new buildings to be designed to net zero energy standards. New and existing rooftops to incorporate renewable energy generation where feasible. Landscaping and rooftops to provide biodiversity features and SUDS urban drainage and flooding mitigations.

1.4 VISION - Possible interpretation of this Concept Masterplan



Chapter 02: **Setting the Scene**



Summary of baseline site context and opportunities

2.1 WINCHESTER - THE CITY AND THE STATION

Winchester is a historic city characterised by a strong relationship with the landscape it is built in. The core of the current city is an area defined by a city wall originally of Roman founding, has a medieval street pattern, and features a cathedral as its famous landmark. The city is sited in the valley of the river Itchen, with chalk downland hills rising on either side.

The close connection between town and country is illustrated by views to the characteristic cityscape of roofs and tree canopies from several higher vantage points outside the city, like St Giles Hill and St Catherine’s Hill. From within the city there are many views outwards to the landscape, for example from Oram’s Arbour and perhaps most well-known, from the High Street to St Giles Hill.

A vital component of the city’s urban streetscapes are the large trees within the city. They require space in public parks, private gardens, carparks and along highways and railways to flourish and reach maturity.

The railway line and station building are outside the historic city wall. This area is and has always been characterised as a more fragmented, industrial part of the city, with a mixture of larger and finer grain buildings.

The reading of the unique character of Winchester’s city is supported by the observations of John Keats, observing Winchester in the early 1800’s.

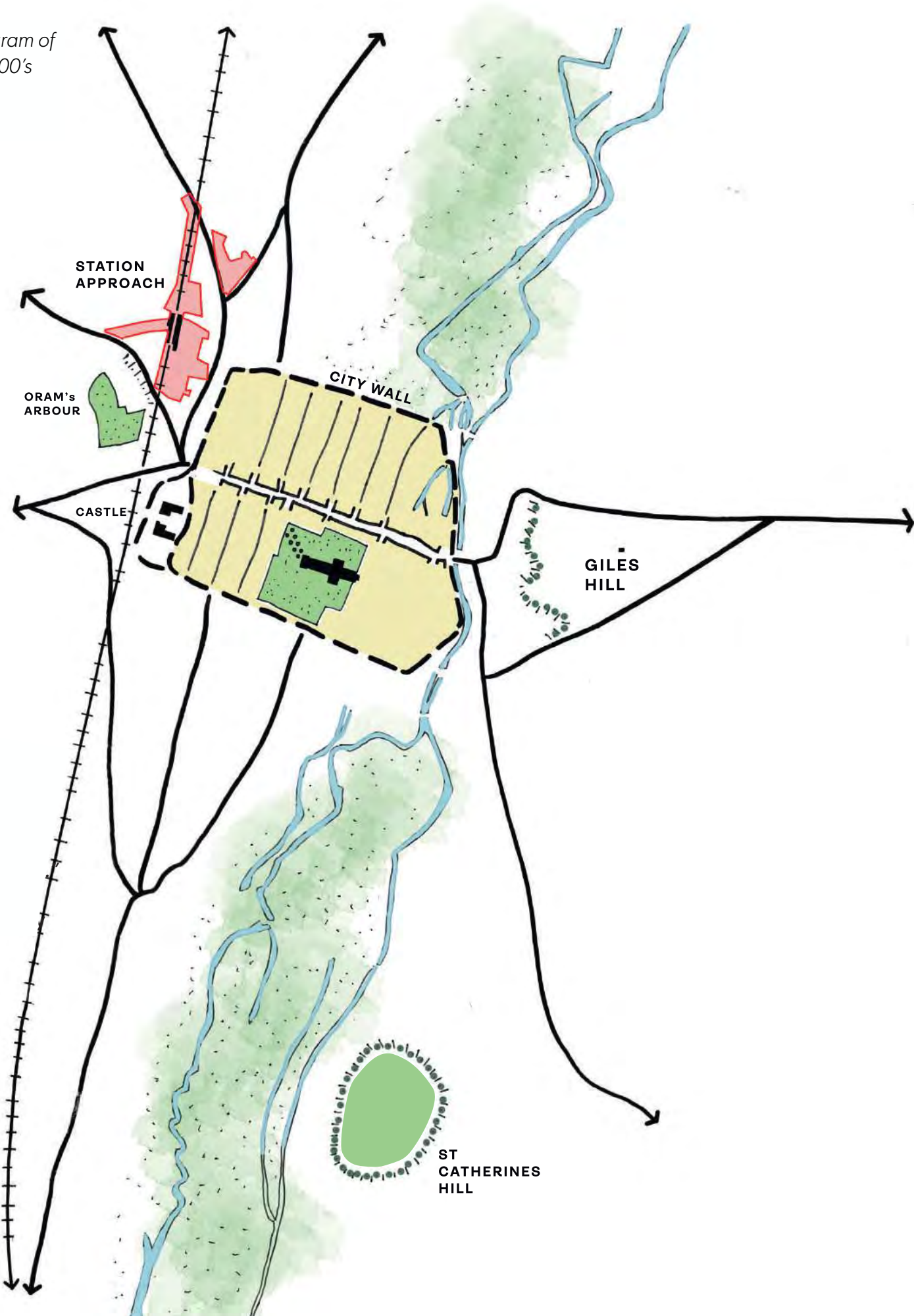


“The whole town is beautifully wooded - From the hill at the eastern extremity you see a prospect of Streets, and old Buildings mixed up with Trees.”

John Keats in a letter to Fanny Keats, sister, 29 August 1819

View of Winchester by G.F. Robson, 1827

Elemental map diagram of Winchester in the 1800’s



2.1 WINCHESTER - THE CITY AND THE STATION

The railway station today is no longer on the periphery, but central in the city. It has a guiding role in where future growth is happening, and how people move to and from the city.

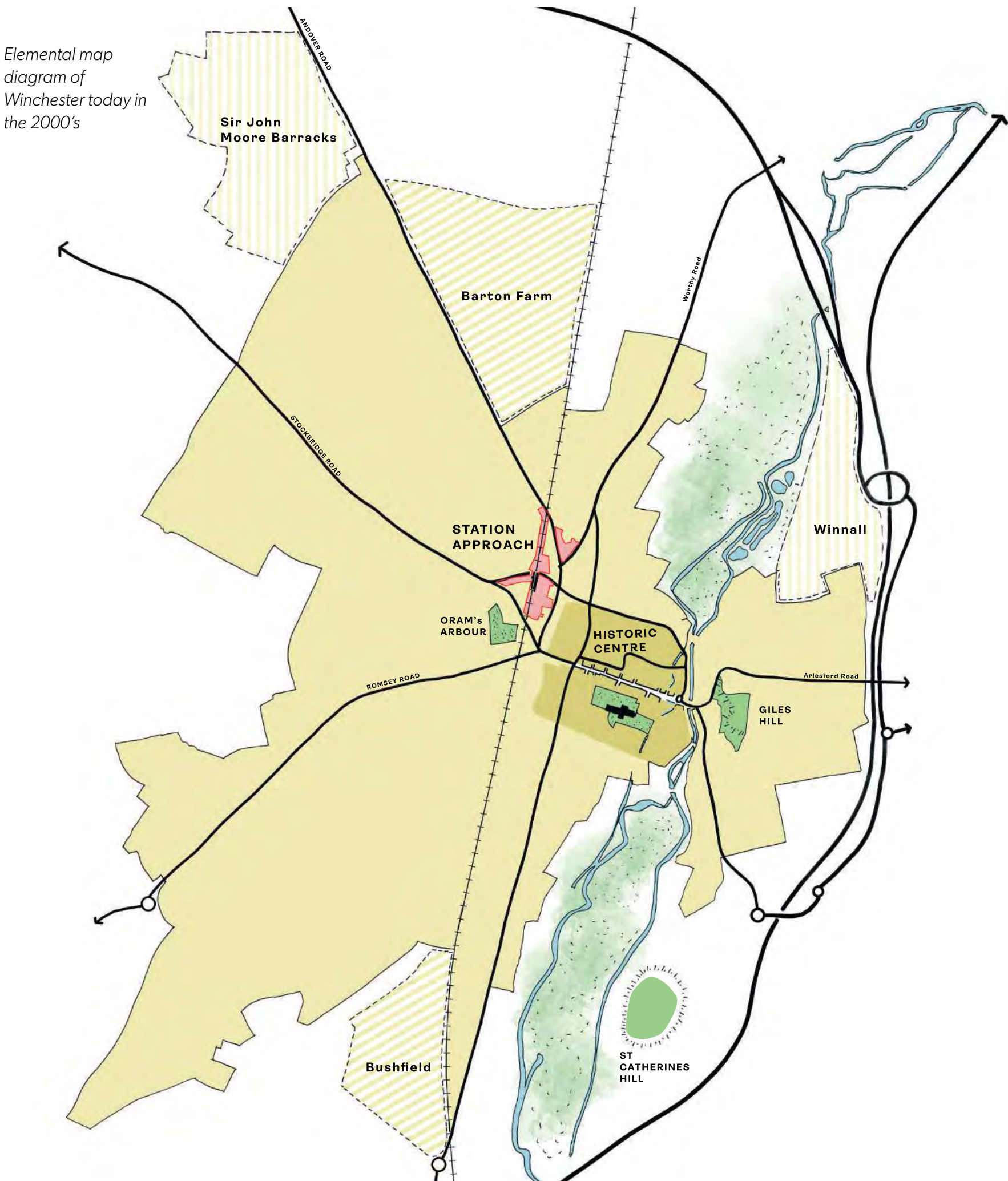
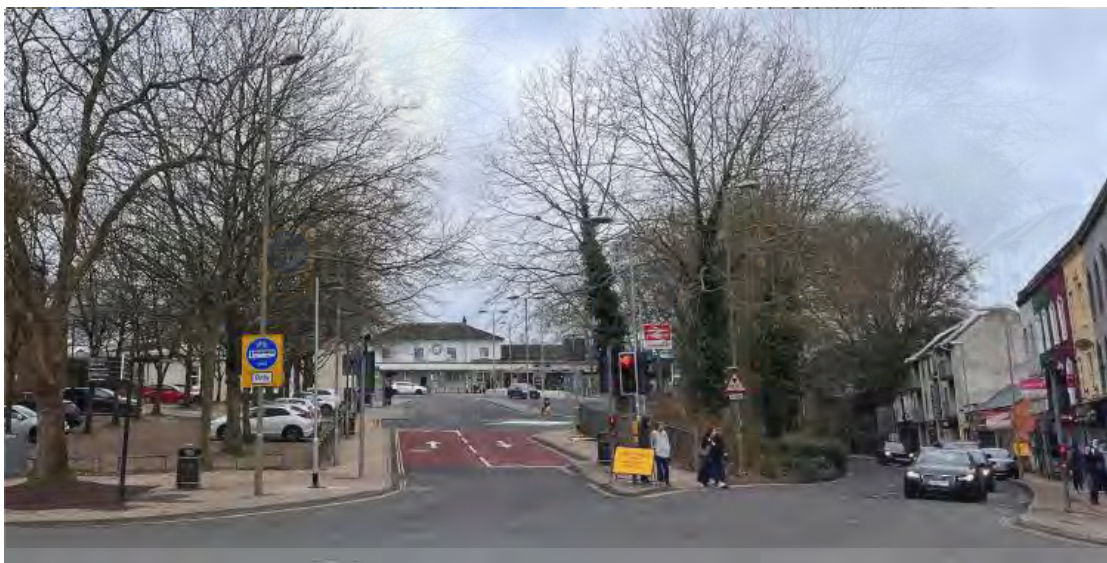
The station and railway line today divide the western areas of existing and future city growth, from the historic and economic city core to the east.

The Station Approach area needs to be less of a barrier and more of an functional and economic asset for the city of Winchester.

The overarching character of the Winchester city scape remains in evidence. Its close connection with the wider landscape together with the mix of roofs and tree canopies remains a legible feature of the city.



Above: Station Hill, Winchester in 1909. Below: The same view in 2023



2.2 STATION APPROACH SITE USES TODAY

The Station Approach site today (as defined by the Concept Masterplan study area) is comprised of a mix of ownerships. There are a small number of active buildings within the site, principally the rail station complex itself, the DIO offices / training building, and the Old Registry Office on Station Hill. The significant majority of the available land is used for carparking currently, either for station users or public parking.

‘Lively’ public uses are very limited within the study area, typically existing in areas bordering the site, along main circulation routes and highways.



Lack of activity around the station misses an opportunity for passing trade, feels unwelcoming in evening and lacks wayfinding.



Parking dominates routes to and from the station, creating unattractive pedestrian and cycling routes.



Existing retail at the station is successful, but could be better supported.



Shops on Stockbridge Road feel removed from the station due to steep slopes and traffic dominance.

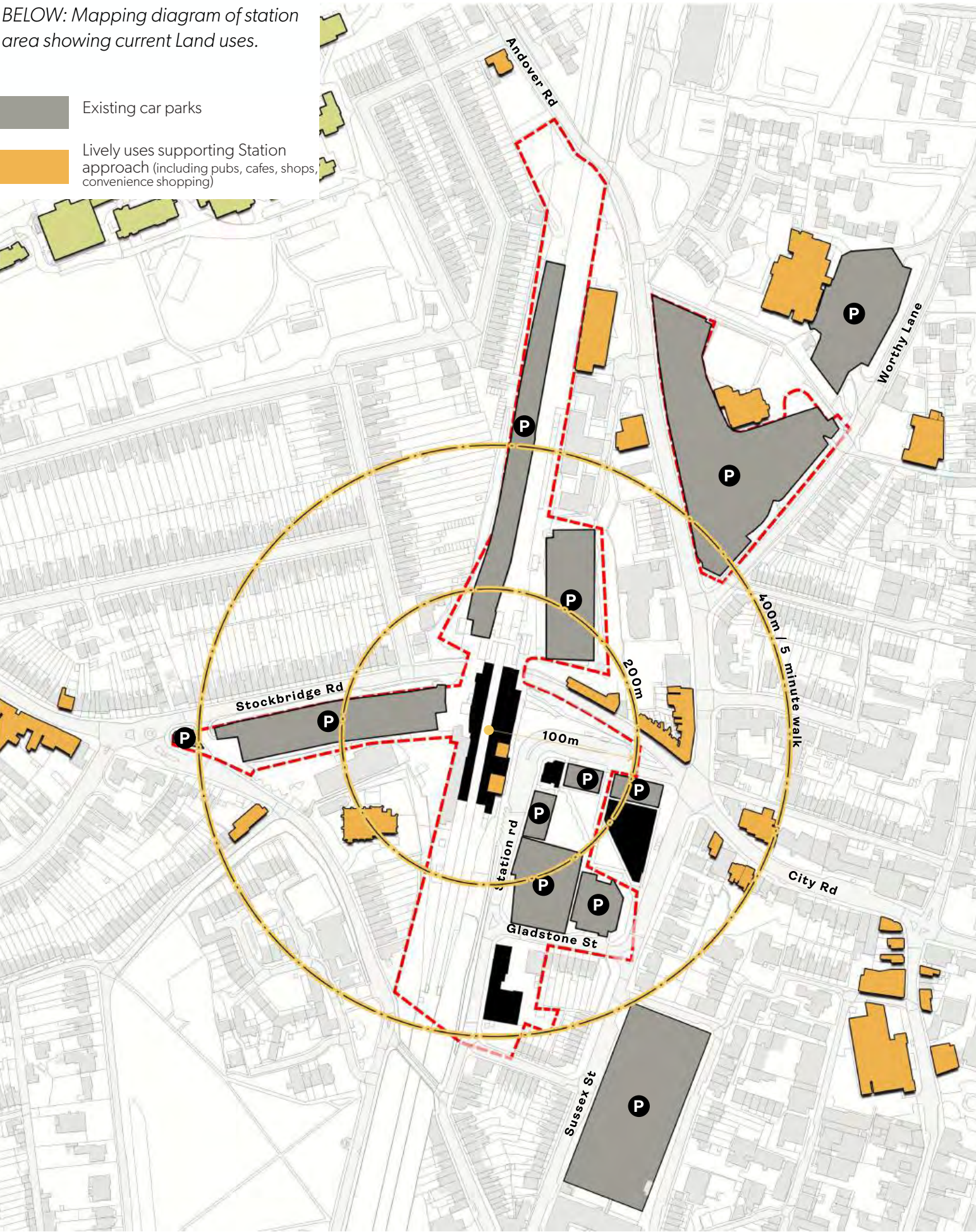


Fullfood shops are on a key route to the station and play an important role for the community west of the station.



Tesco / Co-op are the closest convenience stores to the station. They are popular with students but are 400m from the station.

BELOW: Mapping diagram of station area showing current Land uses.



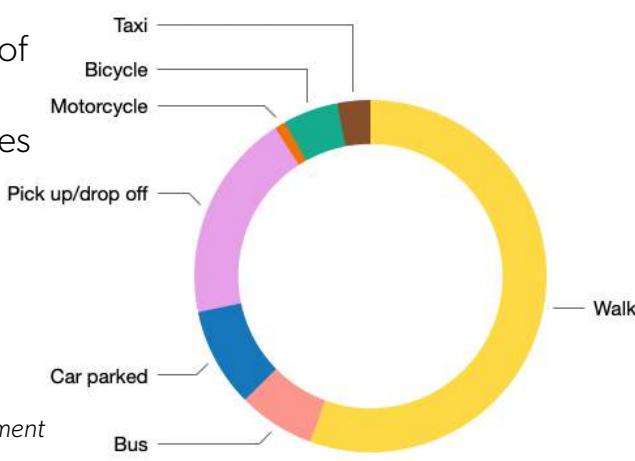
2.3 EXISTING MOVEMENT ANALYSIS

The current access layout prioritises the taxi rank and short-term pick ups/drop-offs, in terms of who is able to get closest to the station. Existing routes for walking and cycling are incomplete or ill-defined and poor quality, e.g. crossing carparking etc.

A recent survey shows that most people walk to the rail station - significantly more than other modes of transport. All other modes have a share of less than 20% each. More people tend to be dropped off by car than choose to park up themselves. Whilst a good number of people come to the station by bus, the station is also an important pick up/drop off location for other bus journeys.

This data supports a rethink of how the quality of routes to and from the area, and spaces immediately outside of the station could be organised.

RIGHT: Existing travel modes to/from Rail station (Data Source: South West Rail, Station Travel Plan 2022)



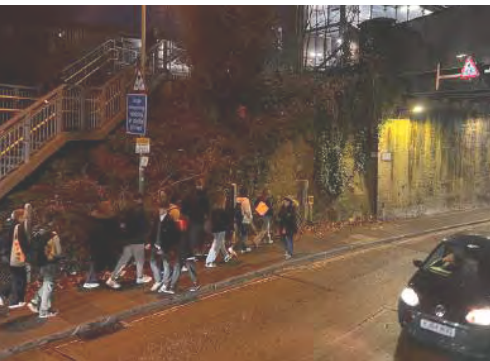
BELOW: Existing conditions in key movement areas of the sites



Traffic volumes reduce attractiveness of many town centre routes for pedestrians and cyclists.



Existing station forecourts (East & West) are dominated by vehicles, are lacking in quality public realm, places to sit or socialise, and are not inviting spaces for travellers, commuters or those passing through.



Lack of safe / pleasant pedestrian and cycle space under the bridge on Stockbridge Road.



Andover Road lacks adequate space to promote active travel.



Station approach from north - pedestrian and cycle routes compromised by carparking.



Station approach from west - pedestrian and cycle routes compromised by carparking.



Pedestrian route connecting east/west sides of station lacks quality.

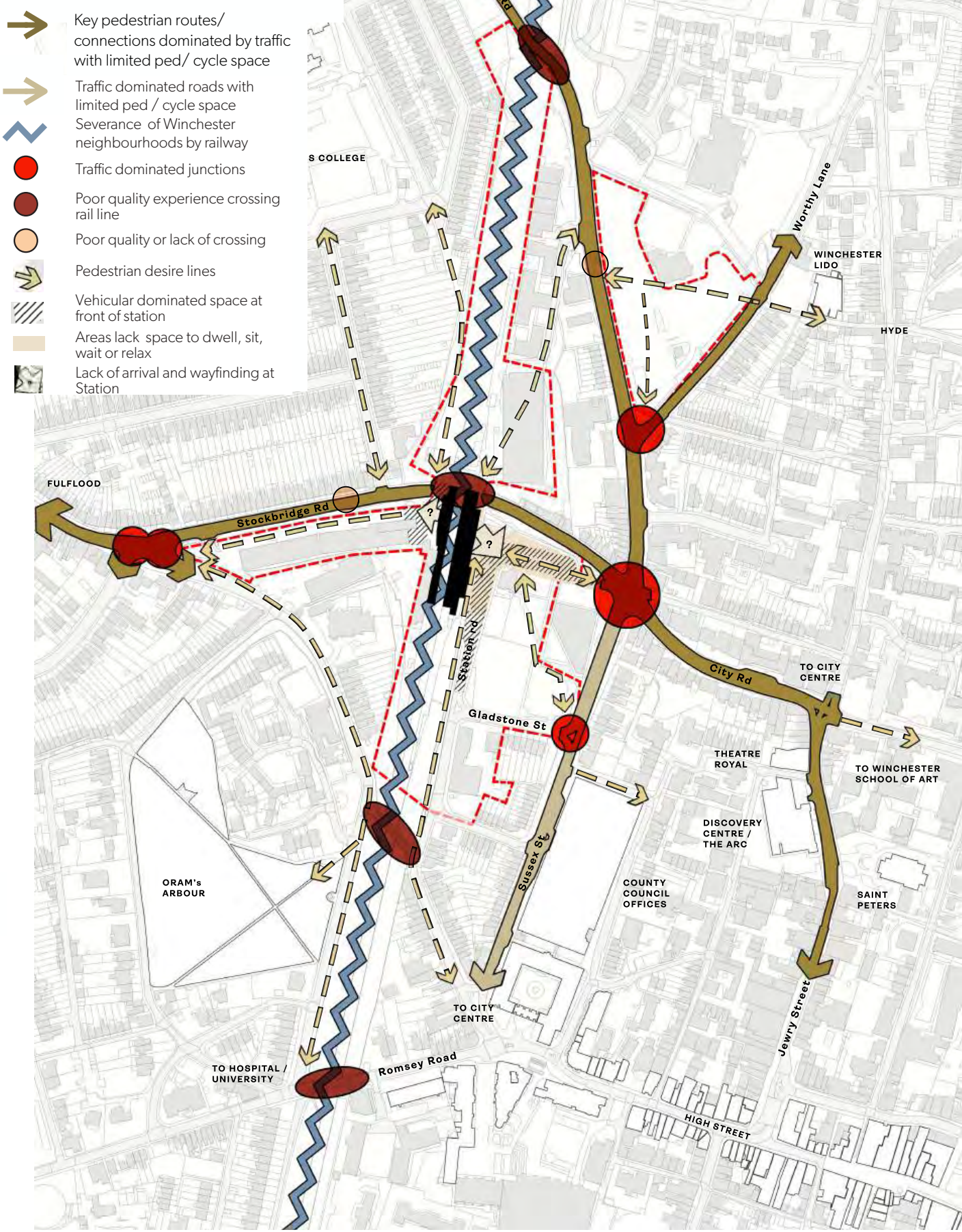


College students are a large pedestrian population for the Station Approach area.



College students are a large pedestrian population for the Station Approach area.

BELOW: Mapping diagram of Station area showing current movement constraints.



2.4 LANDSCAPE, OPEN SPACE & BIO-DIVERSITY

The station area already has some features typical of Winchester’s urban landscape, with lines of mature trees lining key routes and roads, particularly bordering the railway land sites. Some existing trees possess Tree Protection Orders (TPO). Numerous mature trees exist within the Carfax site, but some are compromised by vehicle parking and access beneath. A tree condition survey would be undertaken for each development site as the detailed masterplanning progresses.

The local policy designations and data from Winchester Open Space assessment (2022), support the observation that the site itself and immediate surrounding public realm lacks both public accessible green space and amenity open space.

Areas of biodiversity can be found on the site today, typically around the site periphery. A biodiversity survey to establish their value, density, and potential for greater enhancement, would be established at a later stage prior to detailed design work on proposals being undertaken.



Tree-lined route to station is a celebrated and much loved feature of the Station Hill approach, to be retained and enhanced. Carparking beneath trees on Station Hill prevents use as open space or pedestrian friendly route, and is damaging the trees.



Steep verges with trees and greenery is characteristic along Stockbridge Road, but is generally unkept and inaccessible.



Large mature trees form an important part of Winchester’s streetscapes.

BELOW: Mapping diagram of station area showing current landscape elements.

- Existing ‘institutional’ open space
- Existing public open space
- Existing tree covered slopes characteristic of Winchester
- Existing tree cover
- Existing Trees with TPO



2.5 HERITAGE & ARCHAEOLOGY

The Station Approach site area is in places, bordering, or encircled by, the designated conservation area, and there are also a number of key buildings on, or adjacent to, the site which are listed or have heritage value. The setting of these assets is typically compromised by the current site usage, and so could be potentially improved.

The archaeological interest and potential constraint is known to be high across much of the Cattlemarket site and elements of the Carfax. There are no specific detailed constraints currently to inform development proposals, although further investigation would be required to confirm the survival of archaeological remains across the Cattlemarket site and their significance.

The Concept Masterplan has been developed to build upon (rather than repeat) the findings and analysis of previously completed reports regarding the site’s heritage characteristics and value, by Stephen Levrant Heritage Architecture.



1840s railway station building is a familiar landmark undermined by current public realm setting.



Former County Council Registry Office adds value as a recognisable local feature and for its relationship to the station



St Paul's Church (Grade II listed) is located on a hill above the Carfax site and is visible to the surrounding area.



A row of small local shops on the Stockbridge Road reflect the historic character.



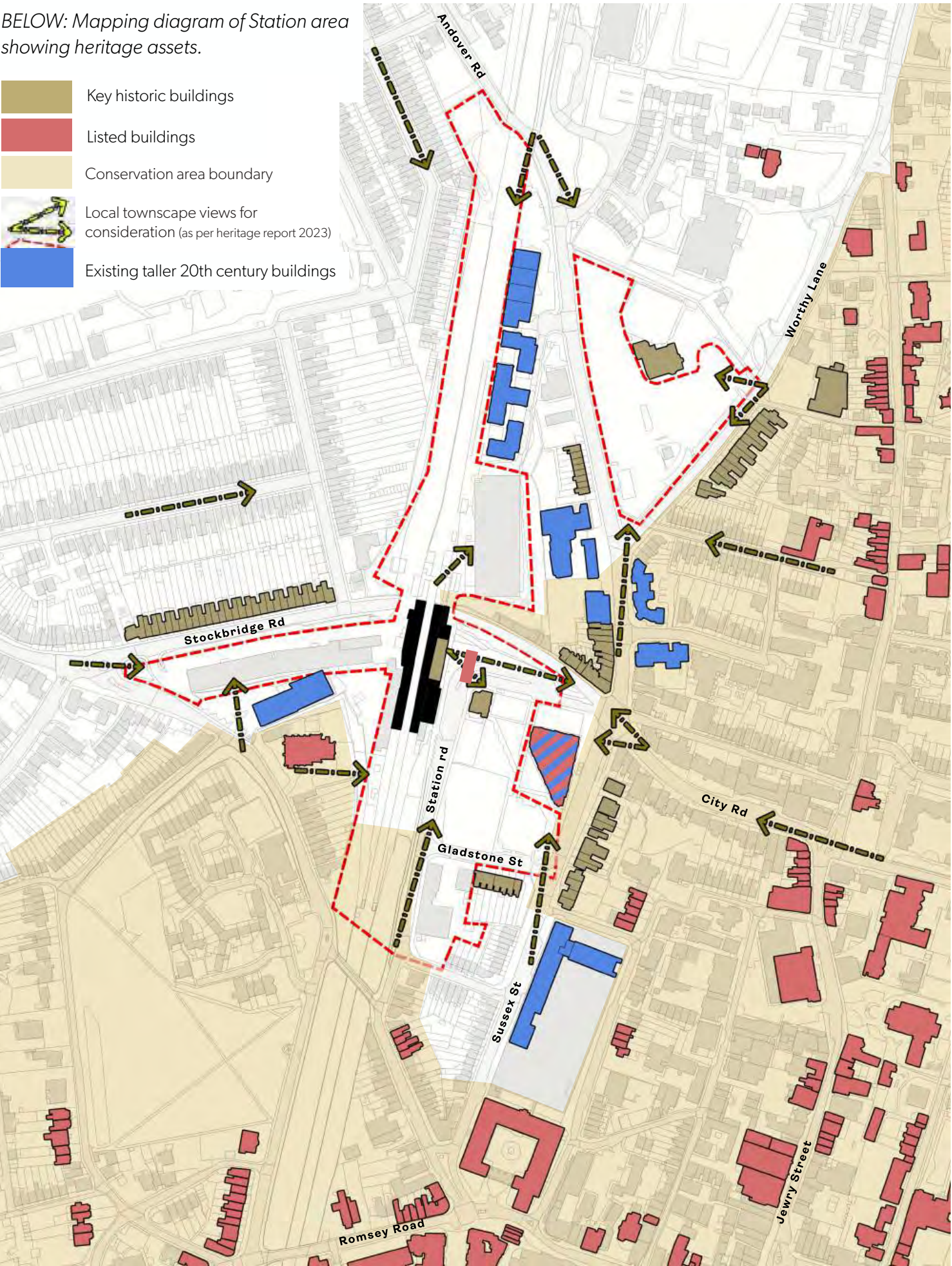
Victorian terraced houses in the conservation area, adjacent to the Cattlemarket site along Worthy Lane.



The Winchester Club's heritage value has been undermined by the current use of the surrounding site.

BELOW: Mapping diagram of Station area showing heritage assets.

- Key historic buildings
- Listed buildings
- Conservation area boundary
- Local townscape views for consideration (as per heritage report 2023)
- Existing taller 20th century buildings



2.6 TOWNSCAPE VIEWS

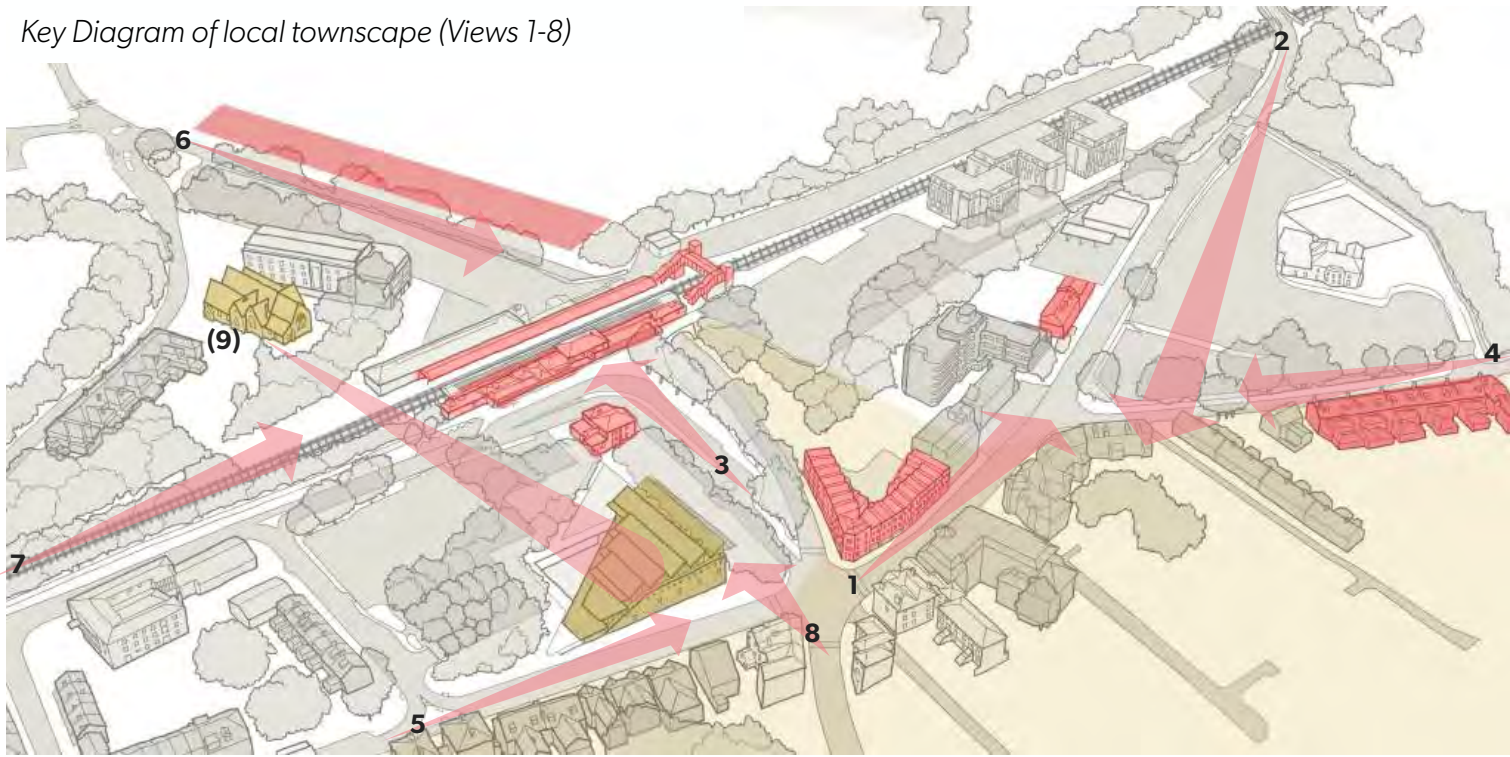
The historic character of the area is of urban streets with continuous frontages of mainly nineteenth century houses and some commerce. This is interrupted in places by twentieth century commercial development and open surface car parks. The Concept Masterplan proposes new street frontages of appropriate scale to the neighbouring buildings along Andover Road (2), Worthy Lane (4), Sussex Street (5), and Gladstone Street. These will create more defined street views punctuated with intermittent trees that will in time mature to reinforce biodiversity.

New buildings will frame and enhance views of the recently listed County Records Office and the listed Parish Church of St Paul. Improvements to Station Hill (3) will enhance the setting of the original station entrance building when viewed from the east, and the former County Registry Office facing it.

The view from the churchyard of St Paul’s church (9) and from the Upper High Street bridge (7) over the railway will inform the design of future buildings on the Carfax site.

Incidental, glimpsed views of the Cathedral from Andover Road (2) may be lost in the enhancement of the local streetscape, but there is scope for new public views over the city to be opened up from vantage points within the development sites.

Key Diagram of local townscape (Views 1-8)



1. Andover Road looking north from Carfax junction. A prominent tree marks the junction with Worthy Lane.



2. Andover Road looking south from railway bridge. Currently little definition of the street edge to existing Cattlemarket carpark.



3. Station Hill looking from east towards station building, which features as prominent landmark terminating the view uphill framed by mature trees.



4. Worthy Lane looking west. Beyond the various level change, there is currently little definition of the street edge to existing cattlemarket carpark.



5. Sussex street looking north past entrance to Record Office (on Left), a larger non-residential building on the Carfax plot, facing Sussex street.



6. Stockbridge road looking east. Street framed by existing terraces (Left) and featuring a continuous green verge and established trees (on the Right).



7. Upper High Street Bridge looking north. Showing Carfax site screened by mature trees lining railway cutting.



8. Carfax junction looking west towards Station Hill. Established mature trees de-mark route up to station.

2.7 TOPOGRAPHY & BOUNDARIES

There are significant changes of level presenting steep slopes at many of the site boundaries, which does constrain the points of access and therefore informs existing and proposed routes across the sites.

However some of the changes in level present opportunities to create views to and from new developments, as well as to conceal parking levels.



There is up to a 3m drop between Andover Road and carparking upon the Cattlemarket site. The boundary is protected by a poor quality fence. The topography limits viable points for level access.



Steep level changes between Worthy Lane and the Cattlemarket site.



Green slopes mark a level difference between the footpath and existing parking at the southeast corner of the Carfax site.

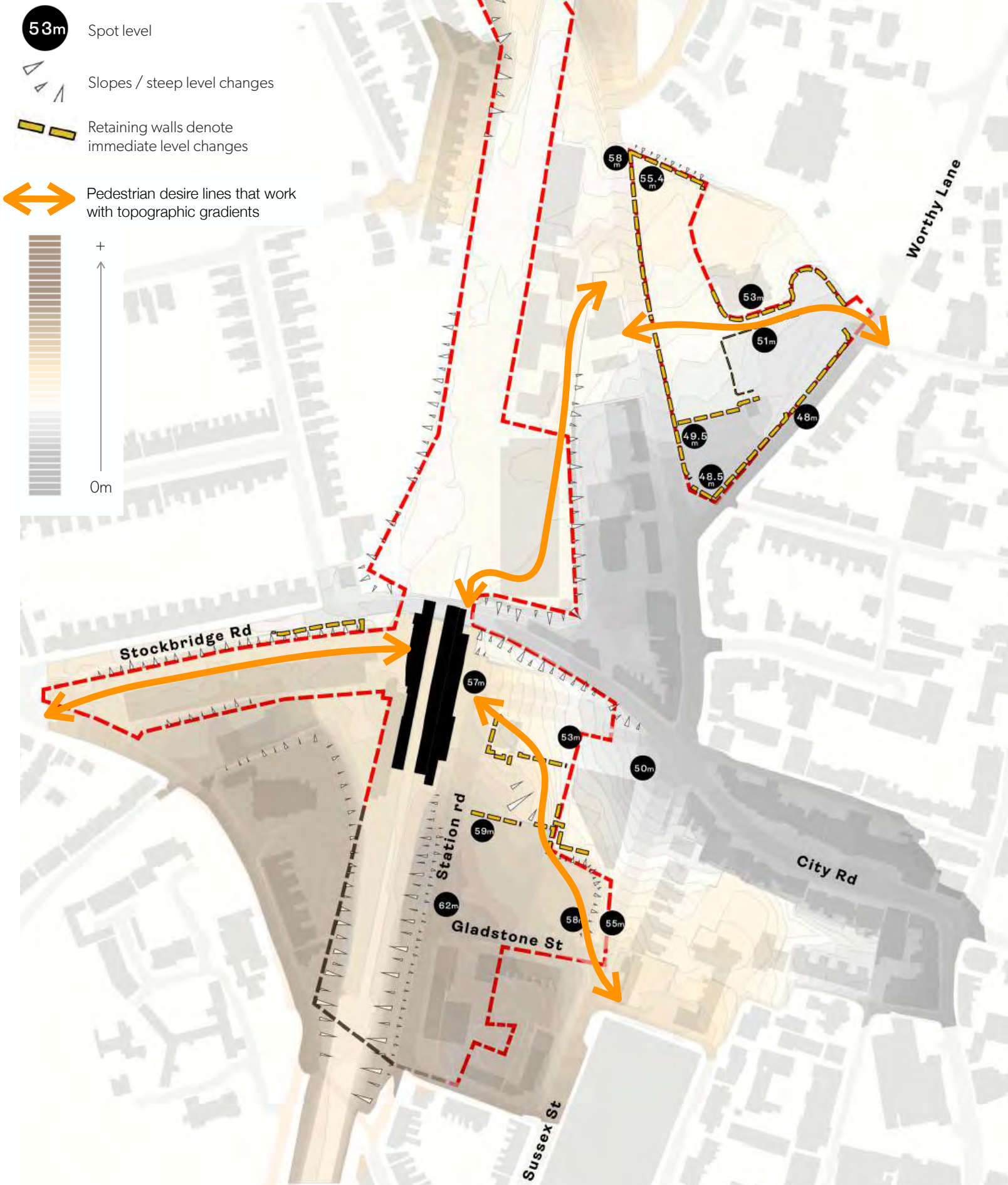


Dramatic views from raised vantage point of station west carpark to surrounding Fulflood.



Significant level changes across the Carfax site re-inforced through retaining walls and steps, which limit level access routes.

BELOW: Survey diagram of station area showing relative land heights.



2.8 CHARACTER - URBAN PRINCIPLES

WINCHESTER’S GREEN INFRASTRUCTURE ON CITY STREETS

Winchester is a city set within the context of the surrounding South Downs hills and natural landscape. Its urban streets and squares are punctuated by impressive trees, while major routes are often lined with trees as green corridors.

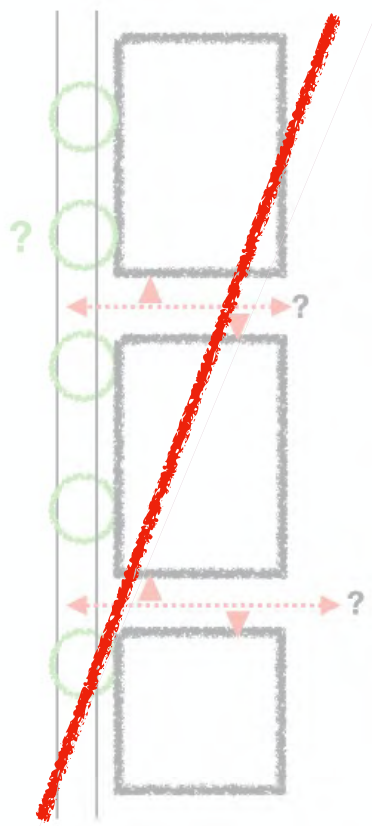
These street views highlight the importance of mature trees between buildings to emphasise the nature within the city’s streets.

Walls made of high quality materials moderate between buildings, levels, landscape and trees as part of the distinctive townscape of Winchester.

The Concept Masterplan recognises these key features of Winchester and aims to embrace them to inform proposed development upon the Station Approach sites. It is the placement of building facades, footprints and new planting that can create this effect in new development.

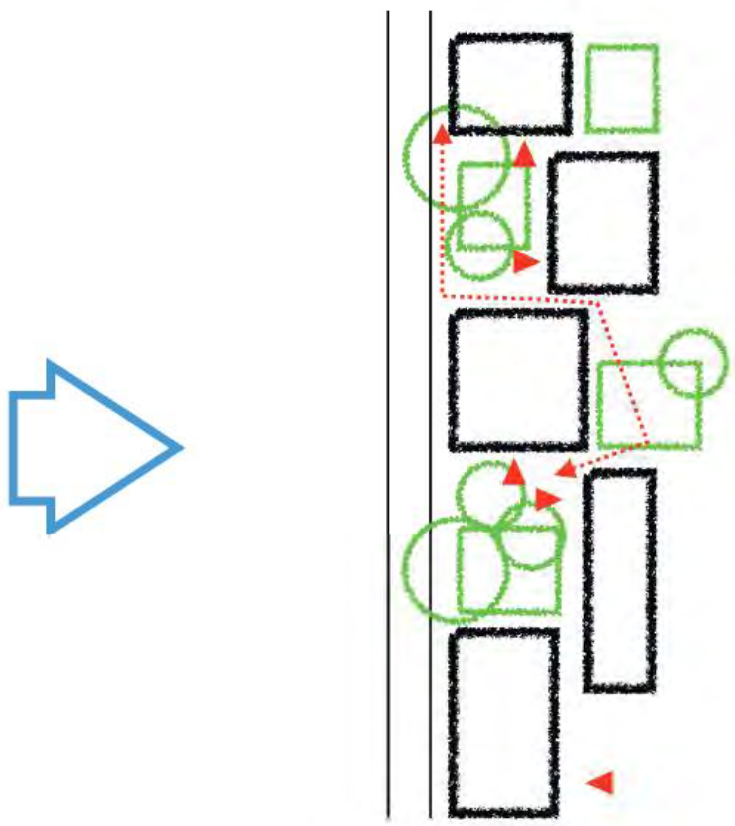
Page 45

NOT DESIRABLE



Simple blocks with linear routes with limited active frontage.

PROPOSED



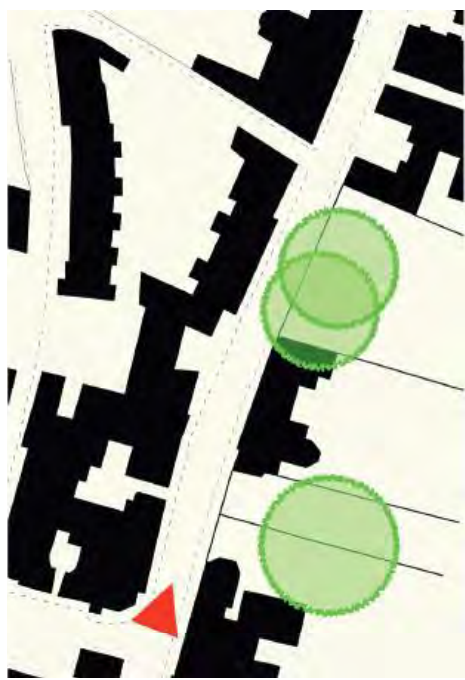
Fragmented blocks facing the street, creating courtyards as well as routes through. Allows for more opportunities for green spaces and planting.



Great Minster St



St Thomas St



Great Minster street plan

2.8 CHARACTER - URBAN PRINCIPLES

WINCHESTER’S CONNECTED URBAN SPACES

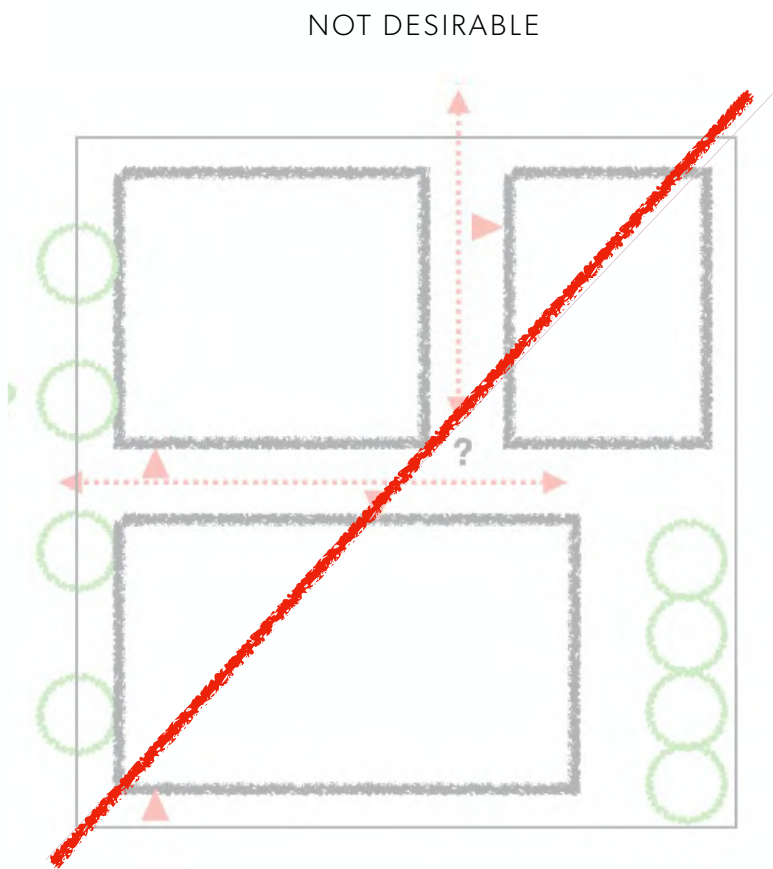
Whilst Winchester’s city centre contains many historic buildings of note, the characteristics of Winchester are perhaps more uniquely defined by the arrangement of spaces and routes in the city’s blocks and streets.

Some of the most memorable spaces in Winchester are accessed via meandering routes that widen and enclose a connected series of spaces and views. Informal smaller spaces are discovered along route and become pleasant places to spend time in, or move through.

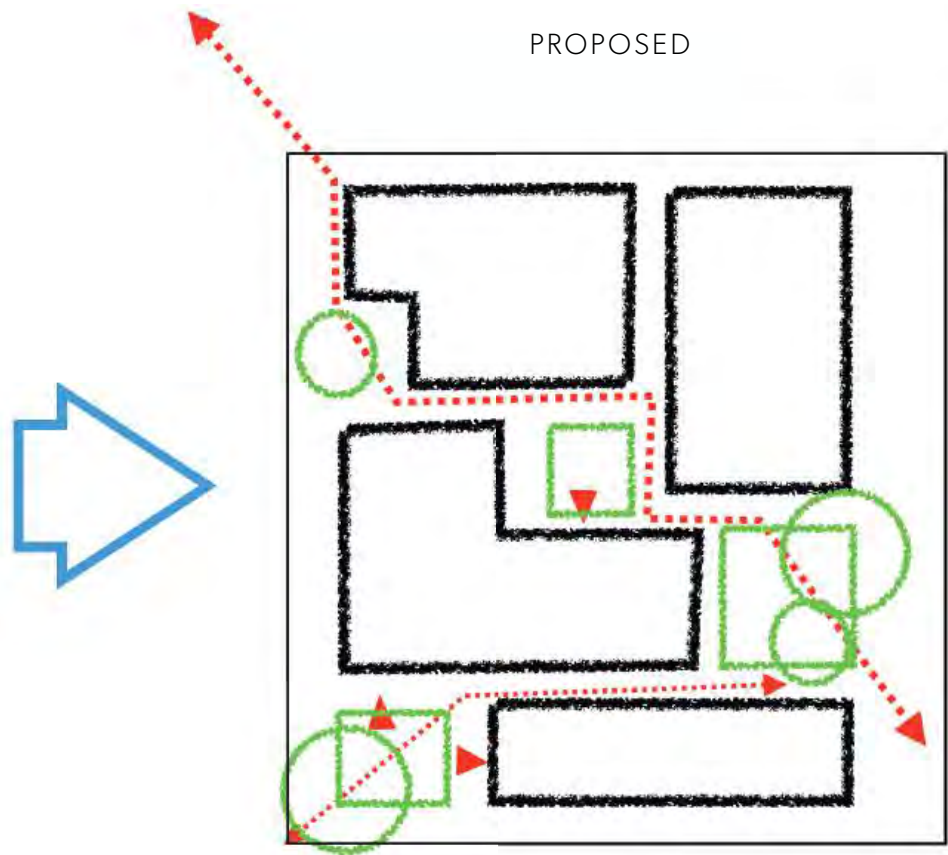
The Square is probably the most well-known example of connected ‘discoverable’ spaces within the city. The buildings offer lively active frontages and enclosed external spaces to sit and enjoy.

The footprint of buildings on a street or site can, by design, help to create identity, character and places for people to spend time.

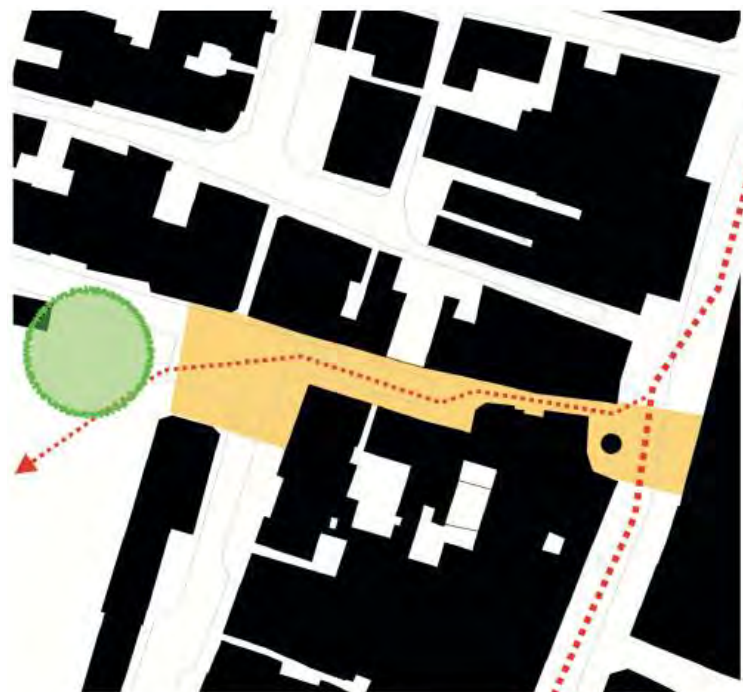
The plan sketches below show option studies, focusing on building footprint, and the connectivity and value of the spaces between the buildings.



Simple blocks with linear streets and limited opportunity for welcoming frontages. This arrangement is uncommon in Winchester and does not reflect the character of the city.



Fragmented blocks with streets and courtyards increases space and allows for entrances and windows. Attractive courtyards are connected via narrow streets and routes and is more in character for Winchester.



High street / the Square urban street plan



Buttercross



The Square

Chapter 03: **Proposals**



Masterplan Concepts for future development

3.1 KEY THEMES - ARRIVAL & WIDER APPROACHES

To improve the arrival experience at the station the Concept Masterplan defines a network of key routes and spaces that facilitate movement around, to and from the station. The proposals suggest improvements to these public spaces with the aim of enhancing the experience of arrival, both for visitors to the city and regular users of the station.

1. Improving arrival experience on Station Hill with extended pedestrian priority high quality public realm, reduced carriageway space serving buses and cycles only and incorporating area for seating and enhanced greenery.
2. Potential to relocate carparking beneath trees adjacent to the Records Office upon Station Hill, creating an improved public route leading to Carfax junction, and opportunities for pop-up food & drink / market uses.
3. Provide a 'green' first impression leading south & east to the city through wider pathways, enhanced planting and new trees on Station Road, and improved conditions for growth and maintenance of existing biodiversity.
4. High quality and expanded pedestrianised public space outside Old Registry Office to improve setting of historic building.
5. New level pedestrian routes through Carfax site, creating a new central public space encouraging people to sit, pause, meet, and play.
6. Enhance existing route north of station and create new public arrival space providing private vehicle drop off point and more attractive routes to station from Andover Road for pedestrians and cyclists.
7. Re-provide safe and secure cycle parking and bike hire provision close to station entrance in overlooked location.
8. New pedestrian and cycle connection between Andover Road and Hyde with new pocket park on Andover Road.
9. Potential for new neighbourhood green space with improved pedestrian and cycle connections between Fulflood and station west.
10. Potential to remove carparking along edge of station west car park to create space for a segregated walking route to station approach.
11. Expand and widen bridge link to northeast site, improving access to station entry from northern approaches.
12. Create new access links to northwest carpark from Andover road and Brassey Road for pedestrians and cycles, and cars if new junction with Andover Road.
13. Reallocate road space outside station west entrance to pedestrian priority providing higher quality safer public realm, with vehicle drop-off areas pushed back to replace some existing parking spaces.
14. Explore opportunities to improve connections to the rest of the city, particularly at key junctions. Aim to make it easier for people to walk and cycle through the reallocation of street space and a focus on 'people and places' to prioritise and encourage active travel and public transport use.

BELOW: Proposed Strategy - diagram of station area showing routes and arrival space provisions.





Example precedent images



Existing street view

Redirecting access for private vehicles enables a pedestrian-friendly public space on the Station Hill forecourt. Bus, cycle, and disability access will be prioritised with taxi pick-up and drop-off nearby. Activity from the Registry Office re-use as a new cafe or bar, is given space to spill out and enliven the forecourt.



Greening amenity with raised planters and seating



Street cafe/bar adding life and passive surveillance to public space.



Places for people to sit, rest, meet and gather.

3.2 MOVEMENT

The Concept Masterplan defines a redesigned movement strategy to access the station area, to support the agreed development principles of prioritising sustainable transport and reducing city centre traffic. The streets and public spaces around the station must respond more convincingly to the preferred road user hierarchy, which places the needs of pedestrians first and aligns with Hampshire County Council’s Local Transport Plan (LTP4). Development sites should be supported by high quality travel plans to support the reduction in carparking provisions and offer alternatives for new and existing users of the sites.

Winchester station and it's users simply need the room to ‘breathe’ through the creation of a welcoming station forecourt zone, whilst still maintaining access for other modes of transport. Enlarged and enhanced external arrival spaces for pedestrians should be provided to both sides of the station where people can find space to orientate themselves and be welcomed into the city.

The proposal includes changes to the current access layout to prioritise active travel and sustainable modes of transport, by redirecting areas for taxi ranks and relocating short-term pick ups/drop offs. Reflecting the preferred modal travel hierarchy described in Hampshire County Council’s LTP4 policy.

Greater provision for walking and cycling on the station sites will enable better links into the future improvement of routes identified in the LCWIP outside the site and into the city and surrounding neighbourhoods.

CONCEPT MASTERPLAN MOVEMENT PROPOSALS INCLUDE:

Prioritise sustainable transport modes closest to the station. Enlarged areas for pedestrians and cycles movements.

Keep and improve good visibility to bus stops and taxi ranks. Taxis should rank on Station Road, south of the station east forecourt.

Keep convenient accessible parking bays close to the station entrances - possibly in the northwest car park, with improved signage.

Better signage directing to key onward destinations from the station.

Provide secure cycle storage in convenient locations, enhancing existing facilities

Remove the central island in the carriageway, and narrow the carriageway on Station Hill to make it easier for pedestrians to cross. This could included new formal crossings or shared surfaces.

Make the eastern station forecourt buses-only, taxis turning around on Station Road to the south of the station.

Bus-only access to the Carfax junction from Station Hill will be maintained. This should be enforced by cameras.

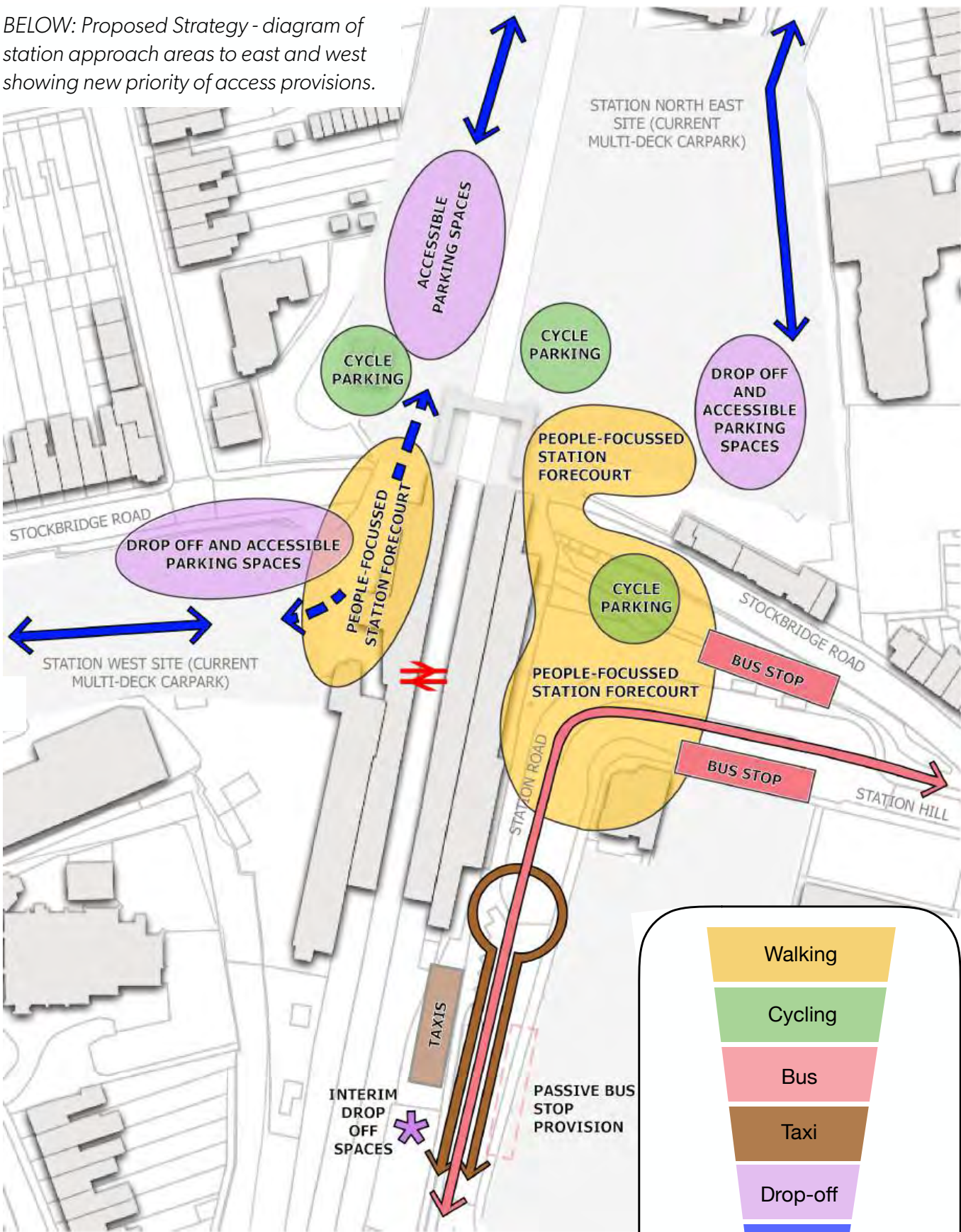
Longer term aim to add new site access for pedestrian, cycles, and vehicles, from Andover Road to northwest station carpark, improving station access links to College and new homes to north.

Short stay pick-up / drop-off should be relocated away from the eastern forecourt to north-eastern and western car parks. (A temporary facility will need to be retained in some form on Station Road until permanent enhanced facilities can be provided in these other locations)

Provide a new westbound bus stop to meet travel demand. Bus stops at the station should be redesigned as attractive parts of the new public space. Ensure future growth in the bus network can be accommodated by making passive provision for a double southbound bus stop / standing area on Station Road.

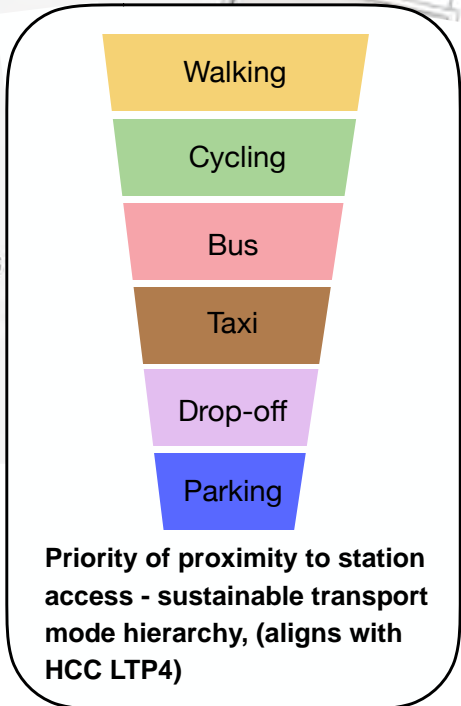
Revise access route provision beyond redline into northeast carpark site, to increase width providing for cyclist and pedestrians alongside cars.

BELOW: Proposed Strategy - diagram of station approach areas to east and west showing new priority of access provisions.



Station forecourt proposals:

- Station forecourt where people are prioritised
- ➡ Proposed bus movements at station
- ➡ Proposed vehicle movements at station
- ➡ Proposed taxi movements at station



VIEW FROM SOUTH TOWARDS STATION ROAD
Possible interpretation of this Concept Masterplan



Existing street view



Widen the pedestrian routes south towards Upper High Street and the Westgate, and via St Paul's Bridge. Additional planting and creating space for biodiversity is possible if railings are moved further into Network Rail land.

Example precedent images



3.3 LAND USE

The Concept Masterplan proposes to remove a proportion of parking across the existing sites, creating opportunity for new alternative land uses. The goal is for the station area to provide both an identifiable waypoint for the journeys of people moving through the station area; and a place where people can spend time with a mix of uses.

The proposed new mix of land uses is informed by the Local Plan policy vision and requirements, which will bring value to the area with new flats, houses, and homes for young and old, alongside different types of informal workspace and formal office facilities. Public places to meet, eat and socialise, as well as convenience shopping will foster local retail activity and a sense of identity. Together these new uses will bring the area to life, creating the sense of a new ‘station quarter’ within Winchester.



Denser residential building



Mixed height residential buildings

A. CARFAX SITE

New office use is proposed at Carfax, as an economic focus in an ideal position given the proximity of the train station. It is hoped to attract large organisations with Grade A office space, as well as facilities for small businesses and drop-in flexible work space.

New residential units in the form of apartments above commercial use could be appropriate for this site. Alternatively or in addition, a hotel use could benefit from the proximity to the station transport hub.

B. CATTLEMARKET SITE

The aim is to knit the new development on this site into the current streets.

New denser, taller, buildings for residential use, including a mix of market or affordable flats or student residential uses, are proposed along the wider Andover Road where taller surrounding buildings currently exist.

Lesser height residential townhouses terraces located along Worthy Lane facing the lower terraces of Hyde neighbourhood conservation area.

D. D.I.O SITE

Residential use is proposed for this site, with the purpose to ‘complete’ the neighbourhood block.

A development of flats with a variety of roof profile and setbacks would enliven the street frontage along Station Road.

Terraced house units would be located adjacent to existing properties to relate to houses along Gladstone Street and Newburgh Street.

Retail uses such as a small supermarket and a cafe/bar, along with potential pop-up food and hot-drink vendors would serve both resident and transient users of the site.

There is an opportunity to engage with the Hampshire County Council Record Office building to intensify its use. A public cafe or drop-in workspace overlooking this would enliven the space behind the building and the diagonal route across the site.

C. STATION WEST SITE

While dependent on a future lower demand for, and removal of, parking spaces, opportunity to develop the station west carpark would provide a linear arrangement of terraced townhouses or duplex flats.

These would make this site a part of the neighbourhood and bring a better quality of pedestrian approach to the station’s approach from this direction.

E. STATION NORTHEAST SITE

The existing decked carpark could be re-sited and replaced, to maintain similar parking numbers. Potential for adding new development above could accommodate a hotel use, or student residential units. Adjoining new public space would improve access to the station and bring more activity to this area of the site.

F. STATION NORTHWEST SITE

This site area has least potential to benefit from a change of use, and as such the existing linear surface carpark along the railway line could be optimised by adding an upper deck, whilst also seeking to form new pedestrian and cycling routes into the site from Andover Road at the north.



Modern commercial office space



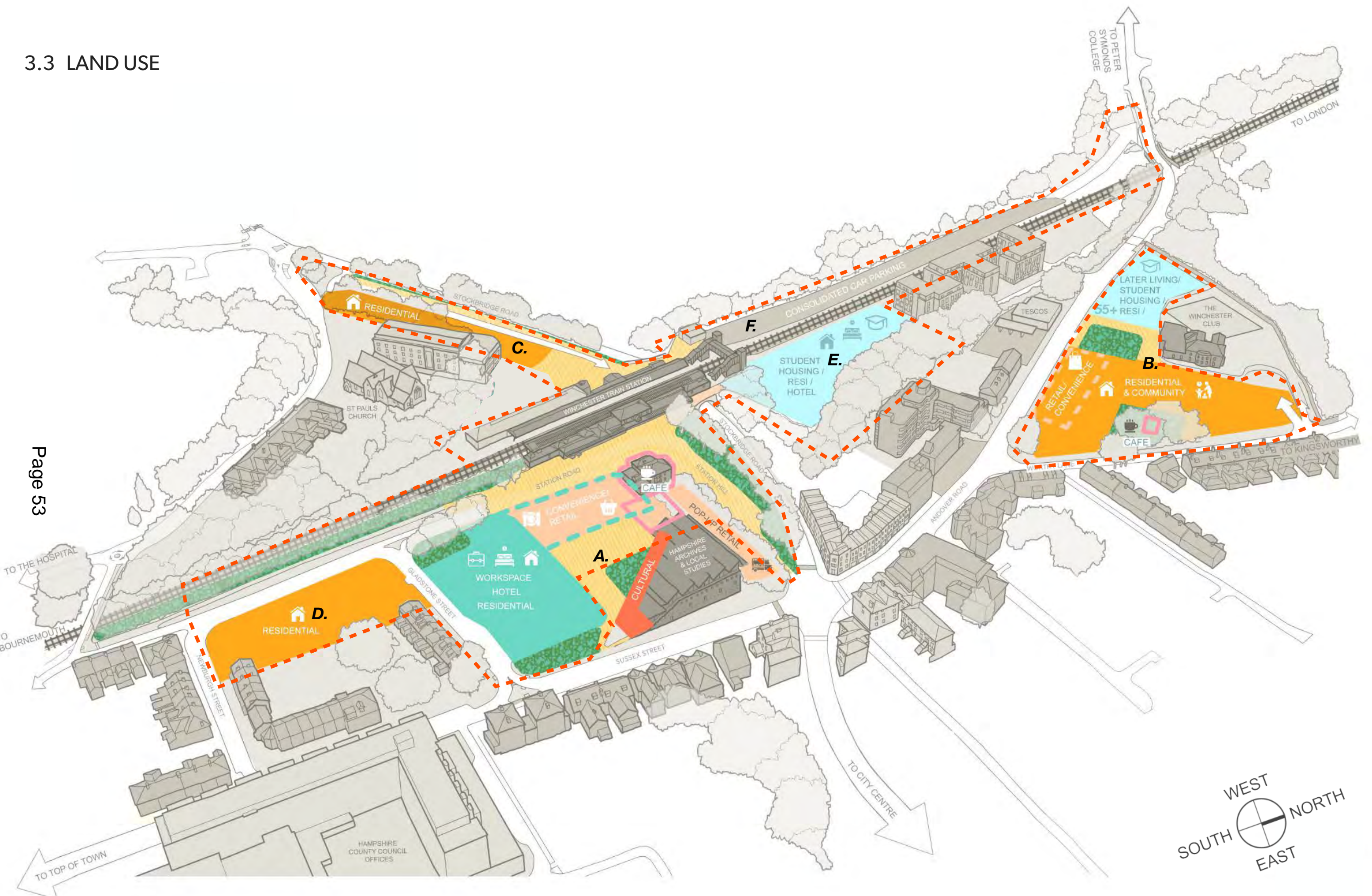
Townhouses



Multi-deck carparking

3.3 LAND USE

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3.4 VIBRANCY

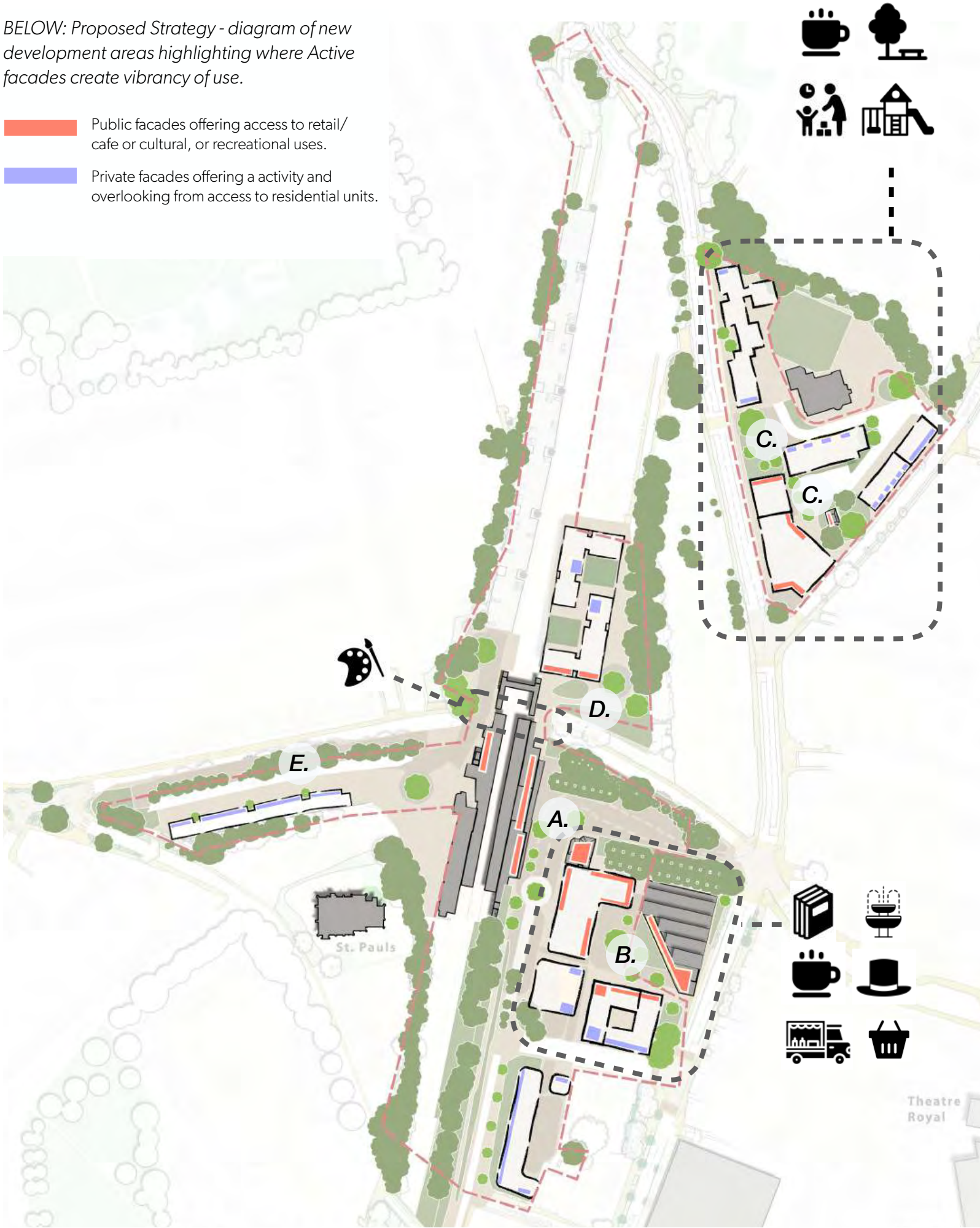
The proposal will add new facilities for Winchester, to enable the station area to make a positive contribution to the city, beyond just a functional transportation purpose.

Station Approach sites present a unique chance to benefit from a large volume of people flowing through the area. The opportunity to capture this passing trade should lead to the creation of a new vibrant ‘station quarter’ activated by places to eat, meet, drink, work and play. Combined with adding new ownership of the area from on-site businesses and residents, this should lead to a safer, more welcoming and more populated place to be. To achieve this, routes and spaces designed should accord to the ‘healthy streets’ indicators.

- A. New office uses at Carfax will attract workforces to populate the site throughout the day, supplementing the morning and evening commuters footfall. Re-use of the former Registry Office opposite the station exit as a cafe or bar provides a social place for people to gather or wait before continuing their travels; with outdoor seating within a newly pedestrian-friendly area. Along with uses like a mini supermarket next door, these would provide ‘active frontages’ with entrances and activity visible within, which will enhance the sense of safety and oversight of the station forecourt into the evening.
- B. The Hampshire County Record Office building is an imposing feature next to the development site. The building’s use does not currently attract footfall, or income. However, improving the diagonal route behind the building and repurposing the existing spaces facing onto the current garden could be mutually beneficial with the development site. A public cafe or informal work space use, could increase the building’s use and helping bring to life the new external public space and the diagonal route at the centre of the Carfax site.
- C. The Cattlemarket site presents a key opportunity to formalise an existing route crossing the site, and to animate and enliven this route with the creation of a small ‘pocket park’ across from the existing Tesco convenience store. This space would be contained by trees and planting to provide separation from Anodver road, and usage of this park could be enhanced by a coffee shop or cafe use on its southern side. Further into the site, a more peaceful area surrounded by preserved trees off Worthy Lane could be an ideal location for a children’s playground, with an existing small building renovated to provide a community facility to support people living in the new homes and to benefit existing communities of surrounding areas. Front doors of residential units providing active street frontage would be oriented to enliven the internal public routes across the sites, as well as facing onto Worthy Lane.
- D. The northeast station site is proposed as relocated carpark use at ground and first floor (extent dependent upon the future parking demand) with new development above. A shopfront unit presenting a bicycle hire and servicing facility adjoining secure storage could bring activity to this location providing some vibrancy to the new external space for arrivals and drop-off.
- E. West of the station new residential front doors would overlook and enliven a new linear landscaped approach route to the station west entrance.

BELOW: Proposed Strategy - diagram of new development areas highlighting where Active facades create vibrancy of use.

- Public facades offering access to retail/ cafe or cultural, or recreational uses.
- Private facades offering a activity and overlooking from access to residential units.



3.4 VIBRANCY

VIEW INTO NEW CARFAX COURT

Possible interpretation of this Concept Masterplan



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Example precedent images

New buildings at Carfax site will be set away from the existing Record Office - creating a new pocket park at the centre of this site. Space for mature trees and planting amongst a stepped hard landscape for people to sit, meet, relax and play. A water feature or artwork could enhance the experience as a focal point.



Convenience shops



Public art



Pop up food / beverage



Play features



Fountain



3.5 LANDSCAPE & BIODIVERSITY

The station area has features typical of Winchester’s urban landscape, with lines of mature trees. The Concept Masterplan proposes to add new trees enhancing the views and character of the city streetscape, alongside improving access to green space where possible, whilst nurturing and enhancing biodiversity.

The proposal aims to create new greenery and planting along new and existing routes and pathways, together with providing small new greener public space ‘pocket parks’ at key locations and where space allows, the aim is to provide casual amenity space for the passer-by, making natural features more accessible for people to enjoy. The goal is to enhance mental well-being and physical health through interaction with nature. This includes incorporating natural elements into play areas and cultivating planting within the green spaces to improve air quality and biodiversity.

To facilitate development on sites such as the Carfax there will be some existing trees lost within the footprints of new development. The overall landscape strategy needs to ensure that, to comply with local policy, biodiversity net gain targets of a minimum 10% net gain are achieved. This will be achieved by a re-balancing and increasing of planting elsewhere on the site, to mitigate lost features and enhance those which have been retained.

Areas of un-developable land will be managed to enhance biodiversity, and retain and improve existing green corridors for urban wildlife habitat.

Each site also proposes new green spaces, new trees and planters within the outside public space. New buildings should also feature biodiverse green or brown roofs where feasible. All these elements would be designed and planted to ensure increased biodiversity is introduced to the wider sites when assessed overall as part of the Masterplan development.

The Concept Masterplan proposes to incorporate green and blue roof systems into new buildings, along with crucial infrastructure like Sustainable Urban Drainage Systems (SUDS) within the landscapes. These all contribute to reduce rainwater runoff and speed of rainfall entering the sewer system, and these measures would likely improve the environmental impact of the sites, compared to the existing carparks.





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Example precedent images - illustrating landscaping strategies



Existing street view

Leaving space for a large gap between the new buildings along Andover Road provides for a new 'pocket park' opposite existing Tesco. This can contain raised lawns, space for new large trees to mature, shrubs and planting to provide screening and pleasant places to sit away from Andover Road, and to animate this key new route crossing the Cattlemarket site.



Retain or replace existing trees where feasible, this will help provide a pleasant introduction to the city development set in natural setting.



Landscaping to open up new routes across sites creating new public spaces for people to sit, spend time, socialise meet and play, supported with new trees & biodiverse features.

3.6 CHARACTER - HEIGHT, SCALE AND MASSING

The Concept Masterplan proposes that sites should be designed to be distinctive, drawing on the city’s key characteristics with variation in rooflines, trees within street frontages and permeable routes and spaces within urban blocks. Opportunities identified for higher buildings would be subject to landscape and townscape visual impact assessments at the design and planning application stage.

An additional study to understand the impact of proposed building heights in distant views from across the city context has been completed and forms a further appendix to this report. The massing proposed can be seen from these key viewpoints alongside other similar existing buildings, however the suggested heights would not present a structure that punctuates the wooded tree line of Winchester’s setting.

- **CARFAX SITE** : The massing and heights of development on this site should reduce in scale around the Registry and listed Record Office to respect these existing heritage buildings. New development scale could increase further away from these elements towards the highest point of the site at the top of Station Road, where a taller office building (5+ storeys) could provide a distinctive landmark, also with potential to offer a rooftop public space with views across Winchester and to St Paul’s Church.
- **CATTLEMARKET SITE** : Any development of the scale required to meet housing quantum’s within the Local Plan will inhibit or obstruct existing incidental ‘glimpsed’ views of the Cathedral from Andover Road bridge which are noted in the Local Plan. Buildings of greater scale along Andover Road suit the changing character from sub-urban Harestock/ Weeke towards the urban city centre. Lower development along Worthy Lane should respect the established conservation area of Hyde, and use a residential scale to ‘complete’ the historic street. An opportunity for a landmark building at the southern corner of the site creates a new focal point and distinct identity to the site, and potential view-point over the city.
- **DIO SITE** : There is opportunity for greater height facing the railway line along the western section of the DIO site where existing buildings are located. This could be a multi-storey set of apartments. At the street corners the scale of development should reduce to address existing terraces, offering townhouses of similar height to the neighbouring dwellings on Gladstone and Newburgh streets.
- **STATION NORTH SITE** : This site is well screened from local views by trees and level changes. There is an opportunity to build atop a relocated carparking provision, this could provide either additional parking, student residences or potentially some hotel use, of 4-5 storeys in height.
- **STATION WEST SITE** : If feasible to develop from parking this site could suit a linear development of duplex or townhouses set back to retain station access routes, a scale of 3-4 storeys would be appropriate.
- **STATION NORTHWEST SITE** : The impact of an additional single upper deck of parking would be mostly screened by trees from local residents adjoining the site.

BELOW: Proposed Strategy - diagram of new development sites’ massing, giving indicative building heights, subject to further assessment.



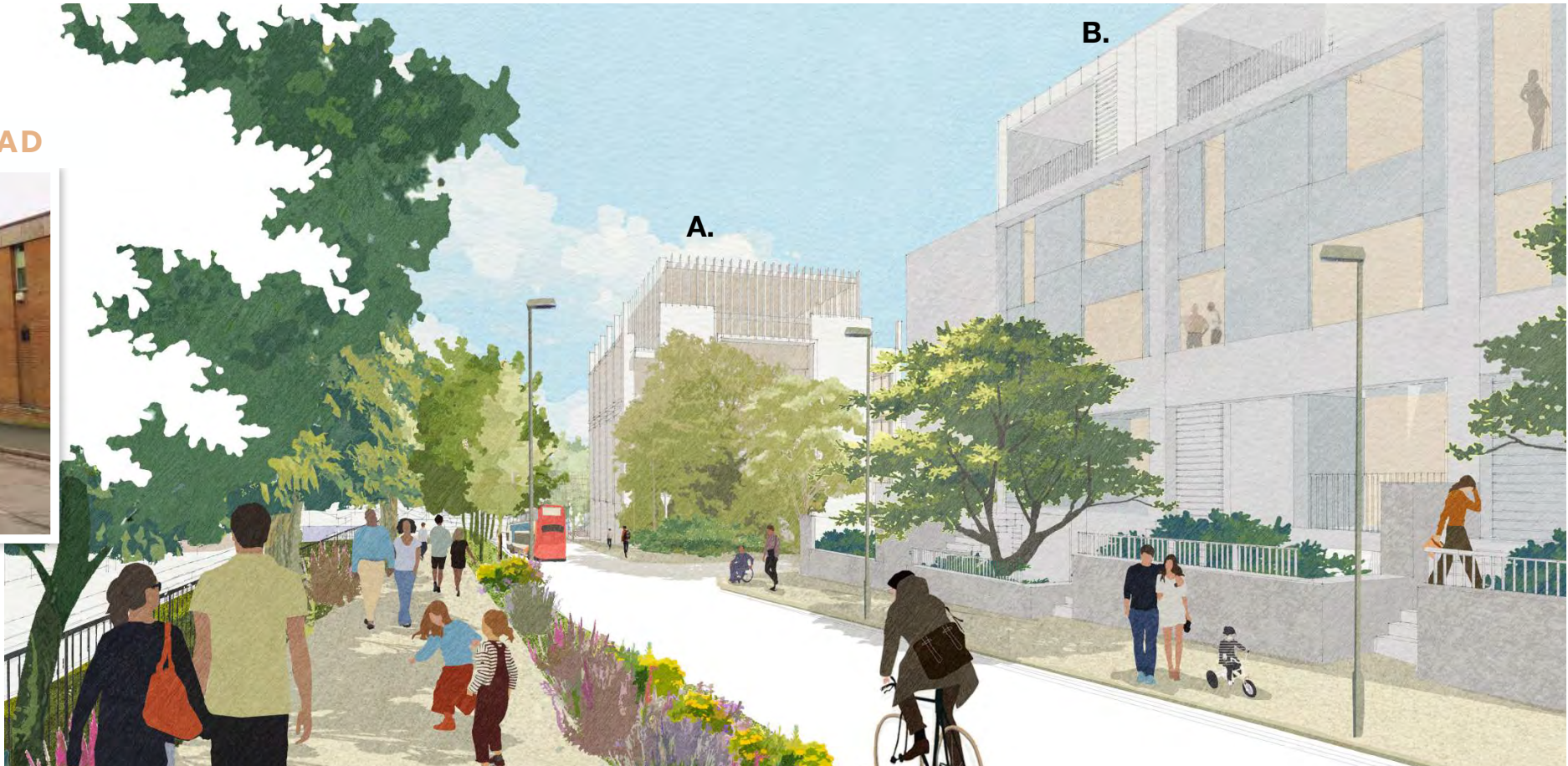
3.6 CHARACTER - HEIGHT, SCALE AND MASSING

VIEW FROM SOUTH LOOKING ALONG STATION ROAD

A. A taller building could be placed here to provide a landmark for the station quarter. The buildings could be set back, to retain the trees on the corner of Gladstone Street.



B. Moderate height blocks of residential flats along Station Road, between Newburgh Street and Gladstone Street junctions.



Possible interpretations of this Concept Masterplan

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VIEW FROM NORTH LOOKING DOWN ANDOVER ROAD

C. New residential buildings could line Andover Road, setback from the street edge with space for landscape and routes in between new flint walls. Variation in ground levels could allow for buildings access from street level whilst concealing parking below.



D. Potential for a taller landmark building in the distance. Marking the progression towards the urban centre and the confluence of major roads, where taller buildings already exist nearby.



3.7 CHARACTER - HERITAGE BUILDINGS

The Concept Masterplan proposes to preserve key views to the station and enhance them with improvements to the surrounding public space, creating a more identifiable place for people to spend time.

New development must consider the adjoining conservation area in terms of scale and mass, whilst it should also take the opportunity to present new high quality focal points and landmarks in this area of the city.

The Masterplan has considered the surrounding heritage assets within or adjacent to the sites. The impacts of development on the key assets are considered to be:

- STATION BUILDING : This building has a distinctive frontage adding character and identity to the Station Hill approach. It is not proposed to expand the station building itself, but improvements to access and surrounding public space will improve its setting.
- ST PAUL’S CHURCH : This grade II listed building enjoys an elevated setting which offers a partial view across the Carfax site. Any development should be aware of views from (and to) this location, however, the viewpoint is limited to the churchyard or carpark and will not compromise the church’s operation or values. Ground level views are limited by vegetation and landform, but where height is created by new development there is potential for creating new views onto the church itself.
- HAMPSHIRE RECORDS OFFICE : A large and distinctive grade II listed building, with imposing presence on the Carfax site and station arrival routes. The rear elevation of the building is glazed and open and looks out into gardens and a copse of trees, this aspect of the building is under appreciated and could be enhanced in a new development.
- FORMER COUNTY REGISTRY OFFICE : A familiar feature building greeting station users. The proposal would be to restore public access and use. There’s possibility of re-introducing food and drink in the form of a Cafe or Bar (historically a pub). The public space works to Station Hill would improve the setting and usage of the space outside.
- THE WINCHESTER CLUB : Although significant proportions of the original heritage building of Highfield Lodge survive, there have been various extensions and alterations and its formerly extensive garden is now dominated by the hard-surfaced public car park. Located outside the Concept Masterplan area, the building offers potential, and is in need of maintenance.

BELOW: Proposed Strategy - diagram showing Heritage Assets and key strategies within the Concept Masterplan to address them.





Existing street view

The Worthy Lane edge of the site would offer a smaller scale of new family home townhouse units and terraced duplex flats which would be set back from the road opposite existing terraced houses. They should complement the existing homes, offering front doors and areas of planting to enhance the feeling of a lively street.

Materials of the buildings and the landscaping elements and walls moderating the street frontage could refer to the properties of the conservation area adjacent.



3.8 SUSTAINABILITY - ENERGY & CARBON NEUTRALITY

ENERGY EFFICIENCY

The new buildings constructed must be designed in accordance with emerging Local Plan policy requirements, to achieve contemporary leading environmental design standards for energy conservation and efficiency. For example, where applicable to residential and commercial buildings; Passivhaus Plus certified, NABERS UK 5 Star+, BREEAM Outstanding, and the UK Net Zero Carbon Buildings Standard.

EMBODIED ENERGY IN CONSTRUCTION

Materials selection should be mindful of sourcing products made from recyclable content, low embodied energy, and circular economy principles to enable for future re-use. These can be assessed by Whole Life Carbon Assessment using the RIBA/LETI targets.

TRAVEL & TRANSPORT IMPACTS

As covered in movement, prioritising provision to promote and enable active and lower carbon travel modes, including public transport is a key sustainability benefit for the wider city, given the sites key location as a transport interchange. Improved safer and more direct routes for walking, cycling routes, and secure storage and hire provision for bikes. Accessible charging points infrastructure for E-vehicles, including cars, scooters and bikes.

RENEWABLE ENERGY GENERATION

Review all opportunities to provide PV panels at roof level for generating renewable clean energy onsite and battery storage. Alongside designing in capability to new buildings, the existing station buildings also offer extensive east & west facing roofspace. The provision of new bustop shelters and potential for adding shading/PV panel arrays above carparking offer further opportunities.

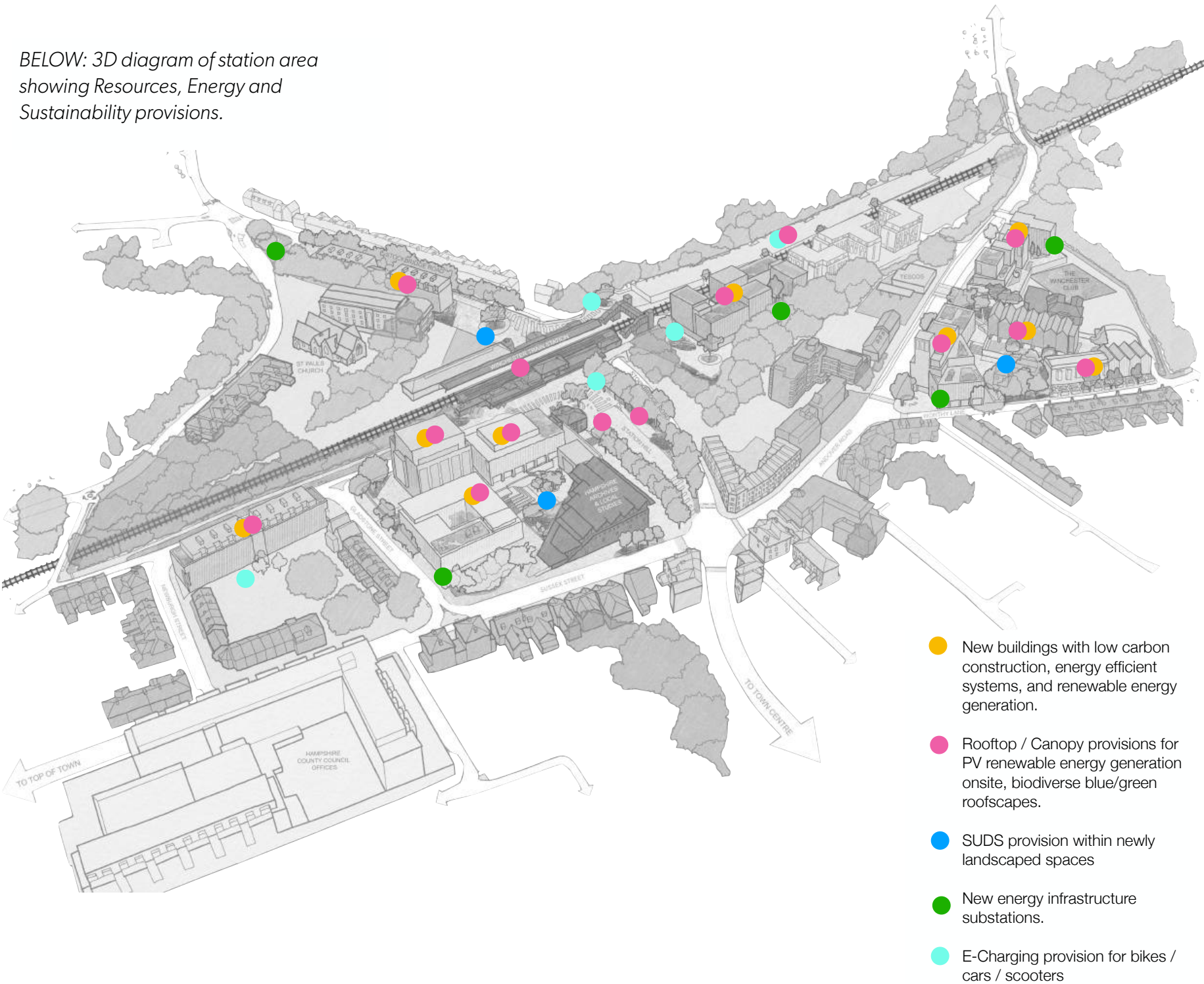
ALL-ELECTRIC POWER & NEW SUPPLY INFRASTRUCTURE

Air source and ground source heat pumps should be preferred over gas boilers for new building energy provisions. New substations will be required to supply the energy requirements to support new & re-development sites. These are to be designed into strategic locations according to the phasing of sites, and to be sized for capacity to receive increased power supply from national grid in future.

WATER CONSERVATION AND MANAGEMENT

Incorporate permeable landscape 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. Upon buildings, biodiverse green or brown roofs absorb water, and where possible, blue roof systems should be provided to capture and store rainwater to slow run-off into the sewer systems which provides flood mitigation within the local area.

BELOW: 3D diagram of station area showing Resources, Energy and Sustainability provisions.



Chapter 04: **Your feedback**



Community inputs and responses to Concept Masterplan

4.1 STAKEHOLDER VOICES - Informing the proposal: Pre-design workshops

ENGAGING WITH OUR COMMUNITY

Design Engine and the project team have created a process whereby the communities diverse viewpoints have been brought to the table and considered throughout the preparation of this Concept Masterplan proposal.

We held workshops at the pre-design research period in Spring 2024, including local heritage, cycling, environmental and accessibility representatives. We also engaged directly with younger voices by visiting local schools and colleges close to the sites. Key site users as the train operators, bus companies, and taxi group representatives were engaged in these sessions, alongside local authority representatives for transport, heritage, biodiversity.

Together with the WCC regeneration team we also convened a workshop with a collective of the local commercial agents to assess need and demand for new office space on the sites. We also consulted regularly with the local BID members.

The draft Concept Masterplan which was subsequently then presented back to the wider public had been developed to incorporate proposals which delivered these community aspirations.



KEY FINDINGS - SUMMARY COLLATED FROM STAKEHOLDERS ENGAGEMENTS

Consultations identified a desire to:	Designs for the Concept Masterplan responded by:
<ul style="list-style-type: none">Improve quality and safety of public realm for walking	Reduced vehicle movements on Station Hill, enhanced wider pavements on streets within redline domain, reallocation of space from carparking to pedestrian routes within existing carparks.
<ul style="list-style-type: none">Promote 'model-hierarchy' outside station: pedestrians, cyclists, bus users, taxis, & private cars (County LTP4)	Restrict access to station entrance/exit on station hill, provide facility for cycles, buses, and taxis, in priority to private cars for drop-off.
<ul style="list-style-type: none">Create inviting station forecourt arrival space with better seating, lighting, planting, shelter and better travel information	Reduced vehicle movements on Station Hill, enhanced wider pavements on streets within redline domain, reallocation of space from carparking to pedestrian routes within existing carparks.
<ul style="list-style-type: none">Improve legibility from station towards city centre	Improved quality of landscaping and wider footways on routes to and from the station.
<ul style="list-style-type: none">Improve east-west connections for active travel across the station	Walking and cycling routes enhanced to and from station, but limited scope for improving cycling routes crossing east - west within the study redline scope.
<ul style="list-style-type: none">Retain / improve existing greenery and amenity space	Retention of green verges and spaces for planned enhancement. Space allocated for new 'pocket park' green spaces identified. Existing trees retained where feasible and new feature tree planting prioritised within landscape design.
<ul style="list-style-type: none">Proposals that work towards city's LCWIP	Walking and cycling routes enhanced to and from station, but limited scope for improving cycling routes beyond the study redline scope.
<ul style="list-style-type: none">Provide more secure cycle storage	Improved locations identified for future cycle storage facilities.
<ul style="list-style-type: none">Protect bus journey times, improve the waiting experience	Retain bus priority access to Carfax junction. Additional bus stops and quality of landscaping on station hill waiting areas.
<ul style="list-style-type: none">Affordable homes to keep people living and working in the city	Identification of plots for new homes of a mix of tenures and sizes to benefit the wider market and provision in the city, in line with Local Plan targets.
<ul style="list-style-type: none">Provide amount of new office space for local demand	New commercial office space allocated in most viable locations.
<ul style="list-style-type: none">Offer pop-up markets and affordable food stalls	Space within public realm to accommodate popup use in visible locations along popular movement routes.
<ul style="list-style-type: none">Add new uses to draw youth users to the sites.	Mixed use allocation, specific uses TBC in detail development stages.
<ul style="list-style-type: none">Retain some public parking on Cattlemarket site.	Reduced quantum of semi-basement carparking for public use provided below proposed development.
<ul style="list-style-type: none">Consider alternative cultural uses with the HCC Records office.	Concept Masterplan Carfax site layout offers potential to engage new landscape routes with rear facade of Records office, however outside of redline no alternative use can be prescribed.
<ul style="list-style-type: none">Incorporate Winchester Club providing improved community use.	Winchester Club currently outside of scope Redline, However new site layout design allows for future extension of proposals should this site become included in the scheme for redevelopment and re-provision.

4.2 STAKEHOLDER VOICES - Consultation, Feedback and response

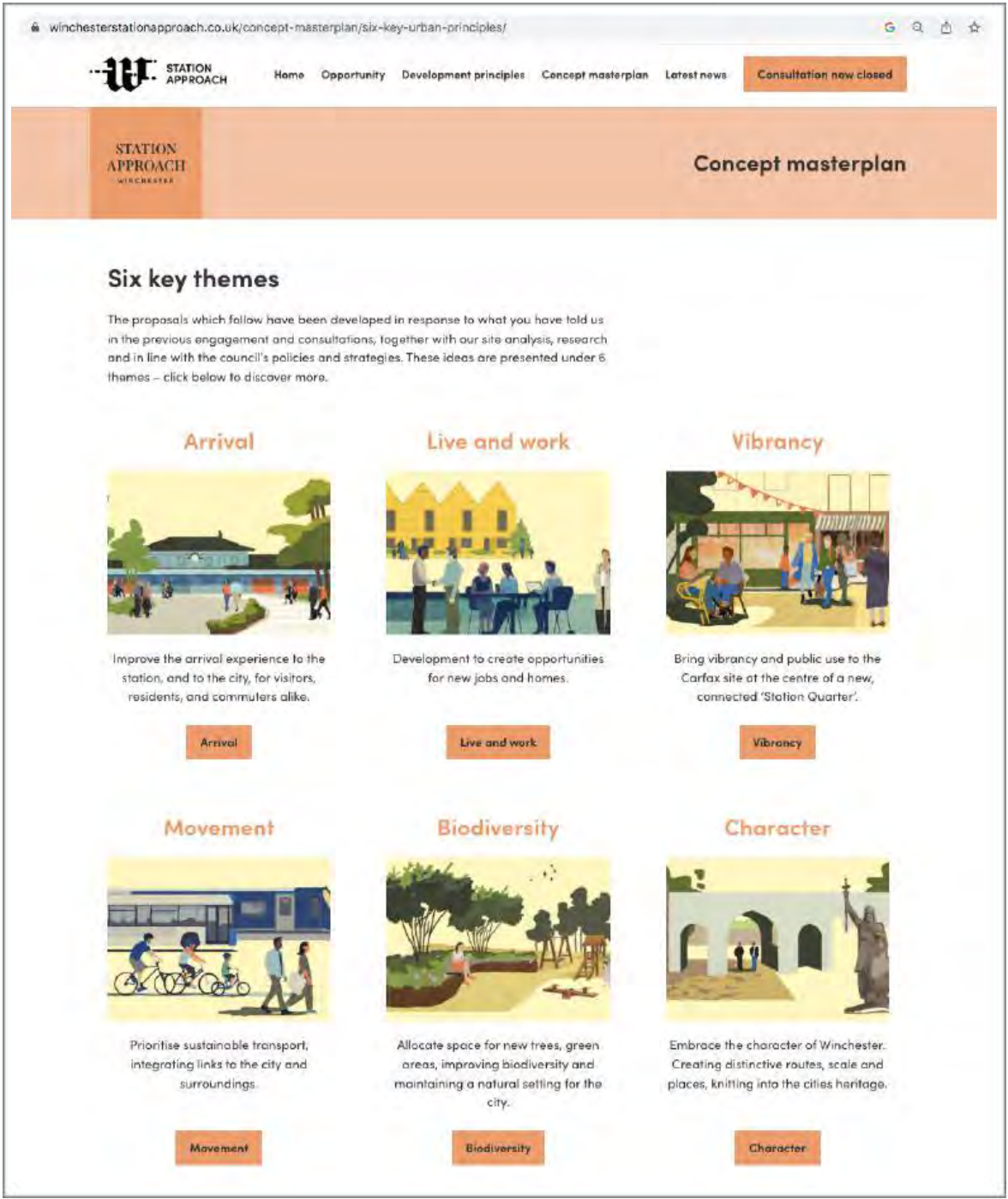
DRAFT CONCEPT MASTERPLAN CONSULTATION PERIOD
Following the design team preparing a draft proposal for the Concept Masterplan for Station Approach, this was presented to the Winchester public and station users to seek their review and feedback.

The consultation was presented online, with a feedback survey questionnaire which opened on Monday 16 September and closed on Sunday 27 October 2024. Over this six-week consultation period, Winchester City Council promoted the consultation material and encouraged response via the online survey through postcard mail-outs, social media, local news channels, and by physical presence at the station and Cattlemarket distributing flyers to people using the sites. There was also a drop-in Q&A session hosted locally at Design Engine’s offices.

The consultation received over 200 completed surveys, including nearly 2000 detailed text responses, along with a number of further representations via email. Whilst not a large response in relation to the number of users of these sites, the feedback received in this process provides a helpful insight into what local people think about the Concept Masterplan proposals. It should be noted that the number of responses received from within the younger age brackets was lower than the typical demographic.

The consultation responses revealed that many of proposals which were well supported and generated a strong consensus, whilst others prompted some diverse and opposing opinions from respondents. Overall, out of the 56 proposals covered by the survey questionnaire, 55 proposals generated more supportive responses than objections from respondents. This demonstrates both a strong support for the proposals, and evidences the design teams community led design process has been appropriately informative.

In general people expressed more concern about a reduction in car-parking, the management of public space in relation to new uses, provision of new housing and over-development and the need to ensure any new development has the right supporting infrastructure to maintain, and improve, the current functionality of the Station Approach area. These points could be further addressed once the timeline for development and the phasing of sites coming forward for detailed design is more clearly defined.



CONSULTATION PRESENTATION AND FEEDBACK FORMS: as hosted on Winchester City Council Station Approach website



Chapter 05: **Next steps**



Considerations for developers

5.1 NEXT STEPS - CONSIDERATIONS FOR DEVELOPERS

This Concept Masterplan document has identified the relevant constraints and opportunities of the sites which are included within the Station Approach redevelopment area.

This document has proposed an outline for development in terms of use and scale that reflects the requirements of the emerging Local Plan policies, along with achieving a level of development consistent with the previously completed development Capacity study.

There remain areas for consideration of the site’s extents and the scope of development that could be beneficial to the overall aims of the regeneration for the area. We anticipate that there may be discussions with adjoining land owners / highways authorities / key stakeholders that result in the revisiting of this masterplan concept to incorporate further opportunities should these arise.

In any case the principles and indicative development proposals shown within this document are intended to inform and guide the detailed design stages to follow, and attention should be given to the criteria set out within the appended Technical Document which expands upon the detailed criteria for further consideration and incorporation on a site by site basis for each anticipated development plot.

The phasing and timescale for the progression of development upon these sites is not prescribed at the moment, and as such there will be aspects of this document whereby the intent may need to be further reviewed in line with the detail of future guidelines and constraints as these become clear in the future.



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Aerial Overview Diagram by Design Engine Architects

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Image of Winchester contemporaneous to Keats - From publication 'Winchester and its Setting' by City of Winchester Trust 2015

Diagram of Winchester 1800's by Design Engine Architects

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Image taken from previous WCC / Stephen Levant Heritage report 2023

Site Photograph by Design Engine Architects

Diagram of Winchester 2000's by Design Engine Architects

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Street Cafe, Montpellier, photo by Steven Bee

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Modern office space interior, image from unsplash.com

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Mixed height residential buildings, Cobham Bowers, by Coffey Architects

Typical Multi-deck carpark, Colchester hospital, by Ballast Nedam Construction

New-build Townhouses, Winchester, by T2 Architects

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Diagram of new land uses across sites, by Design Engine Architects

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Diagram of 'Vibrant' private / public frontages on sites, by Design Engine Architects

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Supermarket entrance, photo by Design Engine Architects

Joy Garden Courtyard, by Artist Morag Myerscough

Food retail van, photo by New Masterplanning

South Gardens, Elephant & Castle, London, by Gillespie's Landscape design

Public water fountains, Friedrichshafen, Germany

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Diagram of landscaping & biodiversity features, by New Masterplanning

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Sensory garden, Copenhagen, Denmark, by Masuplanning

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Diagram of proposed building heights and massing, by Design Engine Architects

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Indicative illustrative view of CMP proposal by Design Engine Architects

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Diagram of heritage assets, by New Masterplanning

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Existing street photograph by Design Engine Architects

St Paul's steps terrace houses, Winchester, by Design Engine Architects

Contemporary Flint wall and planting details, West Downs Centre, University of Winchester by Design Engine Architects.

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Diagram of proposed sustainability and energy conservation principles, by Design Engine Architects

Precedent images (L-R)
Timber prefabricated CLT panel construction - Image by Marken Design

Solar panel - stock image free use from Unsplash.com

E-bike charging 'smartpole' by Entwurfreich

Green rooftop garden - stock image free use from Unsplash.com

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Local community stakeholder group consultation workshop, April 2024, hosted by Design Engine Architects

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Station Approach website, Draft Concept Masterplan consultation information and feedback pages, July/August 2024, by Winchester City Council

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Aerial view of Station Approach area in 2024, from Google Earth maps



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Document produced by:



Design Team:



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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

2.0 LOCAL PLANNING POLICY FRAMEWORK

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

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

Policy W8

Station Approach Regeneration Area - continued

- 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.

POLICY

2.0 LOCAL PLANNING POLICY FRAMEWORK

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.

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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.

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- **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:
 - o everyone feels welcome
 - o places to stop and rest
 - o shade and shelter and
 - o people feel relaxed

3.0.2 DELIVERING THE SITES- STATION APPROACH PUBLIC REALM & MOVEMENT

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.

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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 of conversion to different uses 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.

3.1.2 DELIVERING THE SITES CARFAX SITE

- 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:
 - o everyone feels welcome
 - o places to stop and rest
 - o shade and shelter and
 - o 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 it 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.

3.1.2 DELIVERING THE SITES CARFAX SITE

- 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:
 - o Enhance local character, aid wayfinding and make users feel safe in the evening
 - o Integrate 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 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:
 - o ‘Winchester City and Its Setting’
 - o ‘Guidelines for Landscape and Visual Impact Assessment’ (Third Edition)
 - o ‘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.

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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.

3.2.2 DELIVERING THE SITES CATTLEMARKE

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, If 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:
 - o everyone feels welcome
 - o places to stop and rest
 - o shade and shelter and
 - o 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.

3.2.2 DELIVERING THE SITES CATTLEMARKE

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.

3.2.2 DELIVERING THE SITES CATTLEMARKE

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.

Page 96 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.

96 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.

3.2.3 DELIVERING THE SITES CATTLEMARKE

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:

- Page 98.
- **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.

3.3.2 DELIVERING THE SITES WEST OF THE STATION

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.

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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.

3.3.2 DELIVERING THE SITES WEST OF THE STATION

- 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:

- o everyone feels welcome
- o places to stop and rest
- o shade and shelter and
- o 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:
 - 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.

3.3.3 DELIVERING THE SITES WEST OF THE STATION

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:
 - o Support carbon sequestration
 - o Provide shade and mitigate urban heat island effects
 - o 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.

3.4.2 DELIVERING THE SITES STATION NORTHWEST

Design

- The area north of the station is classified under the “WIN II Winchester’s Residential Suburbs, Ilf 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:
 - everyone feels welcome
 - places to stop and rest
 - shade and shelter and
 - people feel relaxed
- 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 be incorporated into designs from the outset.
- Development must achieve a minimum 10% biodiversity net gain.
- Planting strategies should:
 - Enhance local character, aid wayfinding, make users 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.
- Where possible, buildings should be flexibly designed, and capable of conversion to different uses throughout its lifespan.

3.4.3 DELIVERING THE SITES STATION NORTHWEST

- 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.

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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:

- 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.

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.

Management

- 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.

3.5.1 DELIVERING THE SITES

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:
 - '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

- 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:
 - 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.

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.

3.5.3 DELIVERING THE SITES DIO SITE

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.



Winchester
City Council

CONNECTING PLACE

Station Approach
Concept Masterplan

DATE:
February 2025

STAGE:
CMP proposals - **Distance Views Study**

REVISION:
Version 4 - Final - Issued 25.03.25

PREPARED BY:

DESIGN **ENGINE**
ARCHITECTS

STEVEN BEE
URBAN COUNSEL

Introduction

This document summarises a study undertaken to identify the visual impact of concept masterplan proposals for development within the Station Approach area, as defined within the Concept Masterplan Proposal Report, prepared in Spring 2025.

Local Plan policy W8 refers specifically to the Station Approach Area and agreed regeneration parameters within the Plan framework. The Policy state that heights of development should “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.”

The Concept masterplan presents a range of possible heights for development distributed in massing terms across the development plots, and suggests where greater and lesser height may be deemed more sensitive and appropriate. The overall quantum of mass is derived from the Local Plan aspirations for quantum and types of development upon the sites. The proposals of the Concept Masterplan do necessarily include development of more than 3 storeys, and in some cases suggests location where buildings in excess of 5 storeys may be appropriate. This study therefore undertakes an initial impact assessment of the proposals from the Townscape perspective of distance views from key Winchester locations. The more localised streetscape views are considered indicatively elsewhere within the Concept Masterplan overview document.

It is to be acknowledged that the Concept Masterplan is an initial document with outline design parameters for the sites. Any proposed development upon the sites would necessarily be required to progress a detailed design of buildings and mass in order to submit a planning application, and designs would be subject to all the normal scrutiny, consultation, and analysis as part of this Town Planning pre-application, submission and determination process.

The visualisations within this document address the views of the potential conceptual masterplan massing, from distance locations overlooking Winchester. The specific viewpoints studied are those that have been identified as important through consultation with community stakeholders such as the City of Winchester Trust and statutory Local Authority Planning and Conservation representatives.

Photography from these locations has been taken and provided by Design Engine, for the purposes of this report. The Photographs have been taken during the winter season, to present maximum visibility of the building plots, whilst the trees are not in leaf. This factor should be noted and kept in mind when considering the appraisal of views mocked up, and the awareness that views at other times of the year may present more screening of some buildings when trees are in leaf.

The impact of the proposed massing has been calculated using a process to ‘perspective match’ and align 3D computer modelling with the photographic viewpoints. The workings of the process are illustrated in the pages for transparency purposes. It must be noted that although the process is reliable and accurate, this document nevertheless does not offer formal ‘verified views’ , or analysis of such.

The modelling that has been tested is presented at the outset of the report. Whilst this is based upon the indicative massing proposal offered as a ‘possible interpretation of the Concept Masterplan’ with the Concept Masterplan report. Details of key heights and storeys are noted where most relevant to the views studied.

The final pages of this document offer some commentary interpreting these distance view studies, to assess the visual impact in terms of townscape and the city setting and heritage.

This commentary section has been prepared by Steven Bee of Urban Counsel, in response to the view studies contained within.

Key Townscape Views

- 01 Joyce Garden
- 02 St. Giles Viewpoint
- 03 Catherine’s Hill

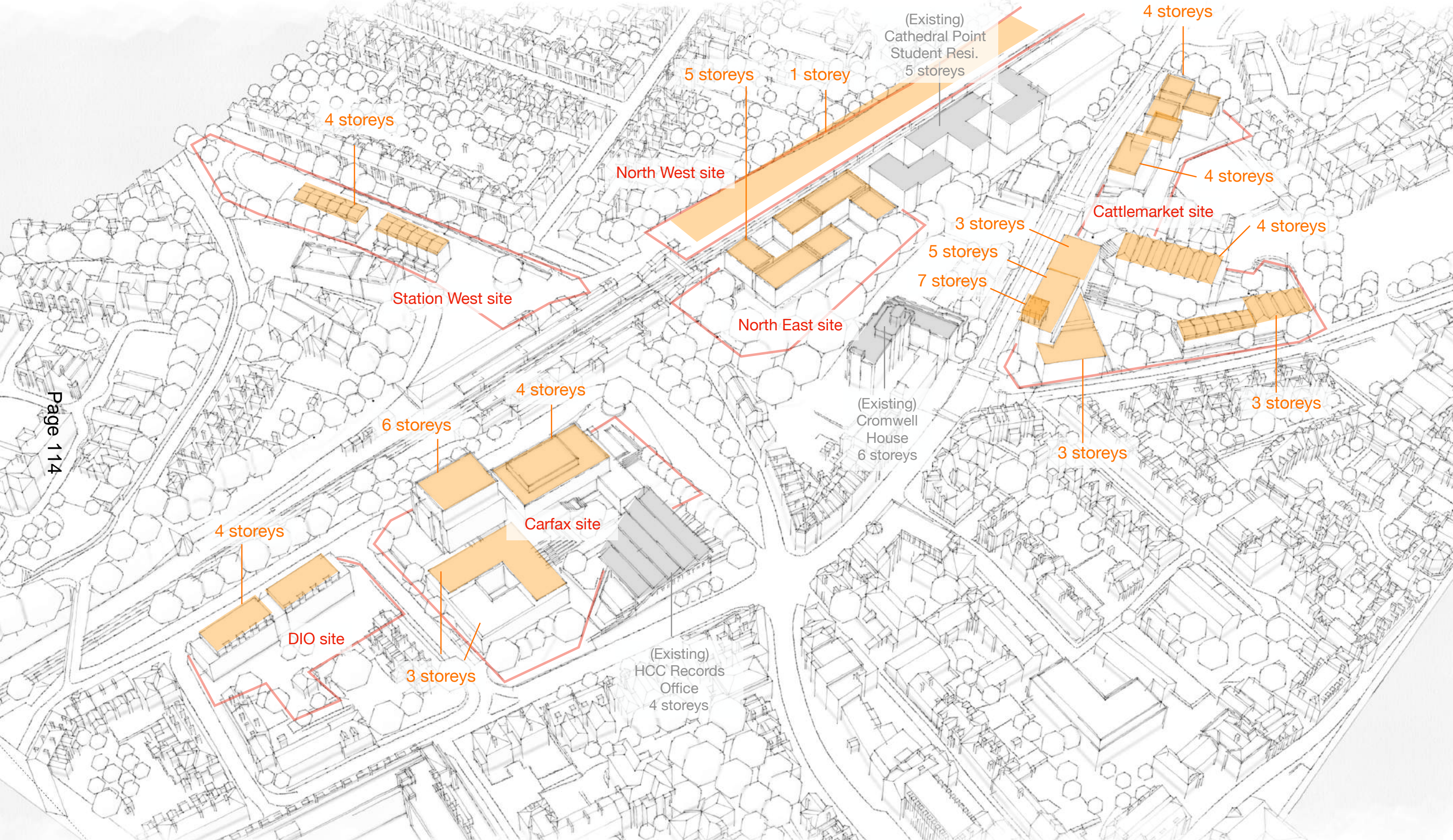
Station Approach sites

- A Carfax site
- B Cattlemarket site
- C Station West site
- D DIO site
- E Station North East site
- F Station North West site



Aerial Plan view of Winchester, and viewpoints to East of City

Concept Masterplan Massing - Illustrative Modelling showing indicative heights, as projected in views study



Aerial Perspective view of Station Approach Area, with indicative massing for Concept Masterplan shown for illustrative purposes and for townscape visual impact studies

Location 01: Joyce Gardens

Existing View



Location 01: Joyce Gardens

Concept Masterplan - Indicative Massing Model View Overlay



(Proposed development on other sites not visible from this viewpoint)



Location 01: Joyce Gardens

Proposed View

Carfax site

North East carpark site

Cattlemarket site



Location 02: St Giles Viewpoint

Existing View



Location 02: St Giles Viewpoint

Concept Masterplan - Indicative Massing Model View Overlay



(Proposed development on other sites not visible from this viewpoint)



Location 02: St Giles Viewpoint

Proposed View

Carfax site

North East carpark site

Cattlemarket site



Location 03: St Catherine's Hill

Existing View



Location 03: St Catherine’s Hill

Concept Masterplan - Indicative Massing Model View Overlay

Carfax site

Cattlemarket site



(Proposed development on other sites not visible from this viewpoint)



Location 03: St Catherine’s Hill

Proposed View

Carfax site

Cattlemarket site



Assessment of Townscape Impact

We have selected three distant views from which new development of a scale following the indicative massing and heights guidance of the concept masterplan would be visible:

ST CATHERINES HILL

From St Catherine’s Hill, the most distant, buildings of the suggested scale on the Station Approach sites would be visible within the built envelope of the historic town, and below the wooded outline of the downs to the west.

From the viewpoint selected (the summit covers a wide area) all development would be to the west of the outline of the Cathedral. The broken outline of the footprint and outline of the suggested development would sit comfortably within the existing roofscape , in which the diverse clay- and slate-tiled historic roof slopes accommodate a large number of twentieth century buildings of greater scale. The proposed development would not harm the fortuitous aesthetic heritage value of this combination, or the illustrative historic value of the towns evolution over centuries.

The highest part of the Carfax site development would be visible above the Grade II listed Queen Elizabeth Court Council offices from St Catherine’s Hill, but only as a small part of the wider panorama and adjacent to the later HCC offices in between. The aesthetic and associative heritage values of this important civic building would not be harmed.

ST GILES HILL

From St Giles Hill, closer to the Station Approach Area, the development proposed would sit comfortably as a series of articulated forms within the general townscape and roofscape of the historic centre. In this view the backdrop to the historic centre is still dominated by the County Council complex. The southernmost block of the redeveloped Carfax site would be slightly higher than the HCC Ashburton Court building but with a much shorter horizontal extent. It would partially screen the view of St Paul’s church, but aesthetic and associative heritage values of this grade II building are barely discernible at this distance, causing no material harm.

JOYCE’S GARDENS

In the view from Joyces Gardens, to the north and slightly lower than the St Giles Hill view, the development would still be seen as discrete blocks forming a backdrop to the view of the historic town. It would sit within the treeline of the downs to the west, apart from where it would be just broken by the southernmost Carfax site building. This would be less conspicuous than the outline of the existing HCC office complex. The Carfax development would be visible, just, behind the Grade II listed HCC Records Office. This would have no material impact on the aesthetic heritage value which at this distance is modulated by the existing townscape beyond.

In distant views the tall element feature proposed for the Cattlemarket site would not obscure or distract from the features of historic significance within the wider panorama from the three viewpoints selected.

In all views, the development of the Station Approach sites offers opportunities to create distinctive, beneficial additions to the existing townscape, paying special attention to the local street-level views and these representative distant views. This approach will be consistent with Strategic Policy D2 - Design Principles for Winchester Town, in particular paragraphs iv and v.



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CAB3507
CABINET

REPORT TITLE: HRA SOLAR PANEL INSTALLATION ENERGY COST
REDUCTION SHARING POLICY

18 JUNE 2025

REPORT OF CABINET MEMBER: Councillor Reach: Cabinet Member for Good
Homes

Contact Officer: Preshanta Burbidge Tel No: 01962 848 175 Email
pburbidge@winchester.gov.uk

WARD(S): ALL

PURPOSE

The declaration of a Climate Emergency in 2019, committed Winchester City Council to the Carbon Neutrality Action Plan (CNAP). A key element of the council's CNAP includes additional investment in the council's housing stock to improve energy efficiency and help tenants reduce their carbon emissions while also reducing their energy costs during the cost-of-living crisis. The 10-year HRA capital programme approved in February 2025 included an indicative budget allocation of £38.4m for climate emergency works (retrofit) from 2025/26 to 2030-31 with £ 5.936m programmed for 2025/26, £ 7.744m programmed for 2026/27, £ 5.900m programmed for 2027/28. This report addresses an element of the 2025/6/7/8 retrofit capital programme.

As part of the 2025-2028 Retrofit Work, it is intended 672 properties will receive solar panels and solar energy battery storage, part funded by £3.58m Warm Homes Grant: Wave 3. The purpose of this report is to seek approval to set a use and maintenance payment to all homes receiving solar panels. The charge will not be a net cost to the household as it will be funded from the savings that each household will realise from the installations. The charge being no more than 50% of the energy saved over a year. Evidence of this saving will be captured on smart monitors and through pre-installation energy calculations. The income from the charge will help pay for the running costs of the solar panels and batteries so that it does not become a net cost to the Housing revenue account and therefore all tenants.

RECOMMENDATIONS:

Cabinet is asked to agree that,

1. Installation of solar panels and batteries to a Council tenants' home will be conditional upon the tenant agreeing to a 'use and maintenance' payment for the solar panel and battery
2. That the use and maintenance payment will be a 50% share of the savings the household can expect from using energy from the solar panel and battery.
3. The use and maintenance charge will commence after twelve months of usage and be based on monitored savings.
4. To authorise the Strategic Director with responsibility for Housing to instruct the procuring and purchasing of energy monitors to install in properties receiving solar, funded from the existing retrofit budget.

IMPLICATIONS:1 COUNCIL PLAN OUTCOME

1.1 Greener Faster

- a) Winchester district to be carbon neutral by 2030.
- b) Greener Faster through delivery of Energy Saving Homes

This proposal aims to reduce household fuel bills by an average of (approx.) £500 per annum. The table below demonstrates the potential average estimated savings based on property size:

Property Size	Solar PV install size (kWp)	Battery Capacity (kWp)	Annual Solar generation (kWp)	Annual Grid Electricity Saving (£)	Weekly Electricity Saving (£)	Indicative weekly use and maintenance charge at 50% of saving	Annual Carbon Savings (kgCO ₂ e)
1-2 Bedroom House	2	8	1600	£346	£6.63	£ 3.31	265
3 Bedroom House	4	8	3400	£547	£10.49	£ 5.24	434
4-5 Bedroom House	4.5	8	3600	£743	£14.26	£ 7.13	569

The above table is derived from several sources: 'Ofgem's' average energy consumption or usage, 'Ofgem's' electricity price cap, 'Global Solar Atlas' a Solar Mapping Tool and 'Solar Spirit' Energy Calculator which calculates consumption.

The above table is an estimation of the savings that could be enjoyed by each of the typologies. It is important to note that the savings in every property will be different due to the following:

- How much energy a particular property uses and when they use it, both during time of day and seasonally.
- Energy prices may differ by property both now and going forwards
- Solar generation will differ based on slope and roof orientation

- Solar generation will change annually and is heavily influenced by annual weather variations

More than half the properties within the 672 installations are three bedroom semi-detached or terraces, the figures below represents the majority of homes within the scheme.

Property Size	Solar PV Install Size (kWp)	Battery Capacity (kWh)	Annual Solar Generation (kWh)	Annual Grid Electricity Saving (£)	Weekly Grid Electricity Saving (£)	Weekly use and maintenance charge @ 50% of saving	Annual Carbon Saving (kgCO2e)
3 Bedroom House	4	8	3400	£547	£10.49	£ 5.24	434

The installation of Solar Panels and Solar Battery Storage will raise .672 properties from EPC D, E and F to an EPC C. The funding of the Solar and Battery programme is part funded by Social Housing Funding: Wave 3 and part funded by the Housing revenue Account (HRA), which results in an affordable programme that can be delivered at scale

Winchester City Council have an approx. 29% of EPC D and below properties, this programme raises an approx. 13% of the EPC D and below properties to a C. The successful delivery of this programme enables Winchester City Council to accelerate the decarbonisation of the council's housing stock whilst reducing fuel poverty across the district. The proposed use and maintenance charge to be paid by households receiving Solar Panels and Battery Storage will ensure resources are in place for ongoing maintenance and replacement costs, without subsidies from tenants who do not benefit from solar PV in the wider housing revenue account. The installation of solar panels and batteries is the most economical way for the Council to meet its regulatory requirement to achieve EPC C by 2030 compared to a fabric first approach.

1.2 Thriving Places

Extending the future solar and battery installation programme will generate additional business in the local economy.

1.3 Healthy Communities

Health Inequalities: Retrofit of domestic homes has a direct impact on tenant's health by reducing illness, reducing pressure on the NHS and increases tenants' wellbeing. Warmer, better ventilated, and cheaper to run properties that last longer enable tenants to focus on their lives as opposed to surviving the winter or facing decisions such as heating vs eating.

1.4 Good Homes for All

Retrofit has a direct influence on the quality of the Council's existing housing stock. Solar Panels and Solar Battery installations are installed following the PAS 2035 quality standard. This standard requires quality driven retrofit on all homes and ensures that all homes are assessed for fabric and repair prior to renewable installations.

1.5 Listening and Learning

The retrofit programme has demonstrated continual engagement with customers in the delivery of their programmes through a variety of mechanisms. This approach will continue if the recommendations in this report are supported.

2 FINANCIAL IMPLICATIONS

- 2.1 The retrofit capital budget agreed in February 2025 includes sufficient budget to install 672 solar PV panels and batteries. At the time of the budget report the award of the Warm Homes SHF Wave 3 programme had not yet been announced, however the grant will partially fund the capital works.
- 2.2 The HRA business plan does not at present include any additional budget to deliver PV panels beyond those which are necessary to achieve EPC-C ratings by 2030. To roll out the programme further would increase the capital budget requirement at a time when there is already significant pressure on the capital programme for fire safety and maintaining decent homes and would require additional savings to be found to increase the borrowing capacity in the business plan to finance any further rollout.
- 2.3 Appendix B shows the comparative costs to the HRA of delivering the 672 solar installations to achieve EPC-C ratings, as well as the cost of extending the scheme to a further 800 homes, financed by the HRA.
- 2.4 In addition to the capital financing costs, PV panels also attract an annual maintenance and monitoring cost (as required by the Council's insurers) and the panels and associated batteries will have a finite life. Without a use and maintenance charge these costs would be financed from rental income in the HRA. The introduction of a 'maintenance and use' payment, attributed to maintenance and replacement of hardware, will minimise the impact on rent payers who do not benefit from PV panels. Moreover, it will mitigate the

ongoing financial impact if the installation of solar panels and batteries is extended to more homes.

Savings share policy

- 2.5 Prior to an installation, tenants will be given an indicative estimate of possible savings they might achieve by using solar panel(s) and a battery at their property, based on energy usage calculations at the point of signing up. All national Government funded projects are required to follow PAS2035 which includes an SAP (Standard Assessment Procedure) Improvement Options Evaluation for each home within a project. These same calculations will be used to forecast the potential energy savings; potential electricity costs per month; and the potential carbon offset resulting from the proposed energy measures.
- 2.6 Rather than base actual savings-shares on these pre-installation estimated savings, it is proposed that the use and maintenance charge is instead calculated using the actual savings achieved in each property over the first 12 months of use after installation.
- 2.7 Once the charging regime is established, it is proposed that the savings being achieved are reviewed after a period of 2-3 years, to ensure the savings-share is still reasonable against costs incurred, and that tenants are still benefitting from reduced utility costs. The council will look to recover no more than a 50% share of savings. The annual budget setting process will ensure that tenants are not charged more than 50% of the savings they enjoy and charges would be reset as part of the budget setting process to pick up any changes that have taken place.
- 2.8 Electricity prices do not typically move in line with CPI and in recent years energy prices both globally and in the UK have been extremely volatile. UK electricity prices are influenced by global geopolitical events; regional and global supply chain disruptions; and national regulatory changes. By reviewing the tenant's electricity prices every 2-3 years alongside their solar generation, we can ensure the tenant continues to achieve a saving which is proportional to the total energy cost saving achieved from the solar panels. Based on industry forecasts, it is unlikely the maintenance and use payment received by the HRA will fully recover the ongoing costs. However, any contribution to costs from the maintenance and use payment reduces the overall cost to the HRA.
- 2.9 Where a property with solar PV is subject to a Right To Buy sale, it is not proposed that the PV panel & inverter would be removed from sale, due to the cost and timescales involved in erecting scaffolding, removing the panel and subsequent rewiring. However, the PV will form part of the valuation and sale price for the house and would result in a slightly higher capital receipt. There is a possibility that batteries could be recovered prior to sale if it is practical and economic to do so.

- 2.10 The financial model appended at appendix B demonstrates the likely budget impact from years 1 to 25. It is likely that the first five years of the model will run at a greater cost due to the high initial monitoring costs. Appendix B also demonstrates how the model might be scaled up with further installations beyond those needed for the regulatory requirements.
- 2.11 The expected income and potential charges are not yet known and will depend on the level of saving that tenants with PV will make. This will need to be agreed as part of the budget proposals in due course and once the information is available.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 The procurement exercise will be conducted in accordance with relevant legislation and the council's Contract Procedure Rules.
- 3.2 The installation of solar panels on tenant homes will not require a change in tenancy conditions as tenants' consent is sought prior to installation and in agreeing to the use and maintenance service payment. Tenants will benefit primarily through reduced electricity bills and by the benefit of living a more sustainable and environmentally friendly lifestyle.

4 WORKFORCE IMPLICATIONS

- 4.1 A recent restructure of the housing service established a dedicated Retrofit team to deliver on the high priority retrofit programme. Delivery of the solar panel programme will be through the existing Retrofit team resource with no additional workforce implications to the team.
- 4.2 The introduction of the regime to calculate the use and maintenance payment and requiring the payment will be contained within existing resources.
- 4.3 The proposal will increase the activity relating to calculation of service charges and cost monitoring within Housing Finance – collation of data during summer, setting of charges, input to Orchard system etc.

5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 The proposal will positively affect Winchester City Council's housing stock. Retrofit not only enables better living conditions for tenants it also provides an opportunity to landlords to improve their housing stock. Retrofit with PAS 2035 as a quality benchmark ensures that all energy improvements are assessed against unintended consequences, the proposed upgrades of insulation, ventilation, door under cuts, trickle vents in windows, new DPC, installation of Solar Panels, Solar Battery Storage and Air Source Heat

Pumps in eligible properties contribute to better functioning homes resulting in long lasting housing stock therefore reducing the cost, time and carbon required to constantly repair homes.

- 5.2 PAS 2035 is a Central Government Quality standard that is governed by Trustmark and is mandatory on all Central Government Retrofit Funding Schemes. The standard demands that a specific process is followed using appropriately qualified specialists at key stages within the inception, design, delivery, and completion stages of a retrofit project. This is to ensure the Client (Funder) and Occupants are safeguarded against substandard retrofit work. PAS 2035 provides guidance to Landlord's and the Delivery team to ensure the end user and Client (Funder) obtains their intended retrofit outcome. This outcome may be a higher EPC, better quality homes for tenants, lower energy bills, better air quality within a home or warmer homes.

An improved EPC, warmer homes and lower energy bills are some of the intended outcomes of retrofit projects, these are prioritised according to the Occupant's and Client's (Funder) requirements/brief.

6 CONSULTATION AND COMMUNICATION

- 6.1 Consultation has taken place via a focus group on 23rd and 24th of April. the meetings were attended by 18 tenants. It is intended to maintain consultation with customers as the programme develops to ensure the objectives for reducing the costs of electricity for customers, extending the number of homes that can benefit from solar and battery installation as well as addressing the climate emergency are met. Appendix A contains a summary of the Tenant's Solar Focus Groups. There was general support for a scheme that would lead to savings for households.

7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 Winchester declared a Nature Emergency in September 2023.
- 7.2 Retrofit tackles climate change in its effort to reduce the requirement for Fossil fuels to warm homes. Many of UK's vulnerable species rely on domestic gardens for survival. Investment and retention of these homes protects existing gardens contributing to species protection.

8 PUBLIC SECTOR EQUALITY DUTY

The application of a use and maintenance charge will be bespoke to the use and savings of a household, therefore there should be no adverse impact on households who have protected characteristics. An Equality Impact Assessment has been completed, highlighting the anticipated variations in tenant circumstances and the ways in which this proposal would adapt to mitigate against any adverse effects on tenants, see Appendix C.

9 DATA PROTECTION IMPACT ASSESSMENT

Customers who agree to a future use and maintenance charge will also need to allow the council access to their pre and post electricity usage. This will be addressed as part of the use and maintenance agreement.

10 RISK MANAGEMENT

Risk	Mitigation	Opportunities
Financial Exposure Customers may not pay the use and maintenance charge Council tenants exercise their Right to Buy	It is proposed to set the charge at an affordable level on a home-by-home basis reflecting each customer's use of the solar and battery. Installation of solar panels is likely to increase the market value of the property and therefore the initial investment will be at least partially recovered.	The charge will mitigate financial impact on the HRA and may enable more homes to receive this benefit
Exposure to challenge Customers may challenge the amount of charge	The charge will only be levied twelve months after the solar and battery have been operating and will be compared against previous years electricity usage by the customer so that it is evidence based	
Innovation The proposal is innovative in that it will cover the maintenance use of the solar and battery and ultimate PV panel replacement. Other Councils allow those charges to fall across all tenants regardless of those who benefit.	Research has shown most landlords are considering this approach albeit not implemented yet.	
Reputation	Landlords are investigating how charges could be made for solar	

	and battery installation. The council's reputation could be damaged if the proposals are not carefully considered and based on consultation as mitigation.	
Achievement of outcome	The technology exists to demonstrate the savings that customers will experience from the solar and battery installations.	
Property	The funding exists for the first wave of solar and battery installation and agreement exists for the procurement approach.	

11 SUPPORTING INFORMATION:

- 11.1 The Council has been successful in receiving £ 3.58m of warm homes grant to part fund the installation of solar panels and battery storage to council tenants' homes. The balance of funding and ongoing maintenance costs will be funded from the Council's housing revenue account which is financed by the rents of all tenants. Whereas those tenants who agree to solar and battery installation will benefit from lower electricity bills that will be at the expense of the Housing revenue account funded by all tenants. Therefore, it is fair to implement a use and maintenance charge for those tenants who benefit from solar and battery installations to cover maintenance and replacement costs. The lifecycle of solar panels can be up to 25 years, inverters 10-15 years and batteries 5 -15 years. A use and maintenance charge will help mitigate those costs falling directly on the housing revenue account which would be at the expense of other investment or services. Appendix B contains a high-level plan showing income and costs over the life of the elements.
- 11.2 The use and maintenance charge will not be a cost to tenants who agree to solar panel and battery installation as it will be funded from the savings they will enjoy from reduced electricity costs. As each home's use of electricity is different and the electricity generated will vary it is proposed that charges will be specific to the home. If a tenant agrees to installation of solar panels and batteries, they will agree that they will make a use and maintenance weekly payment twelve months after installation of no more than 50% of the demonstrated electricity saving, they have enjoyed. For the simplicity of administration that charge will be inflated in future years by the same rate as

applied to rent increases, although that decision can be taken at budget setting. The payment will not kick in until the first April after the 12 month calculation period. In effect the use and maintenance payment is the council sharing the savings to help cover on going costs of providing the equipment.

- 11.3 When properties are relet which have solar panels and battery storage fitted, they will be relet with the same agreement.
- 11.4 There are over 100 Council homes which have solar panels already fitted and it is not proposed that the use and maintenance charge is levied on those homes until they are relet
- 11.5 Where it is possible to install solar panels and batteries on blocks of flats there will need to be different arrangements. In the first instance current service charges for communal lighting would be used to finance solar and battery installation based on the saving in electricity costs funding capital cost on installation. As such customers would not see a change in the communal service charge they pay. Separately, technology exists that can identify electricity use by individual homes in a flatted development and thus it may be possible to levy a use and maintenance charge to customers individually. The recommendations in this report do not cover that scenario.

12 OTHER OPTIONS CONSIDERED AND REJECTED

To not making a use and maintenance charge.

- 12.1 Not charging for use and maintenance of solar panels and battery storage would mean the costs of the installations and maintenance would fall on all tenants in the Housing revenue account and yet the electricity savings would fall to those living in the homes with the installations. That would mean the HRA (funded by all tenants) would subsidise the installations at the expense of future investment and services. Therefore, that approach is not recommended.
- 12.2 Charging for use and maintenance of solar and battery storage following installation.
- 12.3 The electricity generated and used in a home from solar and battery installation will vary and charging from date of installation and operation will not reflect the individual circumstances. Therefore, that approach is not recommended and charging after a twelve-month monitoring is proposed. However, indicative savings will be provided to tenants when they sign up which the twelve-month monitoring will refine so that the charge is no more than 50% of the saving they enjoy.

Power purchase agreement

- 12.4 This would involve the Council setting up an energy company to in effect trade/ sell electricity to tenants. This would be complex and costly to set up

and likely to be off putting to tenants and so it not recommended. Moreover, delay in setting up such a model would prejudice the SHF funding delivery.

Export agreement with an electricity supplier

- 12.5 This would require dictating a supplier to tenants who agreed to solar panel and battery installation which would be difficult to achieve. Moreover, tendering such an opportunity and timescale involved would prejudice the SHF funding.

BACKGROUND DOCUMENTS: -

Previous Committee Reports: -

None

Other Background Documents: -

APPENDICES:

Appendix A - Record of focus group meetings

Appendix B– financial model

Appendix C – EqIA

Summary of Tenant Focus Groups

Topic: Developing a Fair Charging Policy for Solar Panel and Battery Installations

Date: 23rd and 24th April 2025

Time: 6:30 PM – 8:00 PM

Participants: 10 and 8 tenants respectively (18 in total)

Facilitators: Tenant Partnership Manager, Retrofit Manager

Aim: To gather tenant views to help shape a fair and transparent charging policy for solar panel installations on council homes.

Session Outline

6:30 – 6:40 PM: Welcome & Purpose

- Informal welcome with refreshments.
- Brief introductions and purpose explanation.
- Overview of the consultation process and the importance of tenant input.

6:40 – 6:50 PM: Setting the Scene

- Overview of the solar panel project, its funding, and goals.
- Explanation of the proposed charging policy starting from Year 2.

6:50 – 7:05 PM: Values Activity: "Would You Rather..."

- Facilitated discussion with prompts to explore tenant values and preferences.

7:05 – 7:40 PM: Small Group Discussion: Shaping the Policy

- Focus on fairness, financial pressure, and alternative ideas.

7:40 – 7:55 PM: Group Feedback & Open Dialogue

- Groups share key discussion points.

7:55 – 8:00 PM: Reflections & Close

- Participants share final thoughts.
- Explanation of next steps in the consultation process.

Notes from the Session

Questions and Suggestions Raised by Tenants:

1. Council Protection Against Installation Companies Going Bust:

- How will the council protect itself against the solar panel installation companies going bust?

2. House Suitability and Timing:

- Has the council identified which houses are suitable (e.g., correct roof pitch)? When will this be done?

3. Type of Solar Panels:

- Are you installing PV (photovoltaic) or thermal panels? Consideration of degradation and sunlight optimization.

4. Impact on EPC Ratings:

- How do solar panels impact Energy Performance Certificate (EPC) ratings?

5. Equitability of Savings:

- Is the tenant benefiting from 100% of the savings the most equitable approach, given the climate emergency?

6. Share of Savings Paid Back to Council:

- How much could the share of the savings paid back to the council be?

7. Maintenance Costs:

- How much does the council need to cover the cost of maintaining the solar panels and batteries? Would 50% of the savings be enough?

8. Annual Maintenance Fees:

- Could the tenant cover the cost of the annual maintenance fees as a one-off fee from their utility bill savings?

9. Funding for Maintenance:

- Does Winchester City Council need all maintenance costs covered by tenant payments, or is there external funding available?

10. Voluntary vs. Mandatory Charges:

- Why would the charge be voluntary? Why not make it mandatory like rent?

11. Limited Time Savings Share:

- Could tenants share savings back to the council for a limited time? How would long-term maintenance costs be covered?

12. Repairs and Maintenance Service Guarantee:

- What guarantee is there around the repairs and maintenance service? What actions can be taken if solar panels cease to work but tenants continue to be charged?

13. Component Warranty:

- What is the warranty on the components? What happens when the warranty runs out?

14. Payment Holiday for Financial Hardship:

- Could there be a payment holiday for tenants facing unexpected financial hardship, with missed payments spread out over the remainder of the year?

15. New Tenants in Properties with Panels:

- What happens if a tenant moves into a property with installed panels? Are they obligated to pay from the start or do they have 12 months of usage without charge?

16. Council as Energy Provider:

- Why can't WCC act as an energy provider and sell energy back to tenants?

17. Benefits to Tenants:

- Clear communication of benefits, both financial and environmental. Clarification on the language around 'charges' to avoid confusion.

18. Ownership of Solar Panels and Batteries:

- Who will own the solar panels and batteries once installed? Can tenants buy their house with the panels in place?

19. Phased Installation and Savings Allocation:

- Suggestion to install panels in phases, with all savings paid to WCC for the first two years, then sharing half the savings after two years.

20. Prepayment Meter Concerns:

- Tenants on prepayment meters want assurance that the cost of switching to mains electricity will be offset by solar panel savings.

21. Access Fund for Financial Changes:

- Suggestion to create an 'access fund' from tenant fees to cover maintenance costs for those who can no longer pay.

22. Policy Review and Feedback Loops:

- Regular review and feedback loops for the policy, with opportunities for adjustments based on tenant input.

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PV charging financial modelling

1. Summary models for the initial 672 properties

50% share of potential savings for an average property, linked to energy price inflation:

	Year 1-5 cumulative	Year 6-10 cumulative	Year 11-15 cumulative	Year 16- 20 cumulative	Year 21-25 cumulative	Summary Total
Project summary						
672 Installations SDHF only	672	0	0	0	0	672
	£m	£m	£m	£m	£m	£m
Income:						
Income from Maintenance & Usage	0.500	1.004	1.122	1.129	1.129	4.884
Expenditure:						
Running costs	(0.410)	(0.784)	(0.856)	(0.936)	(1.024)	(4.011)
Monitoring costs	(0.035)	(0.000)	(0.001)	(0.001)	(0.001)	(0.037)
Replacement battery & inverter costs	(0.651)	(0.851)	(0.851)	(0.851)	(0.851)	(4.056)
Total Surplus / Deficit to contribute to replacement panels	(0.595)	(0.632)	(0.586)	(0.659)	(0.748)	(3.221)

2) Demonstration of the above models if solar panel installations are scaled up with a further 800 installations after 2027/28

50% share of potential savings for an average property, linked to energy price inflation:

	Year 1-5 cumulative	Year 6-10 cumulative	Year 11-15 cumulative	Year 16- 20 cumulative	Year 21-25 cumulative	Summary Total
Project summary						
672 Installations SDHF, 800 Additional	1072	400	0	0	0	1,472
	£m	£m	£m	£m	£m	£m
Income:						
Income from Maintenance & Usage	0.573	2.121	2.442	2.446	2.446	10.028
Expenditure:						
Running costs	(0.454)	(1.582)	(1.876)	(2.051)	(2.244)	(8.207)
Monitoring costs	(0.050)	(0.028)	(0.001)	(0.001)	(0.001)	(0.082)
Replacement battery/inverter	(0.842)	(1.909)	(1.963)	(1.963)	(1.963)	(8.639)
Total profit / loss	(0.774)	(1.398)	(1.398)	(1.568)	(1.762)	(6.900)

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Equality Impact Assessment (EqIA)

Section 1 - Data Checklist

When undertaking an EqIA for your policy or project, it is important that you take into consideration everything which is associated with the policy or project that is being assessed.

The checklist below is to help you sense check your policy or project before you move to Section 2.

		Yes/No	Please provide details
1	Have there been any complaints data related to the policy or project you are looking to implement?	No	No complaints have been received to date regarding the solar panel charging policy.
2	Have all officers who will be responsible for implementing the policy or project been consulted, and given the opportunity to raise concerns about the way the policy or function has or will be implemented?	Yes	Officers across Housing Services have been involved in the development of the policy.
3	Have previous consultations highlighted any concerns about the policy or project from an equality impact perspective?	Yes	Two focus groups with 18 tenants raised questions and ideas. A summary of this feedback will be appended to the Cabinet report.
4	Do you have any concerns regarding the implementation of this policy or project? <i>(i.e. Have you completed a self-assessment and action plan for the implementation of your policy or project?)</i>	Yes	Digital exclusion is a known issue among some tenants, particularly older residents.
5	Does any accessible data regarding the area which your work will address identify any areas of	Yes	Census 2021 data and tenant survey results highlight inequalities in digital access, disability, and income.

		Yes/No	Please provide details
	concern or potential problems which may impact on your policy or project?		
6	Do you have any past experience delivering similar policies or projects which may inform the implementation of your scheme from an equality impact point of view?	Yes	Previous energy efficiency and tenant engagement projects have informed this policy, including lessons on accessibility and communication.
7	Are there any other issues that you think will be relevant?	Yes	The policy proposes a charge set at 50% of the estimated energy savings, meaning tenants will still financially benefit overall. However, consideration is being given to how the charge might affect tenants on lower incomes or those with financial vulnerabilities, particularly in cases of budgeting challenges or changes in circumstances. Appropriate mitigation measures are being explored to support these tenants.

Section 2 - Your EqlA form

Directorate: Operations	Your Service Area: Housing	Team: Housing Retrofit Team	Officer responsible for this assessment: Charlotte Bailey	Date of assessment: 03/06/2025
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	<u>HRA Solar Panel installation energy cost reduction sharing policy</u>
2	Is this a new or existing policy?	New
3	Briefly describe the aim and purpose of this work.	To introduce a fair and sustainable charging policy for tenants in council homes who benefit from solar panel and battery installations. The policy proposes that tenants contribute 50% of the estimated energy savings to support maintenance and a contribution to replacement, after 12 months of use with no charge.
4	What are the associated objectives of this work?	<ul style="list-style-type: none"> • Improve energy efficiency in council housing stock. • Reduce tenants' energy bills and carbon emissions. • Ensure long-term maintenance of solar systems. • Reinvest tenant contributions to expand the scheme.
5	Who is intended to benefit from this work and in what way?	Council tenants in properties suitable for solar panel installation will benefit from reduced energy bills, improved home energy ratings, and environmental gains. The council will benefit from a sustainable funding model.
6	What are the outcomes sought from this work?	<ul style="list-style-type: none"> • Reduced fuel poverty. • Lower carbon emissions. • Sustainable maintenance funding. • Increased tenant satisfaction and trust.
7	What factors/forces could contribute or detract from the outcomes?	Contributing Factors:

		<ul style="list-style-type: none"> • Tenant Engagement and Co-Design: The policy has been shaped through meaningful engagement with tenants, including two focus groups involving 18 participants. This co-design approach increases trust, ensures the policy reflects tenant values, and improves the likelihood of successful implementation. • Environmental and Financial Benefits: The installation of solar panels and batteries offers clear environmental benefits (reduced carbon emissions) and financial savings for tenants. These tangible benefits can drive positive sentiment and uptake. • Clear Communication and Transparency: Tenants expressed a strong desire for clarity around ownership, warranties, and the calculation of savings. Providing transparent, accessible information will help build confidence and reduce confusion or resistance. • Supportive Infrastructure: Existing council initiatives such as Digital Drop-ins, device access schemes, and partnerships with Citizens Advice provide a strong foundation for supporting digitally excluded or financially vulnerable tenants. • Structured Tenant Feedback Mechanisms: From July 2025, Winchester City Council will launch two tenant-led groups: <ul style="list-style-type: none"> • Policy Co-Creation Group (in-person collaboration with officers on new and existing policies) • Armchair Reviewers (remote, digital review of draft policies using an evaluation framework)
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		<p>These groups will ensure that the Solar Panel Charging Policy — and all future housing policies — are regularly reviewed and adapted based on tenant feedback, improving fairness, responsiveness, and long-term effectiveness.</p> <ul style="list-style-type: none"> • External Funding and Grants: Availability of government or regional funding for retrofit and energy efficiency projects can reduce the financial burden on tenants and the council, making the policy more sustainable. <p>Detracting Factors:</p> <ul style="list-style-type: none"> • Digital Exclusion: Some tenants, particularly older residents or those with disabilities, may struggle to access or understand digital communications about the policy. This could lead to disengagement or misunderstanding of the benefits and obligations. • Affordability Concerns: Although the charge is set as up to 50% of estimated savings, tenants on low incomes or with unpredictable financial circumstances may still find this unaffordable. Focus group participants raised concerns about fairness, especially for those using prepayment meters or facing hardship. • Perceived Complexity or Mistrust: Tenants raised questions about the long-term maintenance of the panels, what happens if systems fail, and whether the council could act as an energy provider. Without clear answers and guarantees, some tenants may be sceptical or resistant. • Suitability of Properties: Not all council homes are suitable for solar panel
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		installation due to roof orientation, shading, or structural issues. This could lead to perceptions of inequality if some tenants benefit while others do not.
8	Who are the key individuals and organisations responsible for the implementation of this work?	<ul style="list-style-type: none"> • Housing Services • Tenant Partnership Team • Retrofit Team • Cabinet Members
9	Who implements the policy or project and who or what is responsible for it?	The Housing Service implements the policy, with oversight from the Corporate Head of Housing and Strategic Director.

		Please select your answer in bold . Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or communities on the basis of race differently in a negative way?	Y	<u>N</u>	
10b	What existing evidence (either presumed or otherwise) do you have for this?	Census 2021 shows 6.4% of Winchester's population are from ethnically minoritised backgrounds. No direct barriers identified, but inclusive communication and translation support will be offered.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	<u>N</u>	
11b	What existing evidence (either presumed or otherwise) do you have for this?	No evidence of disproportionate impact. The policy applies equally to all tenants.		
12a	Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?			

	<p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> • <i>Physical access</i> • <i>Format of information</i> • <i>Time of interview or consultation event</i> • <i>Personal assistance</i> • <i>Interpreter</i> • <i>Induction loop system</i> • <i>Independent living equipment</i> • <i>Content of interview)</i> 	<u>Y</u>	N	
12b	What existing evidence (either presumed or otherwise) do you have for this?	Census 2021 shows 16.2% of residents have a long-term health condition or disability. Digital exclusion and affordability were raised in focus groups. Mitigations include in-person support, accessible formats, and hardship options.		
13a	Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?	Y	<u>N</u>	
13b	What existing evidence (either presumed or otherwise) do you have for this?	No barriers identified. Policy is inclusive and neutral.		
14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	<u>Y</u>	N	
14b	What existing evidence (either presumed or otherwise) do you have for this?	Older tenants are more likely to be digitally excluded. The council runs Digital Drop-ins and offers device support. Younger tenants may benefit more from digital-first communication.		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief differently in a negative way?	Y	<u>N</u>	
15b	What existing evidence (either presumed or otherwise) do you have for this?	No evidence of impact. Policy is secular and inclusive.		

16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	<u>N</u>	
16b	What existing evidence (either presumed or otherwise) do you have for this?	No barriers identified. Policy uses inclusive language and is applied equally.		
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil partnership differently in a negative way?	Y	<u>N</u>	
17b	What existing evidence (either presumed or otherwise) do you have for this?	No differential impact identified.		
18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	<u>Y</u>	N	
18b	What existing evidence (either presumed or otherwise) do you have for this?	Tenants with young children may face financial pressures. Focus group feedback suggested payment holidays for hardship. This will be explored as a mitigation.		

19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate against certain groups on the basis of protected characteristics?	Y	<u>N</u>	
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected characteristic.	<u>Y</u>	N	Race: Sex: Disability: Accessible formats, in-person support, and hardship options. Sexual orientation: Age: Digital support for older tenants; flexible communication for younger tenants. Gender reassignment: Pregnancy and maternity: Consideration of payment holidays and hardship support. Marriage and civil partnership:

			Religious belief:
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	<p>To ensure the solar panel charging policy is inclusive, equitable, and does not disadvantage tenants with protected characteristics, the following mitigation measures will be implemented:</p> <p>Affordability and Financial Inclusion</p> <ul style="list-style-type: none"> • Hardship Support: A discretionary hardship scheme will be explored to support tenants experiencing financial difficulty. This may include: • Payment holidays for tenants facing temporary hardship (e.g. due to maternity leave, illness, or job loss), with missed contributions spread over future months. • Access fund (as suggested by tenants) to cover maintenance costs for those unable to pay due to long-term financial challenges. • Prepayment Meter Considerations: Tenants using prepayment meters will be supported to ensure they can still benefit from solar savings. <p>Digital Inclusion</p> <ul style="list-style-type: none"> • Digital Drop-ins: Continued delivery of in-person digital support sessions, particularly in sheltered housing schemes, to help tenants access information and manage their energy usage online. • Device Access Scheme: Tenants without access to a digital device can apply for a free device through the council's existing scheme (subject to availability). • Partnerships for Connectivity: Ongoing collaboration with Citizens Advice and other partners to help tenants access affordable data plans. 	

		<p>Accessible Communication</p> <ul style="list-style-type: none"> • Plain English Materials: All policy documents and communications will be written in plain, jargon-free language. • Alternative Formats: Information will be made available in large print, audio, and translated versions upon request. • In-Person Briefings: For tenants who prefer face-to-face engagement, briefings and Q&A sessions will be offered in community settings. <p>Inclusive Policy Design</p> <ul style="list-style-type: none"> • Tenant Co-Design: The policy has been shaped through tenant focus groups and will continue to be reviewed with tenant input to ensure it remains fair and responsive. • Monitoring and Feedback Loops: The council will monitor uptake and satisfaction across different demographic groups and protected characteristics. Adjustments will be made based on feedback and emerging needs. • Clear Ownership and Guarantees: Tenants will be provided with clear information about ownership of the solar panels, warranties, and what to do if the system fails. <p>Support for Specific Groups</p> <ul style="list-style-type: none"> • Older Tenants: Additional support will be provided to older tenants who may be less familiar with digital tools or energy systems.
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		<ul style="list-style-type: none"> • Tenants with Disabilities: Reasonable adjustments will be made to ensure equal access to information and support, including home visits if needed. • Tenants with Young Children: Consideration will be given to flexible payment options and communication formats that suit families with young children. • All tenants on the programme will receive a review of payments after 2-3 years of installation to ensure the scheme is still fair and all tenants are benefitting from the scheme as intended. 		
22	Do any negative impacts that you have identified above impact on your service plan?	Y	<u>N</u>	

Signed by completing officer	Charlotte Bailey – Tenant Partnership Manager
Signed by Service Lead or Corporate Head of Service	

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Performance Report – January to March 2025

Recommendation

That Cabinet notes the progress achieved during Q4 of 2024/25 and endorses the contents of the report.

Index

Performance Report

Section 1 - Tackling the Climate Emergency and Creating a Greener district.

Section 2 - Living Well

Section 3 - Homes For All

Section 4 - Vibrant Local Economy

Section 5 - Your Services. Your Voice

Section 6 - Regeneration and Growth

Updates since Q3 report

Section 2 of this report now includes the quarterly highlights of the Tier 1 River Park Cricket Pavilion project. This project involves replacing the River Park/North Walls cricket pavilion with a new bespoke facility.

Section 3 of this report has been updated to include the quarterly highlight report for the Housing Compliance (Tier 1) project.

As is usual for the final quarterly performance report of the year, the full year financial position for the 2024/25 year will be reported in the separate annual outturn report to Scrutiny Committee on 8 September.

Red/Amber/Green status

The table below provides a brief explanation of the RAG status used throughout this report to quickly and visually communicate the status of projects and service plan actions.

GREEN	Normal level of attention Project is on track to be delivered on time and within agreed resources
AMBER	Minor concern Some issues, being managed, needs to be closely monitored
RED	Major concern Serious issues, milestone dates being missed, recovery plan required

PERFORMANCE REPORT

Section 1 Tackling the Climate Emergency and Creating a Greener District

Delivery highlights – January to March 2025

- Adopted an Air Quality Strategy at Cabinet 13 March 2025
- Approval by the Digital and IT Delivery Group (11 March) to procure the Biodiversity Net Gain software “Mycelia”.
- Completion of habitat management - scrub clearance works at council “ecological sites” Whiteshute Ridge and Greenacres.
- Processed over 100 Tree Preservation Order (TPO) applications and made 3 new TPOs.
- New Tree Framework commenced in January. Planted 168 trees and inspected 875 trees.
- Communications have developed and are delivering a detailed communications plan to support all the projects, grants, campaigns, and events in the CNAP.
- Carried out internal promotion of existing staff sustainable active travel initiatives: EV Car scheme, Love to Ride Winter Wheelers and Car Share Scheme via My Journey.
- WCC are part of the Portsmouth City Council / Utility ECO consortium for the delivery of 'Warm Homes: Local Grant' from 2025/28. Mobilisation work commenced to deploy this energy efficiency retrofit scheme which will cover on and off gas properties.
- WinACC, PECAN and The Environment Centre have been setting up 'My Home Made Better' campaign. This has involved developing communications material, designing the website as well as recruiting and training staff.
- Completed the delivery of 10 low carbon audits for local businesses. Under the council's Green Business Grants, to help reduce carbon emissions, the council have funded two business solar pv projects with estimated carbon saving of 32.2tCO₂.
- Grants totalling £1,796 were awarded to support the work of local voluntary conservation and biodiversity groups such as Upper Itchen Restoration CIC and Soberton & Newtown Conservation Group.

Our Carbon Neutrality Action Plan (Council)

Lead Cabinet Member: Cllr Kelsie Learney		Project Sponsor: Dawn Adey	
Programme RAG status	Timeline	Budget	Carbon
RAG Status Update <p>Carbon savings attributed to switching all council fleet to low carbon vehicles by March 2025 will not be achieved due to vehicle availability and procurement lead time. Additionally, anticipated carbon savings associated with switching leased assets (leisure centres) to low carbon have not been possible for the 2024/25 CNAP reporting year.</p>			
Progress achieved during the last quarter: <p>Good progress has been made across all pathways for Q4. The following updates are some of the key highlights:</p> <ul style="list-style-type: none"> • Approval has been given to procure two Electric vehicles for Animal Welfare. Financial approval has been granted for buying four low carbon vehicles for Special Maintenance, the business case has been drafted and will need to go to ELB for approval. • The Council approved the budget allocation to cover the supply of green energy (gas and electricity) in the Medium-Term Financial strategy. The price for green energy supply 2025/26 has been negotiated and a more competitive rate has been secured. • Installed more efficient LED lighting at Chesil Multistorey Car Park. • EV waste vehicle truck is up and running and is being trialled on waste collection route in the town centre. • Commissioned solar desktop feasibility studies for small scale solar PV on council assets this includes both rooftop and canopy sites. This will help inform the viability of the sites' solar pv potential and feed into the outline business case. 			
Actions for the next quarter: <ul style="list-style-type: none"> • Embed EV waste truck in rounds to assist with household waste collection. • Special Maintenance to submit business case for purchase of four new low carbon vehicles. Procure 2 Electric Vehicles for Animal Welfare team. • Review outcomes of desktop solar pv assessments. Commission structural surveys of viable solar rooftop sites. Draft and develop outline business case for small scale solar PV on council assets. • Pilot and launch new staff benefit 'Heat Scheme' to help staff achieve cheaper energy bills and reduce carbon emissions. • Launch of annual staff travel survey. Undertake data collection and analysis for 2024/25 council carbon footprint report. 			

Our Carbon Neutrality Action Plan (District)

Lead Cabinet Member: Cllr Kelsie Learney		Project Sponsor: Dawn Adey	
Programme RAG status	Timeline	Budget	Carbon
RAG Status Update Both timeline and carbon are amber. Whilst progress has been made across the pathways, some projects are still in their infancy and will take time to deliver the kilo tonnes of CO2e savings required. This major programme risk is being actively managed.			
Progress achieved during the last quarter: Great progress has been made across all pathways for Q4. Key progress <ul style="list-style-type: none"> • WCC invited to work with Scottish and Southern Energy Network to develop the first pilot digital Local Area Energy Plans using their Local Energy Net Zero Accelerator (LENZA) tool. An initial kick off meeting has started to review data collection and model interventions. • The Community Solar Support Scheme was completed and delivered nine solar PV systems on community buildings (four of these installations have happened in Q4) these have saved 14.7tCO2e to date. • An outline business case for the solar for business programme was submitted and approved based on the Marwell and Biffa model. Progress has been made on drafting a decision record and carrying out financial modelling. • Work has progressed on mapping and continuing to develop the Winchester District Nature Improvement Plan for 2025 – 30 targets and the 2025/26 Biodiversity Action Plan for the district. • Successful outcome of Social Housing fund bid to government Department of Energy Security and Net Zero, allocated £3.5M to retrofit council homes with ASHP, solar pv and battery storage where applicable. 			
Actions for the next quarter: <ul style="list-style-type: none"> • HCC Active Travel Grant – identify and work with two schools (primary and secondary) to deliver Bike Bus scheme. • Social Housing Decarbonisation fund - finalise grant acceptance letter. Procure and appoint contractors to deliver measures. Identify eligible properties. • Carry out desktop technoeconomic feasibility study for solar for business scheme. Draft PPA agreement. • Continue to develop and draft the Nature Improvement Plan, to be presented to HEP committee in July. 			

Future of Waste and Recycling

Lead Cabinet Member: Cllr Kelsie Learney	Project Sponsor: Simon Hendey	
Programme RAG status	Timeline	Budget
<p>RAG Status Update</p> <p>Due to a delay in decision making regarding the new materials recovery facility (MRF), the introduction of additional plastics recycling such as pots, tubs and trays in Hampshire will be delayed. The council is awaiting news of a decision from HCC and will then be able to set a definitive timeline for delivery of this element of the project. DEFRA have been advised of the delay which will impact all councils in Hampshire. The timeline RAG status has been changed to amber to reflect this uncertainty.</p>		
<p>Progress achieved during the last quarter:</p> <ul style="list-style-type: none"> • Grounds Maintenance relocation - The lease for the Winnall depot was delayed due to a property sale but has been agreed with new owners. Fitout works are on track, with key areas completed by mid-March. • Preparing the Biffa depot for food waste - Biffa is working on specifications for preparing the depot for the food waste service, with works scheduled to start after procurement in summer 2025. • Communal Properties: preparing for food waste recycling - A joint research project with Southampton University, Test Valley BC, and Eastleigh BC aims to improve recycling in communal properties, with results expected in summer 2025. Discussions with the Housing team are ongoing to address space for extra bins in some communal properties. • Funding and Budgets - New Burdens funding details for transitional costs have been received and are being assessed against the Council's budget. • Communications with Businesses - Stakeholders have been informed about new commercial regulations through our website, social media, Parish Connect, the Business Bulletin, and a webinar for the Sustainable Business Network - which was advertised to all businesses in the district, recorded and remains linked on our website. Food waste bins have been introduced in staff kitchen areas. • Procurement of food waste containers - The procurement process for bins, caddies, and liners is complete, with deliveries expected in July and December. 		
<p>Actions for the next quarter:</p> <ul style="list-style-type: none"> • Grounds Maintenance Contractor move into new depot. • Continue contract variation process to introduce food waste collections. • Work with Biffa to monitor vehicle procurement and delivery. • Prepare an implementation and communication programme for food waste. • Develop the phasing schedule for the phased rollout. 		

Nutrient Mitigation Solution

Lead Cabinet Member: Cllr Jackie Porter, Cllr Chris Westwood	Project Sponsor: Dawn Adey	
Programme RAG status	Timeline	Budget
<p>Progress achieved against last quarter.</p> <ul style="list-style-type: none"> • Inter-authority agreement between Partnership for South Hampshire has been signed; enabling the generation and sale of nutrient credits. • 10 sites (Phase 1) have received discretionary advice from Natural England agreeing credits so are ready for procurement and work instruction. Procurement for the next plant upgrades is underway at time of writing (March 2025), and it has been agreed that procurement can be individual by site and not required to combine into one open tender. Overall procurement timeframe is therefore longer than expected. • Final quotes have been received for the next plant upgrade and works will be instructed imminently. • The first sales of credits from the 2 pilot plants have been completed – and other customers are finalising paperwork and payment. • Desk-based and technical reports have been commissioned for the next 5 plant upgrades (Phase 2) for phosphorus credits. Technical reports are being reviewed. • Desk-based technical reports have been commissions for 22 plant upgrades (Phase 3) for nitrogen credit generation. • Price of credits has been agreed at £3,250 per Nitrate credit and £50,000 per Phosphate credit (unless upstream of Alresford) – this pricing information can now be communicated to potential purchasers. 		
<p>Actions for the next quarter:</p> <ul style="list-style-type: none"> • Complete procurement and instruction of remaining plants for Phosphorous mitigation. • If technically achievable, procure and instruct work on 5 plants in next phase. • Review and select which of the following 22 plants should be investigated for nitrogen credit generation. • Sell existing credits from the HRA pilot upgrades using Allocation Agreement and Unilateral Undertaking established. 		

Climate Emergency - Progress against our plans

Ref	Project	Cabinet Member	Delivery Date	Status R/A/G
1	Develop an electric vehicle strategy *	Cllr Learney	Apr 25	Ongoing
2	Install EV rapid chargers where they are needed across the district	Cllr Learney	Aug 24	Complete
3	Complete the final phase of the repairs to the Weirs	Cllr Learney	Jul 24	Complete
4	Deliver programme of retrofit carbon reduction measures to our housing stock	Cllr Westwood	Mar 26	Ongoing
5	Review and implement nutrient neutrality mitigation measures	Cllr Porter	Aug 25	Ongoing
6	Adopt an air quality strategy, complying with National Air Quality Standards	Cllr Porter	Dec 24	Complete
7	Introduce doorstep food waste collections and increase recycling	Cllr Learney	Apr 26	Ongoing
8	Increase our recycling rates by introducing a simpler approach in line with Government programme for waste reforms	Cllr Learney	Apr 26	Ongoing
9	Switch our buses and waste collection lorries to low or no carbon fuels	Cllr Learney	Jul 24	Complete
10	Adopt and implement an Active Travel Plan	Cllr Learney	Apr 25	Complete
11	Continue to embed sustainable procurement across our contracts and supply chain to support the carbon neutrality programme.	Cllr Cutler	Mar 25	Ongoing
12	Investigation into provision of a natural burial area at the cemetery	Cllr Becker	Jun 25	

Red/Amber Status

*1 - Electric Vehicle Strategy – Amber progress made on the initial research stage. Further work required to develop this into a plan. This will be carried forward into the Service Plan for 2025/26.

Measuring our progress

Long range trackers (Annual)									
No.	Performance measure	Cabinet member (Cllr)	Lead Director	17/18 (base)	21/22	22/23	23/24	24/25	Target 24/25
TCE1	Council total market-based emissions (tCO ₂ e)	Learney	Dawn Adey	4,251.1	4,260.2	3,970.3	4,090.5	tbc	3,700
TCE1a	Council market-based Scope 1 & 2 emissions (tCO ₂ e)	Learney	Dawn Adey	1,667.8	595.6	523.4	398.2		
	% change relative to 2017/18 baseline year	Learney	Dawn Adey		-64%	-69%	-76%		
TCE1b	Council market-based Scope 3 emissions (tCO ₂ e) ¹	Learney	Dawn Adey	2,583.4	3,664.6	3,446.9	3,692.3		
	% change relative to 2017/18 baseline year	Learney	Dawn Adey		42%	33%	43%		

			Lead Director	2017 (base)	2020	2021	2022	Target 2030	Status
TCE2a	District territorial GHG (ktCO ₂ e)	Learney	Dawn Adey	929.8	763.6	805.5	786.0		
	% change relative to 2017 baseline year	Learney	Dawn Adey		-18%	-13%	-15%		
TCE2b	District carbon emissions under scope of LA influence (ktCO ₂ e)	Learney	Dawn Adey	658.0	545.3	578.3	555.2	520.00	n/a
	% change relative to 2017 baseline year	Learney	Dawn Adey		-17%	-12%	-16%		

TCE1 and 2 -

Reporting on KPIs for carbon targets has been updated and modified as of Q4 to show the different scopes for organisation reporting. A reduction of 96% is forecast for the reduction of carbon emissions included in Scope 1 & 2 (TCE1a above).

Under district emissions two datasets have been included. TCE2a captures Greenhouse gas emission in district and includes large industrial sites, railways, motorways, land-use, livestock, and soils. TCE2b is carbon emissions within the scope of local authority influence this excludes large industrial sites,

railways, motorways, land-use, livestock, and soils. District emissions are compiled by the government are reported 2 years in arrears. Next expected data release is June 2025.

Practical real-time measures (Quarterly)										
No.	Performance measure	Cabinet member (Cllr)	Lead Director	Q4 - 23/24	Q1 - 24/25	Q2 - 24/25	Q3 - 24/25	Q4 - 24/25	Target 24/25	Status
TCE3	% of household waste sent for reuse, recycling, and composting	Learney	Simon Hendey	36.13%	42.84%	43.26%	37.79%	35.70%	40%	
TCE4	Residual household waste average kg / household	Learney	Simon Hendey	102.63	105.36	98.55	103.91	102.42	<420 kg/hh	
TCE5	Energy usage (kWh) corporate buildings: Electricity ²	Learney	Simon Hendey	151,545	116,815	135,277	142,277	146,880	Measure only	n/a
TCE6	Energy usage (kWh) corporate buildings: Gas ²	Learney	Simon Hendey	198,383	59,794	59,211	137,598	188,055	Measure only	n/a
TCE7	Retrofit adjustments – total number of houses completed (running total for financial year) ³	Westwood	Simon Hendey	358	47	172	223	247	291	
TCE8	Retrofit adjustments – total number of measures completed across the houses in TCE7 (running total for financial year) ³	Westwood	Simon Hendey	543	81	411	424	486	536	
TCE9	Renewable energy generated (kWh) from solar panels ⁴	Learney	Simon Hendey	43,197	138,388	113,011	25,842	34,400	Measure only	n/a

Commentary:

TCE3 – The average for the year was 40% and so on target.

TCE7/8 - Due to the various complexities? in retrofit delivery the targets through the year are adjusted to reflect the changing landscape. Setting an absolute annual target for total possible number of properties that could have retrofit measures is always going to be hard to achieve as it is not within our gift to require tenants to accept the works. Targets were revised to 291 properties and 536 measures this is based on Retrofit Improvements and Planned Maintenance Window upgrades but still were optimistic.

TCE9 – Reporting platform for WSLP solar PV has not been reporting for February and March, so Q4 figures do not include this data. Updates have been requested.

Footnotes:

¹ Since 2017/18 the council has acquired more assets and reports more activities under scope 3 (this includes WSLP, Chesil Lodge, Home working and staff commuting, council cared for housing schemes).

² Relates to electricity and gas usage at the City Offices campus (City Offices, main Guildhall plus West Wing); Due to the way metering is set up this includes the whole of each building - so university, CAB and NHS offices are recharged a percentage for their use.

³ Figures from 23/24 relate to that year's different set of properties and measures; 24/25 begins a new set of properties and measures. The two KPI work together, so the total number of properties targeted (265) have multiple measures targets (890) against them.

⁴ Data reported relates to: WCC Sites (City Offices, Cipher House, Vaultex), Winchester Sport and Leisure Park, Biffa and Marwell Zoo.

Section 2 Living Well

Delivery highlights – January to March 2025

- Ten projects were awarded a total of more than £760,000 in Community Infrastructure Levy (CIL) funding by Cabinet in March. Notable projects included a new 3G sports pitch at Kings School and improvement of a 2-mile offroad footpath between the Worthies and Winchester. Other funded projects included investment in community facilities, outdoor play, allotments and cycling infrastructure.
- More than 50 children from six schools across the district took part in a celebratory festival to mark the culmination of ten weeks of sports sessions at local primary schools that involved over 700 children. The final event took place in February at the King George V Playing Fields and the University of Winchester all-weather pitch, and the project was funded by the UK Shared Prosperity Fund.
- Issues and priorities emerging from the development of a new Playing Pitch Strategy and Sports Facility Assessment were considered by the Health and Environment Policy Committee in February.
- The second meeting of the Stanmore Community Network was held in February, bringing together a strong mix of local organisations, council representatives, and community stakeholders. The meeting explored areas for future collaboration, network members' priorities and opportunities for engagement. Attendees shared ideas on community-led initiatives, volunteer engagement and resource-sharing. There are now sound foundations on which the network can build.
- The Homes for Ukraine support programme continued to deliver face-to-face advice and support, wellbeing sessions to both adults and young people, and saw grant payments to 79 individuals to assist with independence and integration. The British Council were contracted to deliver intensive English language learning courses, which commenced with 60 learners enrolled, and Ukrainian guests were supported to attend digital skills training and engage with HCC Apprenticeship Week.
- The final round of district small grants was oversubscribed resulting in a total of £10,868 of grants being awarded, with a further £10,624 in grants awarded from the Town Forum. Twenty grant awards supported a wide range of community activities across twelve different wards, projects funded include encouraging physical activity at Colden Common Bowls Club, Tichborne Park Cricket Club, Winchester Ramblers, and Compton Football Club. Also encouraging participation in community activity such as a children's event organised by Bishops Waltham Town Team, a new fortnightly carers companionship café in Newlands and a new chair-based exercise class in Weeke.
- Public art experts Studio Response were commissioned using developer contributions to deliver a new creative programme for residents in and around the Waterloo area that will connect local communities using the power of words and storytelling. The project will feature a series of workshops for local residents to share their stories and anecdotes from living in the Waterloo area.

River Park Cricket Pavilion

Lead Cabinet Member: Cllr Kathleen Becker	Project Sponsor: Susan Robbins	
Project RAG status	Timeline	Budget
Progress achieved during the last quarter: <ul style="list-style-type: none"> • Contract tendering completed. • Contract awarded and standstill period complete. • Contracted award was within budget and to time. 		
Actions for the next quarter: <ul style="list-style-type: none"> • Works are due to commence on site in late May 2025. • Initial works in May will be the site set up where the area will be secured with hoarding. • Demolition of the current pavilion will begin in June 2025; foundations will follow with the frame being erected in the autumn. 		

Living Well - progress against our plans

Ref	Project	Cabinet Member	Delivery Date	Status R/A/G
1	Work closely with local charities and voluntary organisations to review our Integration Programme for Ukrainian guests	Cllr Becker	Dec 25	
2	Develop a network of private and public sector spaces throughout the district to support a Spaces of Sanctuary scheme	Cllr Becker	Sept 24	Complete
3	Work with developers at each major development area to provide public facilities, green spaces, and areas to play	Cllr Becker	Ongoing	
4	Develop a Community and Wellbeing Strategy *	Cllr Becker	Mar 25	
5	Deliver a wide range of physical activities through school and community sports coaching programmes	Cllr Becker	Feb 25	Complete
6	Enable, engage, and empower young, disadvantaged people to fulfil their potential through participation in sport and outdoor activities	Cllr Becker	Ongoing	
7	Support for residents with the cost-of-living crisis with the roll out of Council Tax Hardship Grants	Cllr Cutler	Mar 24	Complete
8	Deliver a programme supporting residents to live longer better *	Cllr Becker	Mar 25	

Red/Amber Status

***4** – Consultants Temple Group finished their work in March. However, additional efforts are needed to finalise the strategy before it can be adopted. This action has been included in the 2025/26 action plan and will be addressed in the early part of the 2025/26.

***8** – A delay in securing approval from Hampshire County Council for the funding to deliver this programme means that the commencement date has slipped slightly from March to May 2025.

Measuring our progress

Long range trackers (Annual)									
No.	Performance measure	Cabinet member (Cllr)	Lead Director	20/21	21/22	22/23	23/24	24/25	Target 24/25
LW1	% of adults participating in 150+ mins of sport or physical activity per week within the Winchester district	Becker	Dawn Adey	n/a	73.7%	73.0%	73.3%	69.2%	Measure only
LW2	Number of unemployed (source: Economic Activity data)	Thompson	Dawn Adey	1,800	1,700	1,235	1,900	1,900	Measure only

Practical real-time measures (Quarterly)										
No.	Performance measure	Cabinet member (Cllr)	Lead Director	Q4 - 23/24	Q1 - 24/25	Q2 - 24/25	Q3 - 24/25	Q4 - 24/25	Target 24/25	Status
LW3	Winchester Sport and Leisure Park - total number of visits	Becker	Dawn Adey	304,205	340,189	340,178	347,038	358,832	1,233,094	
LW4	Winchester Sport & Leisure Park – total number of all concessionary rate visits	Becker	Dawn Adey	128,983	131,095	135,532	136,816	140,036	442,798	
LW5	Meadowside - total number of visits	Becker	Dawn Adey	21,410	19,506	19,886	18,892	20,977	73,050	
LW6	Meadowside - total number of all concessionary rate visits	Becker	Dawn Adey	444	2,552	2,677	2,631	3,481	10,242	
LW7	Number of housing benefit claimants (rolling total)	Cutler	Liz Keys	2,811	2,726	2,553	2,452	2,301	Measure only	n/a
LW8	Number of Council tax reduction claimants (rolling total)	Cutler	Liz Keys	5,898	5,854	5,850	5,805	5,784	Measure only	n/a
LW9	Average time taken to process new housing benefit claims (days)	Cutler	Liz Keys	19.4	20.73	25.95	16.24	21.38	24 days	
LW10	Number of reported fly-tips (actual incidents) ⁴	Cutler	Simon Hendey	244	168	158	185	246	<1,100	
LW11	% of fly-tips cleared within contract deadlines/days	Cutler	Simon Hendey	n/a	81%	72%	85%	86%	80%	

No.	Performance measure	Cabinet member (Cllr)	Lead Director	Q4 - 23/24	Q1 - 24/25	Q2 - 24/25	Q3 - 24/25	Q4 - 24/25	Target 24/25	Status
LW12	Number of reported graffiti incidents (online form totals)	Cutler	Simon Hendey	15	26	11	9	12	<169	
LW13	Number of "Public Space" issues reported (online form totals inc. litter, bins, etc.) ⁵	Cutler	Simon Hendey	199	143	131	121	163	<600	

Commentary:

LW1 – The data comes from the Sport England Active Lives survey, for which response rates were 22% down this year. Numerous areas saw unexpected variances in their results so we will need to review the next year's figures to see if a trend is emerging or whether this was an unreliable result.

LW11 – The table and notes below provide further information relating to the percentage of reported fly-tips cleared within KPI.

	Q1 24/25	Q2 24/25	Q3 24/25	Q4 24/25
Total fly tips confirmed cleared	148	148	156	168
Fly- tips up to 1 metre cubed in size	32	36	31	24
<i>Number of which cleared in time (5 working days submission to clearance)</i>	23	25	21	15
<i>Percentage of up to 1 metre cubed cleared in time</i>	72%	70%	68%	63%
Fly-tips size 1 metre cubed and above	116	112	125	144
<i>Of which in time (15 working days submission to clearance)</i>	98	83	111	133
<i>Percentage of 1 metre cubed and above cleared in time</i>	85%	74%	90%	92%
Average percentage of all fly-tips cleared in time	82%	73%	85%	88%

- The completion targets of 5 and 15 working days include 3 to 5 days for evaluation of fly-tip for any enforcement action and 2 to 10 days for clearance (depending on size of up to a metre cubed / 1 metre cubed and above).
- The target of 80% was selected as a viable baseline as this is the first time it has been included in the strategic key performance indicators and will be reviewed annually.
- Compared to the same periods for 23/24 (Q1 to Q4), total fly-tip numbers reported have decreased from 880 to 756 over the period.

Footnotes:

⁴ Figures are net total of 'actual' reports received (less any that have been identified as duplicates, out of district, private land etc.)

⁵ *Figures based on total form reports received for 'Clean my Street' relating to bins/bring sites, street mess – human, syringes, spilt waste, street sweeping, overflowing litter/dog waste bins etc.-- glass, litter, alongside report forms submitted for Park Areas and Public Conveniences. The previous kpi for 23/24 – 'litter' line was only one item from the form, not inclusive of the wider set of 'street mess' issues.*

Section 3 Homes for All

Delivery highlights – January to March 2025

- The final vacant Venta Living Ltd apartment was let on 7 March 2025 and all 41 units are now let. The scheme has supported many keyworkers to find good quality and affordable privately rented accommodation within the City Centre area.
- The community safety partnership has worked with Swanmore College on initiatives to reduce Violence Against Women & Girls Safer (VAWG) through peer heroes changemakers with an aim for young people to take ownership and create something that they believe will reduce violence experienced by women and girls in their school.
- Healthy Relationship workshops delivered to (pastoral leaders and EDI committee members) at Barton Peveril College. Youth Options Outreach will offer 6 sessions around healthy relationships, misogyny and incels.
- An extension of funding for ASB Grip Patrols with BID Rangers has been agreed to roll on to Q1 which includes patrol cover outside of core hours to include the hot spot period between 5pm and 7pm.
- The review and refresh of the Preventing Homelessness and Rough Sleeping Strategy was launched through a well-attended homelessness forum, which included key partners and stakeholders. The consultation process has started, with customer service questionnaires distributed to everyone who has used the Housing Options service in the past year, as well as to stakeholders and housing staff.
- A successful grant bid made to the Department for Energy Security and Net Zero (DENSZ) secured £3,458 753 of funding. The funding will deliver on a programme that aims to improve 672 homes over the next three years through a mix of new technology (Solar PV, Air Source Heat Pumps) and building fabric cavity-wall and loft insulation improvements aiming to save carbon and reduce fuel bills.

New Homes Programme

Lead Cabinet Member: Cllr Chris Westwood	Project Sponsor: Simon Hendey	
Programme RAG status	Timeline	Budget
<p>RAG Status Update</p> <p>There is an increase in programme confidence due to the recent S106 acquisition negotiations, but RAG status remains Amber due to the lack of control over the pace of delivery by the private developer market. Continued commitment to commissioned schemes to mitigate S106 acquisitions risks.</p>		
<p>Progress achieved during the last quarter:</p> <ul style="list-style-type: none"> • Following completion of the Winnall scheme in Q4 2023/24, new flats and houses continue to be occupied. This includes shared ownership homes and, following the signing of a lease with Venta Living Ltd (the council's housing company), homes for market rent. • Market engagement with SME and volume housebuilders is ongoing, with the aim of securing new build units for use as council housing. • Legal contracts completed in February 2025 with Alfred Homes Ltd for land and the construction of 10 affordable homes at Hazeley Road, Twyford. • Discussions continue with Cala regarding the acquisition of 156 S106 units at Kings Barton, Winchester. • Feasibility studies are underway on a number of pipeline council commissioned schemes with the aim of making them financially viable against a challenging economic backdrop. 		
<p>Actions for the next quarter:</p> <ul style="list-style-type: none"> • Progress detailed contract negotiations for the S106 acquisitions at Kings Barton. • Corner House, Winchester – options analysis and prepare outline business case for Cabinet review. • Woodman Close, Sparsholt – tender for a build contractor and prepare final business case for Cabinet review. • Southbrook Cottages, Micheldever – finalise accounts with build contractor and prepare post completion report for Scrutiny Committee and Cabinet review. 		

Housing Compliance Improvement Plan

Lead Cabinet Member: Cllr Chris Westwood	Project Sponsor: Simon Hendey	
Programme RAG status	Timeline	Budget
<p>RAG Status Update</p> <p>The RAG status is amber due to challenges around resource constraints and the challenges of securing resources in a very competitive recruitment market. Resource proposals are being presented to ELB end of April to ensure appropriate resource in place to support service improvement work. In addition, some tasks are being outsourced to external providers to deliver key activities to ensure timelines can be achieved.</p> <p>Compliance works were not known at the time of budget setting for 2024/25, the HRA forecast was updated in Q3 to allow budget. Regular monitoring of budget and trends in place to monitor overspends and plans around budget forecasting.</p>		
<p>Progress achieved during the last quarter:</p> <ul style="list-style-type: none"> • The project has progressed significantly across this quarter in the area of data validation work to reach a more assured position on all 6 areas of compliance. This work supports the foundations of good data quality and validation methods for ongoing reporting, monitoring, and service delivery. • At the end of Quarter 4 we have been able to provide more robust, validated, and accurate data across compliance programmes. • Mobilised fire door survey programme • Mobilised Fire Risk Assessment (FRA) programme • Appointed multi-disciplinary specialist team to support fire safety work in our HRBs. • Appointed interim Fire Safety Manager • Work to progress and appoint a third-party supplier to deliver 100% stock condition programme has been progressed to contract award stage. • Decision made to appoint third party supplier to support with review of compliance policies & procedures due to internal resource constraints and skills gaps in some compliance areas 		

Actions for the next quarter:

- Appoint and mobilise work with third party supplier to deliver suite of updated compliance policies & procedures.
- Seek approval and recruit Building Safety Manager to assist with driving this service improvement work.
- Mobilise stock condition programme with pilot phase identified to ensure approach, data collation and outputs from survey achieves project objectives linked to accurate stock condition data.
- Review and develop compliance reporting to provide accurate position of remedial actions resulting from programmes.
- Introduce monthly exception reports across all compliance programmes to ensure internal controls are in place to validate data & reporting against these programmes.
- Progress and mobilise asbestos survey programme.
- Complete market research and seek approval to procure new Asset management system

Homes for All – progress against our plans

Ref	Project	Cabinet Member	Delivery Date	Status R/A/G
1	Review HRA Business Plan in light of the economic circumstances and review current planned services and programmes.	Cllr Westwood	Nov 24	Complete
2	Deliver the outcomes and expectations of the standards set by the Regulator of Social Housing	Cllr Westwood	Ongoing	
3	Review of Hampshire Home Choice Framework	Cllr Westwood	Mar 26	
4	Deliver council housing retrofit carbon reduction programme	Cllr Westwood	Ongoing	
5	Develop and implement an Older Persons Accommodation Strategy	Cllr Westwood	Mar 26	
6	Seek opportunities for homes to be offered across the district by Venta Living Ltd	Cllr Westwood	Ongoing	
7	Collaborate with partners to deliver the aims set out in the Winchester Community Safety Delivery Plan 24/25	Cllr Westwood	Mar 25	Complete
8	Review and refresh the Preventing Homelessness and Rough Sleeping Strategy	Cllr Westwood	Mar 26	
9	Develop a Temporary Accommodation Strategy	Cllr Westwood	Mar 25	Complete
10	Complete the Domestic Abuse Housing Alliance (DAHA) accreditation and embed new policies and processes across the organisation *	Cllr Westwood	Dec 24	

Red/Amber status

- *10. The DAHA accreditation submission was delayed in December as we could not demonstrate a CRM management system that captures all Domestic Abuse interactions and data in one place. It was the only criteria not met that delayed the accreditation process, and the intention is to create an in-house data solution to resubmit for accreditation in June 2025. This work is carried forward to the 25/26 action plan.

Measuring our performance

Long range trackers (Annual)												
No.	Performance measure	Cabinet member (Cllr)	Lead Director	20/21	21/22	22/23	23/24	24/25	Target 23/24	23/24 Status	Target 24/25	24/25 Status
HFA1	% of all WCC homes achieving energy efficiency rating of C or above	Westwood	Simon Hendey	62%	63%	65%	70%	tbc	70%		70%	tbc
HFA2	Net cumulative total new home completions across the district (rolling total)	Westwood	Simon Hendey	n/a	121	139	276	308	1,000 by 2030		1,000 by 2032	tbc
HFA3	Homelessness – numbers recorded as rough sleepers (as at year end)	Westwood	Simon Hendey	n/a	n/a	2	3	5	0	Annual Count	0	

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Practical real-time measures (Quarterly)										
No.	Performance measure	Cabinet member (Cllr)	Lead Director	Q4 - 23/24	Q1 - 24/25	Q2 - 24/25	Q3 - 24/25	Q4 - 24/25	Target 24/25	Status
HFA4	Average time for homeless household to receive offer of a permanent home (days – as at quarter end)	Westwood	Simon Hendey	n/a	95	158	332	310	365 days	
HFA5	Numbers on housing waiting list	Westwood	Simon Hendey	1,538	1,592	1,575	1,623	1,569	Measure only	n/a
HFA6	Voids cumulative re-let time (general needs and older persons) (calendar days)	Westwood	Simon Hendey	15.63	22.59	19.81	20.52	19.76	13	

Comments from CHOS on quarter where status is amber or red:

HFA3: The target has not been met due to a number of challenges with regards to the reduction in stage 1 accommodation being available for individuals at risk of rough sleeping, general rising living costs and availability of suitable accommodation, particularly one-bedroom accommodation.

HFA6: Meeting the void turnaround target remains challenging in the light of changing customer demographics, housing preferences and improving the quality of voids work. We have since carried out benchmarking through HouseMark which confirms that issues facing void turnaround times is growing across the sector and proving more intractable than could have been envisaged. HouseMark figures for February 2025 show little sign of improvement, with void rates 24% higher than 12 months ago and average relet times remaining higher than 50 days for the second month in a row supporting the proposal to revise our current voids target.

Section 4 Vibrant Local Economy

Delivery highlights – January to March 2025

Economic Development

- Completed the delivery of the government's UK Shared Prosperity (UKSP) and Rural England Prosperity (REPF) funded programme with a total of £1,689,000 of funding awarded to 52 projects across the district supporting local investment.
- 61 businesses supported with either commercialisation, incubation and scale up, acceleration and digital productivity or net zero report through the Business Growth Factory which was funded through the UKSP programme.
- A major project from the Green Economic Development Strategy Action Plan is the development of an outline business case, based on the Marwell and Biffa model, for Winchester Science Centre's solar PV power purchase agreement, submitted for on 13 February 2025.
- Completed delivery of low carbon assessment programme resulting in 10 completed audits and if all actions are completed will result in an annual energy saving total of 41,750 kWh.
- Five green business grants awarded and six projects through the UKSP and REPF programme that have resulted in businesses reducing their energy consumption or increasing renewable energy generation by installing solar PV or EV charging points.
- 230 residents engaged with the digital skills programme, funded through UKSP, through workshops or one to one session held throughout the district.
- Delivery of retrofit skills programme, funded through UKSP, in Partnership with Hampshire County Council, including: a retrofit conference and 187 learners including those completing Retrofit 101 or 202 courses.
- PR activity resulted in 81 pieces of coverage achieved with 425 Visit Winchester brand mentions, reaching a potential audience of 855 million. National and international media titles featuring coverage on Winchester include Woman's Weekly, Waitrose Magazine, Closer, My Weekly, The Scotsman, The Daily Mail, BBC Travel, The Times, Tatler, The Sun and Country Living (see PR reports and coverage for [January](#), [February](#) and [March](#)).
- Jane Austen Winchester trail leaflet launched, and a Jane Austen/tourism showcase visit was arranged for Dr Danny Chambers, MP as part of English Tourism Week. Winchester and 'Jane Austen's England' was cited as number 1 in The New York Times list of 52 favourite 'Places to go in 2025'. Broadcast media opportunities secured for That's TV (regional) and BBC Breakfast (national) covering Jane Austen events across Winchester.
- Users to visitwinchester.co.uk up 14% for this quarter compared with Q4 2024. Total users for Q4 2025: 84,000. 'Things to do,' 'What's on' and 'Shopping' feature in the top five performing pages. Top performing content across Visit Winchester digital channels included itinerary for a great day out, walking, 5 places to see snow drops, valentines. All content promotes shopping and eating out to support footfall to Winchester's high streets.
- Attendance at Tourism Southeast Excursions Group Travel Show showcasing Winchester to over 100 group travel organisers.

- Visit Winchester sustainable tourism feature published in Hampshire Fare's [Local Produce Guide](#) (p.26-29).
- Partnered with Visit Britain to host journalists from USA, Nordics, Australia, writing for titles including Lonely Planet, Conde Nast Traveler, and Escape (Australia's leading weekend newspaper which has a cumulative print and online readership sitting just under 2.5million).
- Over 100 creatives from businesses across the district attended Creative Industries Growth Programme, delivered in partnership with Evolve Advisory and funded by UKSP.
- Cultural Strategy end of year one action plan report completed and shared with the "cultural collective" stakeholder group. Of the 20 actions agreed to be undertaken the vast majority have been implemented with a small number not fully completed and carried forward for further action in year two.
- West Waterlooville Art Programme 'Plot Lines' website and Instagram are now live. Writers recruited for workshop series two and three. First milestone evaluation meeting has taken place, exploring measuring the future success of the programme.

Vibrant Local Economy - Progress against our Plans

Ref	Project	Cabinet Member	Delivery Date	Status
1	Produce event toolkit and associated event management guidance	Cllr Thompson	June 24	Complete
2	Installation of new information boards with maps and wayfinding information	Cllr Thompson	June 24	Complete
3	Undertake consumer marketing activity including production of a public art trail leaflet	Cllr Thomoson	Sep 24	Complete
4	Support independent business (food and drink, retail) and market towns across the district	Cllr Thomspson	ongoing	Ongoing
5	Support employment and skills projects and plans	Cllr Thompson	ongoing	Ongoing
6	Develop a Sustainable Tourism Tactical Plan	Cllr Thompson	Mar 25	
7	Develop and deliver a programme of Jane Austen 2025 PR and marketing	Cllr Thomspson	Jan 25	Complete
8	Support local investment through both the UK Shared Prosperity and Rural Prosperity Funding programme	Cllr Thompson	Mar 25	Complete
9	Deliver the Green Economic Development Strategy Action Plan 2024 - 2027	Cllr Thompson	ongoing	Ongoing
10	Deliver Digital Growth Factory (UK Shared Prosperity 24/25 funded project)	Cllr Thompson	Feb 25	Complete
11	Explore future uses of the Guildhall and Abbey House	Cllr Tod	Spring 25	
12	Review of Concessionary Rental Policy	Cllr Tod	Jan 24	Complete
13	Implementation of a new Business Rates exemption and relief to support green technologies.	Cllr Cutler	Mar 24	Complete

Red/Amber status

6 - Resource allocated to collate evidence, baseline data and sector trends / insight in Q1 25/26 to underpin the plan's development which is carried forward into the 2025/26 service plan.

11 - Abbey House: No further work in this area due to significance of the property to the Mayor and consideration of LGR implications

Guildhall: Condition Surveys and appointment of Market Assessment consultant being undertaken. Aiming for September this year to clarify cost plan for Guildhall refurbishment works and conclude marketing for appointment of a Guildhall Operator to manage the building and events under a new lease of the Guildhall. This work will carry forward into 25/26.

Measuring our progress

Long range trackers (Annual)									
No.	Performance measure	Cabinet member (Cllr)	Lead Director	20/21	21/22	22/23	23/24	24/25	Target 24/25
VLE1	% of economically active people in employment (aged 16-64 - source: NOMIS)	Thompson	Dawn Adey	77.4%	83.7%	75.1%	81.5%	87%	Measure only
VLE2	Business counts (micro, small, medium, large – source: NOMIS)	Thompson	Dawn Adey	8,035	8,110	8,165	8,225	8,095	Measure only

Practical real-time measures (Quarterly)										
No.	Performance measure	Cabinet member (Cllr)	Lead Director	Q4 - 23/24	Q1 - 24/25	Q2 - 24/25	Q3 - 24/25	Q4 - 24/25	Target 24/25	Status
VLE3	% of WCC revenue spend with local suppliers	Cutler	Liz Keys	31.18%	22.00%	22.00%	28.39%	18.80%	25%	
VLE4	% residents claiming out-of-work benefits ⁶	Thompson	Dawn Adey	2.00%	2.10%	2.30%	2.20%	2.10%	Measure only	n/a
VLE5	City centre high street footfall – total number of unique visitors count ⁷	Thompson	Dawn Adey	431,393	429,807	402,943	410,475	426,754	Measure only	n/a

Comments from CHOS on quarter where status is amber or red:

VLE3: The reason for the reduction in the % of local revenue spend decreasing compared to Q3 is due primarily to a large increase in expenditure for Q4 most of which was with Surrey based Cardo South Ltd for Housing and Estates projects. (Amber as year average is 22.80%)

Footnotes:

⁶ Data provided by ONS – “CC01 Regional labour market: Claimant Count by unitary and local authority”. Published 17th of the month.

⁷ Data provided by the Winchester BID Place from their Informatic reports – in April 2024, a new way for collecting data on unique visits was introduced therefore data previously reported for 2023/24 cannot be compared. For comparison, reprofiled data for Q4 23/24 has been included in the table above. Throughout the year each month can see the footfall levels go up or down. This is a result of positive impacts such as events and festivals and negative impacts like weather especially storms – such as the ones in December that closed the Christmas market for two weekends. .

Section 5 Your Services. Your Voice

Delivery highlights – January to March 2025

- Adoption of new Council Plan 2025-30 following comprehensive engagement with stakeholders, members, parishes, and staff
- Digital Vision and Strategy adopted.
- Monthly 'Digital Dispatch' newsletter circulated monthly to colleagues and Members to support delivery of our Digital Strategy
- Digital & Change Champions Sessions conducted on MS Teams, promoting reduced printing and safe AI usage.
- Three key digital projects established, and discovery phase commenced:
 - Customer Experience (CX)
 - Digitalisation of Planning
 - Implementation and adoption of Microsoft 365
- Revised opening hours of reception have been adopted following successful trial increasing phone capacity at peak times.

Transformation Challenge (TC25)

Lead Cabinet Member: Cllr Neil Cutler		Project Sponsor: Liz Keys	
Programme RAG status	Timeline	Budget	Budget Reduction
<p>RAG Status Update</p> <p>Progress of circa £1.56m (52%) of the £3m target for baseline budget reductions has been achieved to date as a result of TC25. Not unexpectedly, as we move further into the programme, realising savings becomes more challenging and Local Government Reorganisation (LGR) also brings additional uncertainty and possible implications that are currently unbudgeted. The programme risks are kept under regular review, the next phase of our transformation programme is underway, and the programme is being managed robustly to ensure the £3m target budget reductions is achieved.</p>			
<p>Progress achieved during the last quarter:</p> <p><u>In addition to the 'Your Services, Your Voice' delivery highlights:</u></p> <ul style="list-style-type: none"> • Contract re-tenders and negotiations achieved the following savings: • City Offices and Guildhall cleaning contract awarded with revised specification resulting in annual savings of approx. £96k. • Contract negotiation for Cash Collection contract resulting in a saving of £27k. • GIS contract negotiation saving £18k. • New Guildhall booking system to be implemented April 2025 resulting in an improved system and a saving of £4k. • Jobs Go Public advertising portal contract negotiation creating a saving of £4k. • Transport grants reviewed and a proposal from ShopMobility of a £12.5k reduction agreed for 25/26 with no impact to service. • Internal Audit Review (Part 2) – shared audit days for IT service with TVBC agreed. • Implementation of in-house Emergency Planning arrangements resulting in a budget reduction of £23k • Use of Planning Performance Agreements (PPA) has exceeded income target of £100k for 24/25. • Fees and charges review completed with a focus on full cost recovery. Impact on income to be reviewed and reported in November MTFS • Microsoft Copilot chat enabled for colleagues providing instant, intelligent assistance with the aim of enhancing productivity. 			

Actions for the next quarter:

- Next phase of Strategic Reviews ('Preparing for Change' meetings') to be held with CHOS and Cabinet Members to inform next TC25 phase and priority areas in preparation for LGR
- Finalise Service Level Digital & IT Roadmaps
- Progress Microsoft 365 Implementation and Adoption project
- Completion of renovation works to bring 59 Colebrook Street back into use by creating 6 one-bedroom flats, generating additional income.
- Further strategic review of parking management – options to be reviewed.

Your Services. Your Voice - Progress against our plans

Ref	Project	Cabinet Member	Delivery Date	Status
1	Undertake a district wide Residents' and Young Persons' survey	Cllr Becker	Aug 24	Complete
2	Development of a corporate digital strategy that drives innovation across the council	Cllr Cutler	Sep-24	Complete
3	Modernise the contact channels our residents and businesses use to contact and do business with the council to improve the customer journey	Cllr Cutler	2025/26	On-going
4	Adoption of a Council Plan 2025-30 that is fit for the future	Cllr Tod	Jan 25	Complete
5	Review and improve our approach to consultation and engagement, by adopting a new Consultation and Engagement Policy and Charter	Cllr Becker	Dec 24	
6	Further promotion of self-serve and digital services including the increased take-up of electronic billing (rollout of "Digital by Default") and notifications for Council Tax, Business Rates and Housing Benefits services, and the further roll out of SMS for the issue of electronic payment alerts and reminders. This will lead to more efficient process and a reduce in printing and postage costs with the additional benefit of reduced carbon.	Cllr Cutler	2025/26	On-going
7	Review our complaints policy and processes and demonstrate learning from complaints to drive service improvements	Cllr Cutler	Jun 25	
8	Establish and introduce new tenant/leaseholder engagement programme	Cllr Westwood	May 24	Complete
9	Deliver customer focussed digital transformation of housing services	Cllr Westwood	Mar 26	
10	Install improvements to the audio/visual systems for public facing meetings	Cllr Cutler	Apr 24	Complete
11	Increase subscription take up to the Your Council News email newsletter	Cllr Tod	Jun 24	Complete

Red/Amber status

none

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Measuring our progress

Long range trackers (Annual)									
No.	Performance measure	Cabinet member (Cllr)	Lead Director	2021	2022	2023	2024	Target 2024	Status
YSYV1	Residents' satisfaction with the way the council runs things (Residents' Survey)	Becker	Laura Taylor	No survey	75% (SE 62%)	No survey	69% (compared to LG survey of 55%)	> LGA average	
YSYV2	% of Residents' Survey respondents that feel the council involves residents when making decisions	Becker	Laura Taylor	No survey	58%	No survey	55%	60%	

Practical real-time measures (Quarterly)										
No.	Performance measure	Cabinet member (Cllr)	Lead Director	Q4 - 23/24	Q1 - 24/25	Q2 - 24/25	Q3 - 24/25	Q4 - 24/25	Target 24/25	Status
Page 187 YSYV3 YSYV4 YSYV5 YSYV6 YSYV7 YSYV8	% complaints responded to within 10 working days	Becker	Liz Keys	79%	79%	92%	89%	90%	90%	
	% of upheld and partially upheld complaints	Becker	Liz Keys	68%	47%	48%	45%	68%	Measure only	n/a
	Number of residents digitally interacting with the council (number of online reports submitted through online forms platforms)	Becker	Liz Keys	15,513	8,837	7,294	6,706	16,616	42,000	
	Number of respondents to consultations	Becker	Laura Taylor	1,182	1,182	540	1,332	112	Measure only	n/a
	% of major planning applications decided within time or agreed extension (WCC / SDNP)	Porter	Dawn Adey	100% / ~	100% / 100%	100% / ~	100% / ~	94.3% / ~	80%	
	% of non-major planning applications decided within time or agreed extension (WCC / SDNP)	Porter	Dawn Adey	96% / 94%	97% / 86%	93% / 81%	82% / 81%	93% / 88%	80%	

Comments from CHOS on quarter where status is amber or red:

YSYV2: For context, whilst this result is below the target, across the board in comparable LG surveys there has been a drop in all areas of around 10-20%, so we are still in line with the general trend from the LGA polling (and above their scores by around 10-15% each time).

YSYV5: The annual target was raised from the previous year as form submissions were increasing – however, as the garden waste subscriptions were a large part of this, further channel shift will be driven by the digital transformation work.

Section 6 Regeneration and Growth

Bar End Depot

Lead Cabinet Member: Cllr Martin Tod		Project Sponsor: Dawn Adey/ Simon Hendey	
Programme RAG status	Timeline	Budget	
Progress achieved during the last quarter: <ul style="list-style-type: none">• Scheme refined for pre-app			
Actions for the next quarter: <ul style="list-style-type: none">• Exchange and pre-app submission			

Central Winchester Regeneration (CWR)

Lead Cabinet Member: Cllr Martin Tod		Project Sponsor: Ken Baikie	
Programme RAG status	Timeline	Budget	
RAG Status Update <p>The Development Agreement (DA) Long Stop date for the updated draft Development Delivery Plan (DDP) was 6 months from signing of the Development Agreement but was extended to 14 February at Jigsaw’s request. The DDP was approved by Cabinet on 13 March.</p> <p>Jigsaw plan to submit the planning application in Summer 2026 (rather than 24 months from approval of the DDP as stated in DA).</p>			
Progress achieved during the last quarter: <ul style="list-style-type: none">On the 13 March, Cabinet approved the Development Delivery Plan (DDP) and £4.5m of CIL receipts was earmarked, to be used for public realm and green/blue and bus/highway infrastructure works in the CWR in line with the DDP			
Actions for the next quarter: <ul style="list-style-type: none">A public event will be held on 2 April where Jigsaw will share details of the Development Delivery Plan (DDP) and next steps. During the event, the public will have an opportunity to speak to the project team directly and ask any questions.Jigsaw will begin the detailed design for the CWR area and working with the LPA on the pre-application. A stakeholder engagement and consultation event are planned within the next 3 months.Finalise Archaeology Evaluation (trial trenching) report			

Local Plan

Lead Cabinet Member: Cllr Jackie Porter		Project Sponsor: Dawn Adey	
Programme RAG status	Timeline	Budget	
Progress achieved during the last quarter: <ul style="list-style-type: none">• Answered requests from the LP Inspector in terms of how information was presented and kept the Local Plan examination website up to date.• Agreed an updated Statement of Common Ground. Air Quality Report on compensatory habitats and an updated Habitat Regulations Assessment with Natural England.• Undertaken preparation for the Local Plan examination in terms.• Appointed Consultants to assist Officers at the Local Plan examination; and• Agreed an updated Local Development Scheme for the adoption of the Local Plan that is subject of an examination and for the preparation and consultation of the next Local Plan.			
Actions for the next quarter: <ul style="list-style-type: none">• Answer the Inspector's MIQ's by the deadlines that have been set by the Planning Inspector.• Attend and give evidence at the Local Plan examination.			

Station Approach

Lead Cabinet Member: Cllr Martin Tod		Project Sponsor: Dawn Adey/ Ken Baikie	
Programme RAG status	Timeline	Budget	
Progress achieved against last quarter. <p>During this period, the final version of the Concept Master Plan (CMP) and technical document has been meticulously worked on and is now complete, ensuring all necessary elements and revisions have been incorporated.</p> <p>To accompany the completion of the CMP a comprehensive views study was commissioned to gather a wide range of perspectives. This study has been successfully completed, providing evidence to demonstrate the heights and massing ranges put forward within the CMP.</p> <p>Finally, the feedback from the consultation process has now been thoroughly reviewed. An in-depth analysis report has been produced, detailing the key findings and recommendations based on the collected feedback.</p>			
Actions for the next quarter <p>The CMP is scheduled for consideration at Cabinet on June 18th, 2025.</p>			

Winchester Movement Strategy

Lead Cabinet Member: Cllr Kelsie Learney		Project Sponsor: Simon Hendey	
Programme RAG status	Timeline	Budget	
RAG Status Update. Current WMS schemes progressing, The City LCWIP is being reviewed further based on consultation feedback. The micro-consolidation trial has been delayed as the funding and building control process is agreed. Additional CIL funding towards transport schemes being developed through the WMS will be requested and this will help to a certain extent but the current lack of central Government active travel / public transport funding limits what can be achieved at the moment. This means that, in effect, the delivery of the overall strategy will take longer, and the timescales associated are uncertain as this is dependent upon future Government funding sources			
Progress achieved during the last quarter: <ul style="list-style-type: none">• City Local Cycling and Walking Infrastructure Plan (LCWIP) - Online public consultation of Draft Plan undertaken.• Micro-consolidation Trial - Building Control application submitted.• Worthy Road Walking and Cycling Improvements completed.			
Actions for the next quarter: <ul style="list-style-type: none">• City Local Cycling and Walking Infrastructure Plan (LCWIP) feedback to be reviewed.• Fulflood Liveable Neighbourhood ‘next steps’ to be agreed.• Progress BC application and all other agreements for the Micro-consolidation Trial			

Forward Plan of Key Decisions

1 July 2025 – 30 September 2025

This document sets out key decisions to be taken within the next 28 days, together with any key decision by individual Members of the Cabinet and officers. It also includes potential key decisions beyond that period, though this is not comprehensive and items will be confirmed in the publication of the key decisions document 28 days before a decision is taken.

Key Decisions are those which are financially significant or which have a significant impact. This has been decided, by the Council, to be decisions which involve income or expenditure over £250,000 or which will have a significant effect on people or organisations in two or more wards.

The majority of decisions are taken by Cabinet, together with the individual Cabinet Members, where appropriate. The membership of Cabinet and its meeting dates can be found [via this link](#). Other decisions may be taken by Cabinet Committees, Cabinet Members or Officers in accordance with the Officers' Scheme of Delegation, as agreed by the Council.

Whilst the majority of the Cabinet's business at the meetings listed in this document will be open to the public, there will be occasions when the business to be considered contains confidential, commercially sensitive or personal information. The items of business where this is likely to apply are indicated on the plan.

This is formal notice under The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 that part of the Cabinet meetings listed in this document may be held in private because the agenda and reports for the meeting will contain exempt information under Part 1 of Schedule 12A to the Local Government Act 1972 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it.

If you have any representations as to why the meeting should be held in private, then please contact the Council via democracy@winchester.gov.uk . [Please follow this link to the Council's Constitution](#) which includes a definition of the **paragraphs** (Access to Information Procedure Rules, Part 4 paragraph 8.4) detailing why a matter may be classed as exempt from publication under the Local Government Acts, and not available to the public.

Anyone who wishes to make representations about any item included in the Plan please contact the Democratic Services Team prior to the meeting to make your request. Copies of documents listed in the Plan for submission to a decision taker are available for inspection on the Council's website. Where the document is a committee report, it will usually be available five days before the meeting. Other documents relevant to the decision may also be submitted to the decision maker and are available on Council's website or via email democracy@winchester.gov.uk.

Please note that the decision dates are indicative and occasionally subject to change.

If you have any queries regarding the operation or content of the Forward Plan please contact David Blakemore (Democratic Services Team Manager) on 01962 848 217.

	Item	Cabinet Member	Key Decision	Wards Affected	Lead Officer	Documents submitted to decision taker	Decision taker (Cabinet, Cabinet Member or Officer)	Date/period decision to be taken	Committee Date (if applicable)	Open/private meeting or document? If private meeting, include relevant exempt paragraph number
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Section A

Decisions made by Cabinet & Cabinet committees

1	Land transaction (if required)	Cabinet Member for Regeneration	Yes	All Wards	Geoff Coe	Cabinet report	Cabinet	Jul-25	15-Jul-25	Part exempt 3
2	Housing repairs, maintenance & disabled adaptations policies	Cabinet Member for Good Homes	Yes	All Wards	Gillian Knight	Cabinet committee report	Cabinet Committee: Housing	Jul-25	23-Jul-25	Open
3	Social Housing regulation consumer standard improvement plan	Cabinet Member for Good Homes	Yes	All Wards	Gillian Knight	Cabinet committee report	Cabinet Committee: Housing	Jul-25	23-Jul-25	Open
4	<i>Public Toilets Improvement Strategy Update</i>	<i>Cabinet Member for Healthy Communities</i>	Yes	<i>All Wards</i>	<i>Campbell Williams</i>	<i>Cabinet report</i>	<i>Cabinet</i>	<i>Sep-25</i>	<i>10-Sep-25</i>	<i>Open</i>
5	<i>Q1 Finance & Performance Monitoring</i>	<i>Cabinet Member for Finance and Transformation</i>	Yes	<i>All Wards</i>	<i>Simon Howson</i>	<i>Cabinet report</i>	<i>Cabinet</i>	<i>Sep-25</i>	<i>10-Sep-25</i>	<i>Open</i>

	Item	Cabinet Member	Key Decision	Wards Affected	Lead Officer	Documents submitted to decision taker	Decision taker (Cabinet, Cabinet Member or Officer)	Date/period decision to be taken	Committee Date (if applicable)	Open/private meeting or document? If private meeting, include relevant exempt paragraph number
6	Housing Revenue Account outturn 24/25	Cabinet Member for Good Homes	Yes	All Wards	Liz Keys	Cabinet report	Cabinet	Sep-25	10-Sep-25	Open
7	General Fund outturn 24/25	Cabinet Member for Finance and Transformation	Yes	All Wards	Liz Keys	Cabinet report	Cabinet	Sep-25	10-Sep-25	Open
8	Nature Improvement Plan	Cabinet Member for the Climate Emergency & Nature Emergency	Yes	All Wards	Rick Smith	Cabinet report	Cabinet	Sep-25	10-Sep-25	Open
9	Local Government Reorganisation Submission	Leader & Cabinet Member for Regeneration	Yes	All Wards	Laura Taylor	Cabinet report	Cabinet	Sep-25	25-Sep-25	Open

Section B

Decisions made by individual Cabinet Members

None currently scheduled for this period.

	Item	Cabinet Member	Key Decision	Wards Affected	Lead Officer	Documents submitted to decision taker	Decision taker (Cabinet, Cabinet Member or Officer	Date/period decision to be taken	Committee Date (if applicable)	Open/private meeting or document? If private meeting, include relevant exempt paragraph number
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Section C

Decisions made by Officers

10	Treasury Management - decisions in accordance with the Council's approved strategy and policy	Cabinet Member for Finance and Transformation	Yes	All Wards	Designated HCC Finance staff, daily	Designated working papers	Designated HCC Finance staff, daily	Jul-25	Jul-25	Open
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Section D

Proposed budget timetable 2026/27

**Not classed as key decisions as final decision taken by full Council*

11	General Fund Budget Options & Medium Term Financial Strategy	Cabinet Member for Finance and Transformation	Yes	All Wards	Liz Keys	Cabinet report	Cabinet	Nov-25	19-Nov-25	Open
12	General Fund Budget 26/27*	Cabinet Member for Finance and Transformation	No	All Wards	Liz Keys	Cabinet report	Council	Feb-26	26-Feb-26	Open

	Item	Cabinet Member	Key Decision	Wards Affected	Lead Officer	Documents submitted to decision taker	Decision taker (Cabinet, Cabinet Member or Officer)	Date/period decision to be taken	Committee Date (if applicable)	Open/private meeting or document? If private meeting, include relevant exempt paragraph number
13	<i>Housing Revenue Account (HRA) Budget 26/27*</i>	<i>Cabinet Member for Good Homes</i>	<i>No</i>	<i>All Wards</i>	<i>Liz Keys</i>	<i>Cabinet report</i>	<i>Council</i>	<i>Feb-26</i>	<i>26-Feb-26</i>	<i>Open</i>
14	<i>Capital Investment Strategy 26-36*</i>	<i>Cabinet Member for Finance and Transformation</i>	<i>No</i>	<i>All Wards</i>	<i>Liz Keys</i>	<i>Cabinet report</i>	<i>Council</i>	<i>Feb-26</i>	<i>26-Feb-26</i>	<i>Open</i>
15	<i>Treasury Management Strategy 26/27*</i>	<i>Cabinet Member for Finance and Transformation</i>	<i>No</i>	<i>All Wards</i>	<i>Liz Keys</i>	<i>Cabinet report</i>	<i>Council</i>	<i>Feb-26</i>	<i>26-Feb-26</i>	<i>Open</i>