



Winchester Design Workshops

Report of Workshop 2: Winchester Town

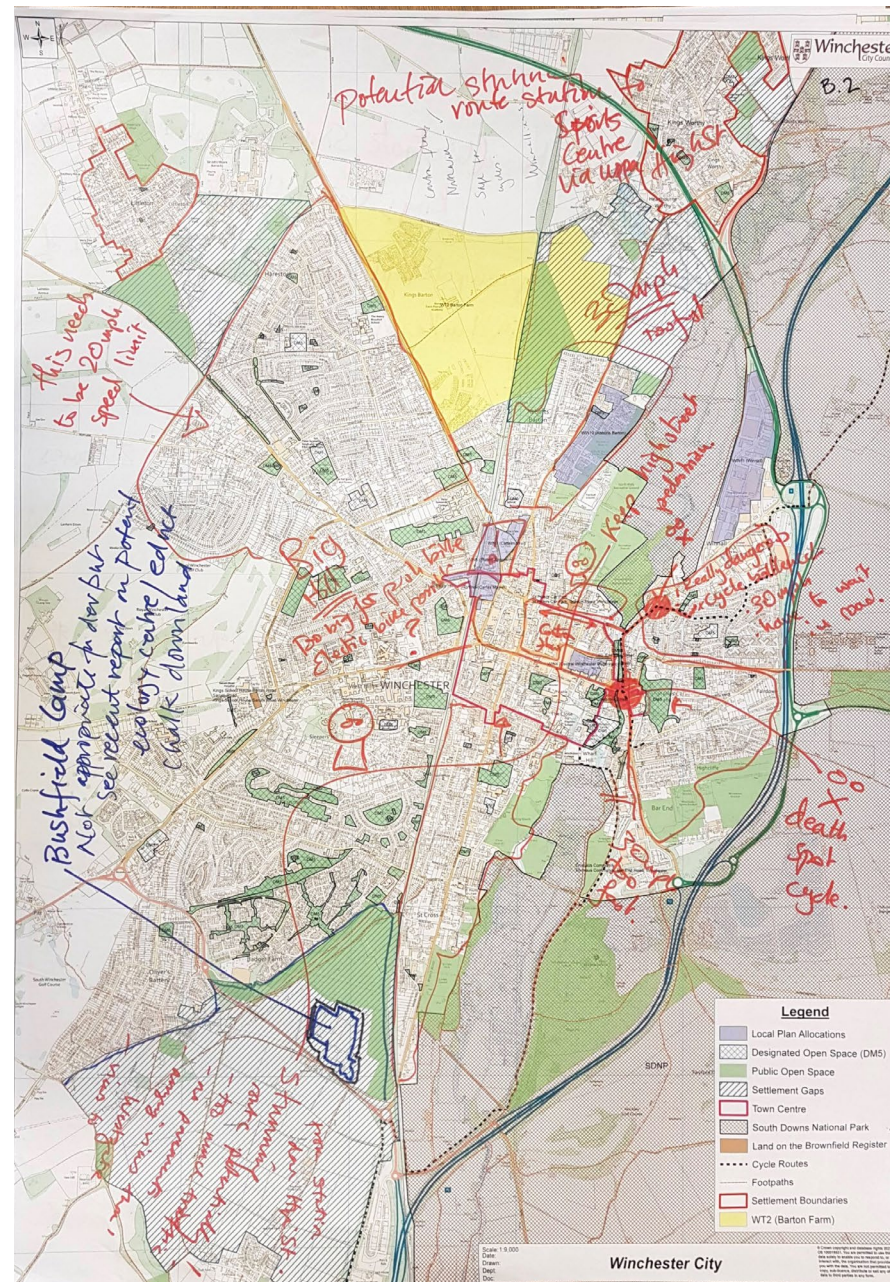
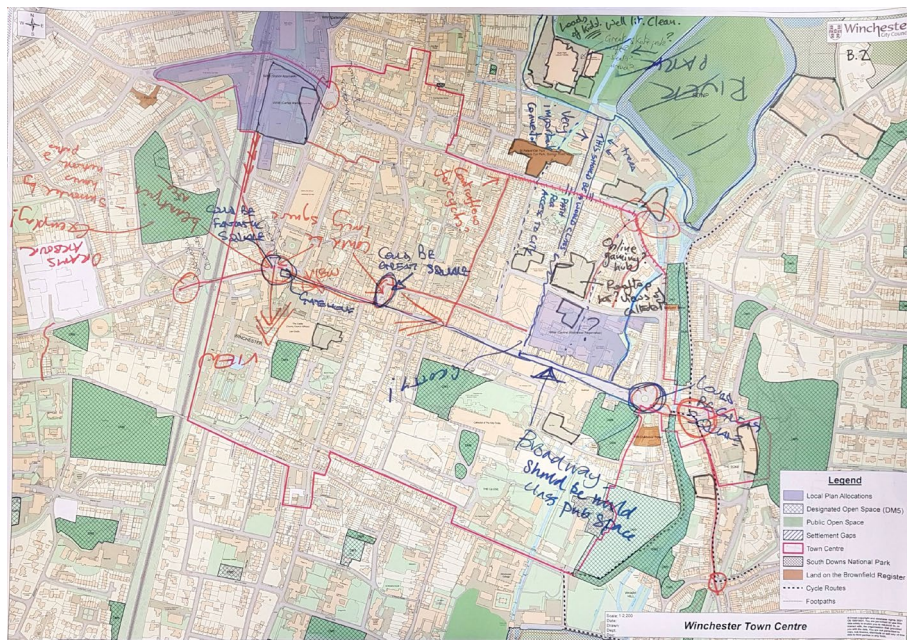
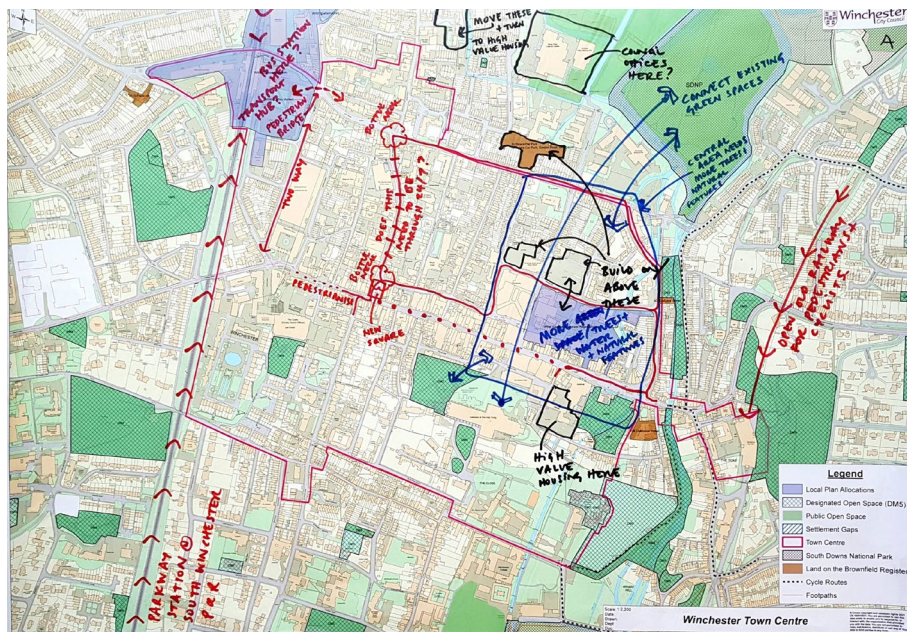
Mercure Hotel, Winchester
5th November 2021

January 2022



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Some examples of maps marked up by stakeholders at the workshop

1 Introduction and Context

1.1 Winchester Local Plan and the National Design Agenda

The way people live their lives, travel, work and enjoy their spare time are all influenced by the quality of the environment, and the Local Plan shapes this for the future as well as helping to tackle the climate emergency. The early stage in the development of Winchester's new Local Plan is important to support a high quality of life through high quality placemaking, both for residents and for visitors to Winchester and the wider district.

Winchester City Council (WCC) has a number of policies in the adopted Local Plan that seek to secure High Standards of design. These are supported by a 'High Quality Places' Supplementary Planning Document (SPD), Village Design Statements (VDS) and Local Area Design Statements (LADS) which provide guidance on how to apply policies in Winchester district and which inform the assessment of planning applications.

The Government has strengthened the need to create high quality buildings and places as fundamental to planning and development processes. This objective is supported by the revised National Planning Policy Framework

(NPPF), by the recent publication of the National Design Guide (NDG) and the piloting of the National Model Design Code (NMDC) toolkit.

In line with the direction of travel at national level, Winchester City Council's aspiration is for much greater emphasis on design driven policies and spatial planning in the revised Local Plan in order to deliver the highest quality design outcomes.

Achieving Good Design is a Process

The National Planning Policy Framework defines what is expected for well-designed places and explains how local planning policies and decisions should support this. Well-designed places and buildings come about when a rigorous design process evolves into a design proposal. This starts with an analysis of the design brief and site context which influence the layout, form, appearance and details of the proposed development. Underpinning this must be a set of local design policies which provide clear and unambiguous guidance to inform the design process and to appraise the outcome.



Figure 1.1: Stakeholders at the Winchester City workshop

1.2 Stakeholder Workshops

Winchester City Council is focusing on the changes that are required to the Local Plan to ensure delivery of high quality places. As such, the decision was taken to carry out a series of workshops for local stakeholders to inform the review of the Local Plan. The intention is to consider Winchester more holistically in terms of how the new Local Plan deals with design issues, as well as to consider the town and the wider district from a more spatial perspective. Design South East was commissioned to facilitate these workshops, carrying out three separate but complementary events to enable local people to have their say.

Workshop 1 (Policy) focused on Local Plan design policy, bringing together an invited audience of representatives from both the public and private sectors to discuss and agree the effectiveness of the current Local Plan design policies and other documents, to identify any gaps and consider how these could potentially be filled through new policies or revisions to existing policies. The final exercise asked attendees to consider the role of High Quality Places SPD/LADs and VDS in light of the Government's recent consultation on a National Model Design Code.

Workshop 2 (Winchester Town), the topic of this report, concentrated on more spatial matters and was an open invitation for local communities from the town to identify areas of brownfield/under used/disused space in Winchester where there might potentially be the opportunity for development. It was a chance for local people to have their say on where there may be opportunities to enhance the built and natural environment and, through theme-based discussions, to consider where and what those changes might be within Winchester Town.



Figure 1.2: Stakeholders engaged in mapping activity at the Winchester Town workshop

Workshop 3 (Market Towns and Rural Villages) gave an open invitation to communities from the surrounding market towns and rural villages to have their say and to bring their local knowledge to bear on how there could be positive change through development to improve outcomes for existing as well as new residents. The context for discussions was the extent to which existing Village Design Statements are delivering high-quality developments and whether any changes to policy may be required.

Next Steps

The information in this report will form part of the evidence base for the new Local Plan. However, this does not mean all the suggestions and recommendations will ultimately be incorporated into the plan. The inclusion of a particular site or area in this report does not reflect the Council's opinion or likelihood of development taking place.

Any information included in the Local Plan will be consulted on as part of Reg 18 plan. This would set a clear direction relating to areas where opportunities exist to accommodate change and deliver high-quality development and places.

2 Workshop Summary

2.1 Engagement Process

The Winchester Town Workshop (workshop 2) was held on 5th November 2021 at the Mercure Hotel in Winchester and was split into an afternoon and evening session, with 40 attendees in total. These sessions focused on areas within the Winchester Town settlement boundary, and discussions were theme-based.

Mapping exercises were used to capture local knowledge, lived experience and everyday understanding. Attendees were asked to identify those areas which had opportunity for development and enhancement. Discussions then focused on how people move around the city and whether these connections could be improved, and the final exercise focused on open space and public realm, asking attendees whether there were opportunities for more open spaces and what improvements could be made to existing areas of open space.

Each session provided an opportunity for small group discussion and spatial mapping exercises, followed by feedback to share thoughts and ideas. The topic-focused discussions were framed by the following questions:

Previously Developed Land:

- Where are opportunities for development?
- Where are empty sites in need of development or activity?
- Where are there opportunities for enhancement?
- Where are there existing sites or buildings that could work better or need investment?

Movement:

- How do you move around Winchester?
- What are the barriers?
- What could improve?
- What would encourage or enable you to walk or cycle more?

Open Space and Public Realm:

- Does Winchester have enough good quality open spaces? What could improve?
- What do you want to see or do more of and where?
- Which areas lack natural features, such as trees, water, parks?
- Where could the public realm be improved, for example space for walking, gathering, quality of materials, attractiveness?

The findings of the workshop discussions are summarised in Chapters 4, 5 and 6 which identify high-level issues and opportunities. Where the mappings revealed commonalities, these have been mapped and are identified as five broad Areas of Opportunity with the potential for transformation, as set out in Chapter 3.

2.2 Key Findings

- 5 areas have been identified as Areas of Opportunity, where there is potential to positively transform the built environment through redevelopment, improved connections and public realm/open space projects. These areas are:
 - The Broadway
 - Westgate
 - Station
 - North Walls
 - Bar End
- Winchester's movement network should be refocused away from private vehicles to facilitating safe and pleasant walking and cycling journeys.
- Vehicles should be restricted from entering the town centre where possible, while still allowing for access for those that require a car for mobility (such as the elderly and disabled). This will improve the environment and free up space for walking and cycling.
- Land within the town centre should be used efficiently for mixed use and residential developments, making better use of car parks, vacant, underused and inefficient sites.
- Capitalise on Winchester's existing open green spaces, including the South Downs, by improving access and facilities.
- Bring more natural elements into the town centre and create new public spaces to facilitate outdoor activities like café seating.

2.3 Key Recommendations

- Review the sites that were put forward at the workshop to assess whether they might be suitable for inclusion in the Local Plan.
- Take a design-led approach to site allocations by setting out spatially what developments are expected to achieve.
- Incorporate the actions and recommendations from the Vision for Winchester into the Local Plan.
- Strengthen and set out a clear design vision and expectations that have come out of these Local Plan Design workshops into the Local Plan.
- Identify 'Areas of Opportunity' and a series of key bullet points about how these areas could be improved in the Local Plan which will enable them to be used to support any funding bids.
- Ensure that the findings from this report feed into the Winchester Movement Strategy and the development of policies in the Local Plan.

3 Areas of Opportunity

3.1 Introduction

Areas of Opportunity are those areas of the city that hold the most potential for transformation, including opportunities for development, connectivity improvements and new open space/public realm projects. Based on the findings of the workshops, five Areas of Opportunity have been identified (shown in Figure 3.1):

- Broadway
- Westgate
- Station Area
- Bar End
- North Walls

The Areas of Opportunity do not have distinct or exact boundaries. They are identified as general areas as some of the potential interventions are part of wider projects (particularly around movement and connectivity).

Each area is discussed in more detail on the following pages.

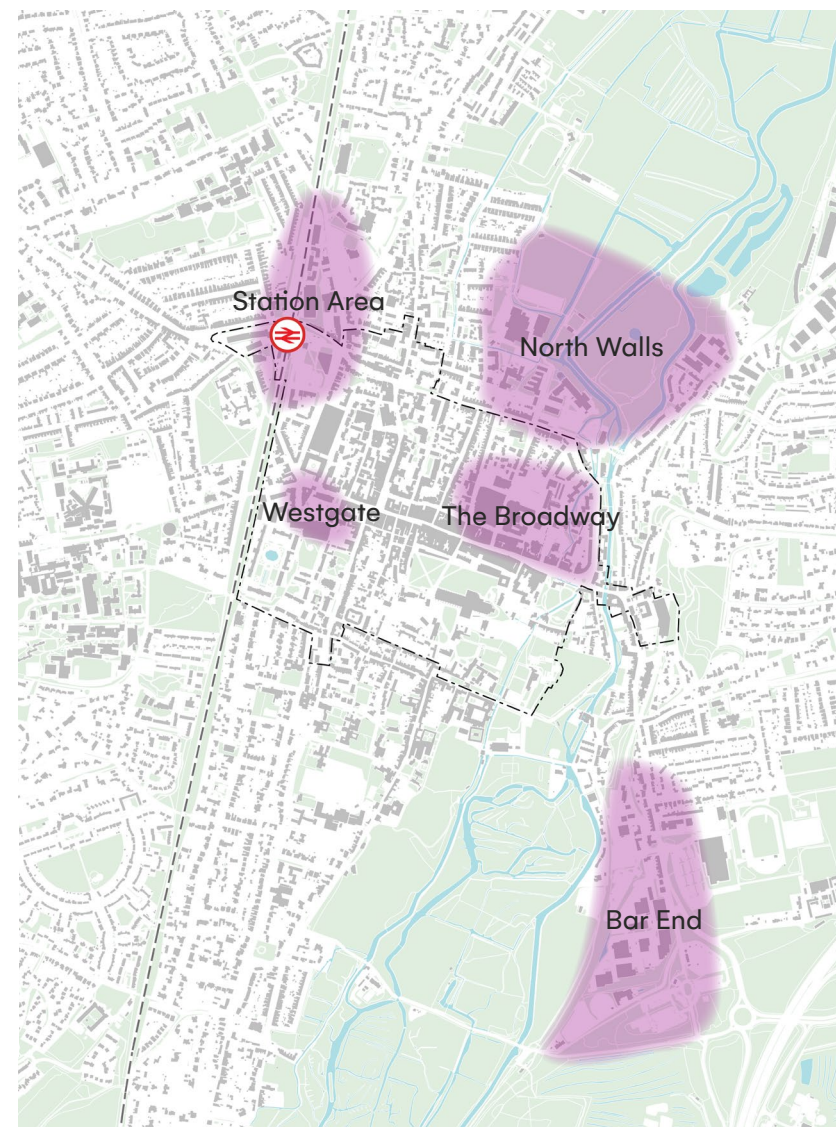


Figure 3.1: Areas of Opportunity Locations

3.2 The Broadway

The main opportunities in the Broadway Area of Opportunity (shown in Figure 3.5 on page 11) are:

- Redevelopment of the Brooks shopping centre (Figure 3.4) and surrounding car parks.
- Move the bus station to the rail station area and develop the site with city centre uses.
- Improve the design of The Broadway (Figure 3.2) for pedestrians and cyclists.
- Improve the design of the roundabout junction by the King Alfred Statue to provide a safer environment for cyclists and pedestrians.
- Improve the design of the junction of Bridge Street and Chesil street to create a safer environment for pedestrians and cyclists.
- Create a new public open space at the King Alfred statue.
- Improve the public realm of High Street (Figure 3.3) and Middle Brook Street, including planting street trees.
- Create more walking connections from High Street to the Cathedral yard.
- Daylight the culverted tributary of the River Itchen at Busket Lane and create a new public space connecting The Broadway to Friarsgate.
- Improve the existing open space along the river Itchen to encourage walking and cycling and connect The Broadway northwards to Winnall Moors and southwards.



Figure 3.2: The Broadway



Figure 3.3: High Street



Figure 3.4: The Brooks Shopping Centre

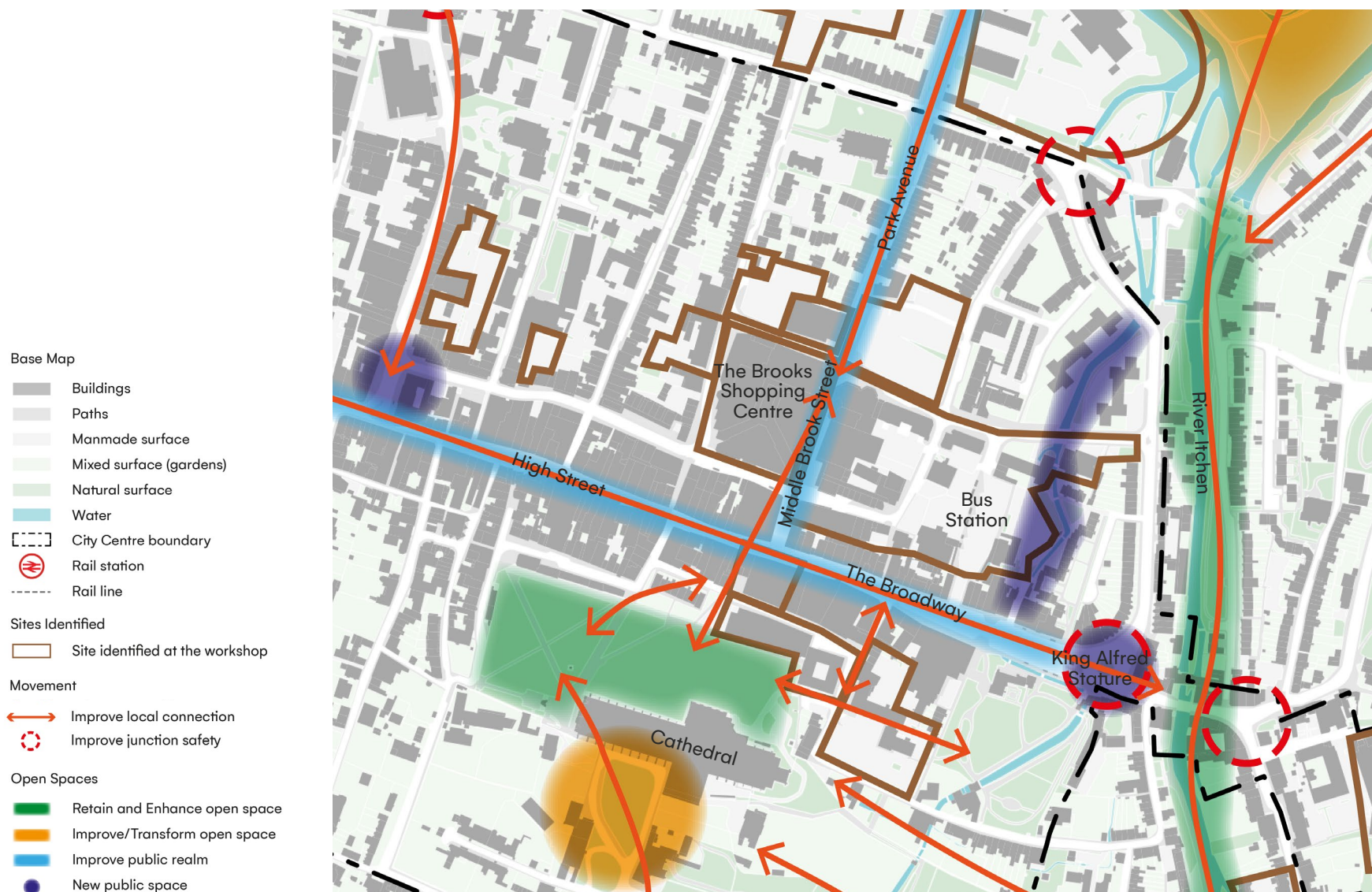


Figure 3.5: The Broadway Opportunity Area

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3.3 North Walls

The main opportunities in the North Walls Area of Opportunity (shown in Figure 3.9 on page 13) are:

- Redevelop the former River Park Leisure Centre buildings (Figure 3.6) and investigate opportunities around the Winchester School of Art sites to create a more positive interface with the area and increase activity.
- Improve the quality of the walking connection between High Street and North Walls via Middle Brook Street and Park Avenue, including tree planting.
- Improve the quality and offer of North Walls Recreational Ground (Figure 3.8).
- Improve walking connections east-west across the River Itchen (Figure 3.7).
- Redevelop St Martin's Trade Park and open up walking connections between this site and Winnall Moor across the river.
- St Martin's Trade Park is a potential location for a Park and Ride if walking and cycling connections along Wales Street to the River Itchen and city centre are improved.
- Improve the design of the junction of Union Street with North Walls to create a safer environment for pedestrians and cyclists.



Figure 3.6: former River Park Leisure Centre and skate park



Figure 3.7: River Itchen



Figure 3.8: North Walls Recreation Ground



Figure 3.9: North Walls Opportunity Area

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3.4 Westgate

The main opportunities in the Westgate Area of Opportunity (shown in Figure 3.13 on page 15) are:

- Improve the quality and attractiveness of the open spaces outside of the Great Hall and Crown Court (Figure 3.12) by introducing natural features such as trees and planting.
- Create a new public open space at the Westgate.
- Improve the public realm and facilities for pedestrians at High Street.
- Improve the design of the junction of Romsey Road, High Street and Newburgh Street (Figure 3.11) to create a safer environment for pedestrians and cyclists.
- Improve the design of the junction of Romsey Road, Clifton Road and Clifton Terrace to create a safer environment for pedestrians and cyclists.
- Improve the walking connection from the rail station to Westgate via Newburgh Street.



Figure 3.10: View of Westgate from High Street



Figure 3.11: Junction of Romsey Road at Westgate



Figure 3.12: Public realm around the Great Hall



Figure 3.13: Westgate Opportunity Area

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3.5 Station

The main opportunities in the Station Area of Opportunity (shown in Figure 3.15) are:

- Redevelop and make better use of land around the station including retail sites and car parks along Andover Road and Gladstone car park.
- Move the bus station from Broadway and co-locate with the rail station to create a transport interchange.
- Improve the arrival experience at Winchester Station by creating a new public open space outside the main entrance on Station Hill.
- Improve walking connections and wayfinding from the station to the city centre via Station Road/Newburgh Way and Station Hill/City Road/Jewry Street.
- Improve the design of the junction of Station Hill and Sussex Street to create a safer environment for pedestrians and cyclists.
- Improve the design of the junction of City Road, Jewry Street and Hyde Street to create a safer environment for pedestrians and cyclists.



Figure 3.14: Empty offices on Andover Road

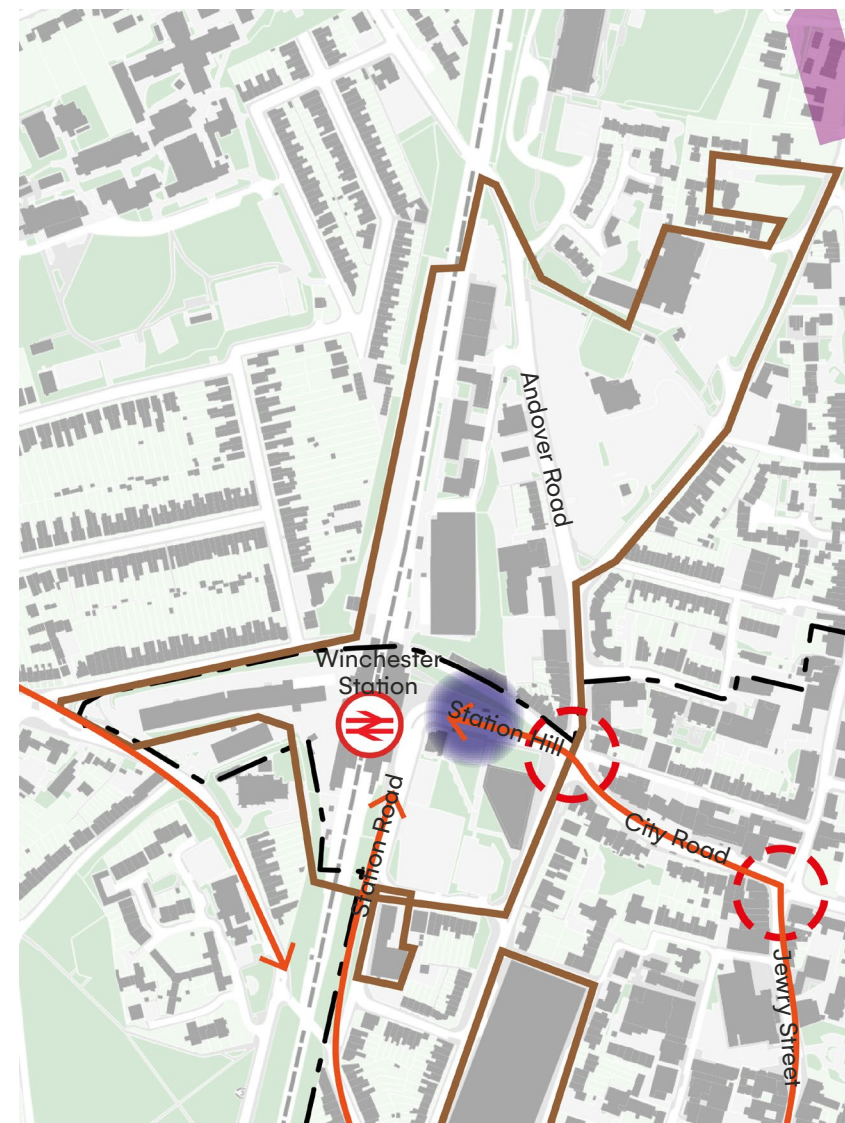
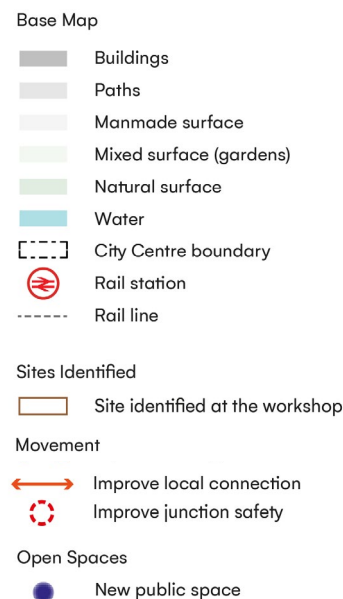


Figure 3.15: Station Opportunity Area

3.6 Bar End

The main opportunities in the Bar End Area of Opportunity (shown in Figure 3.17) are:

- Redevelop the industrial sites along Bar End Road (Figure 3.16) as mixed use development.
- Improve facilities for pedestrians and cyclists on Bar End Road to connect the existing Park and Ride with the city centre.
- Improve the walking connection along the River Itchen to connect the area towards the city centre.



Figure 3.16: Industrial units along Bar End Road



Figure 3.17: Bar End Opportunity Area

4 Previously Developed Land

4.1 Introduction

Attendees were asked to map and identify previously developed (brownfield) land. This proved to be a fruitful exercise, with a large number of sites being identified across the city (shown in Figure 4.3 on page 19). It is unlikely that all these sites will come forward for development, and their inclusion in this report does not reflect the Council's opinion of their suitability for development.

As the focus of the exercise was on the identification of previously developed ('brownfield') land, attendees were provided with a definition (right) as a guide. However, some attendees also identified undeveloped ('greenfield') sites, which have been included in the following pages for completeness.

Definition: Previously Developed Land

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where remains of the permanent structure or fixed structure have blended into the landscape.

Figure 4.1: National Planning Policy Framework definition of Previously Developed Land



Figure 4.2: Former River Park Leisure Centre

4.2 City-Wide

A few large sites were identified at the workshop on the outskirts of the city, including Sir John Moore Barracks, Barton Farm and South Winchester Golf Club. Within the built-up area, few vacant sites were identified, and opportunities for redevelopment centre around making better use of industrial and institutional sites. Attendees felt that the Royal Hampshire County Hospital and prison sites could offer some potential for redevelopment for residential and mixed uses. At Bar End, regeneration of industrial sites for mixed use development could capitalise on the presence of the new leisure centre. Winnall Industrial Estate was also identified as having potential for redevelopment to accommodate residential uses and create a better environment.

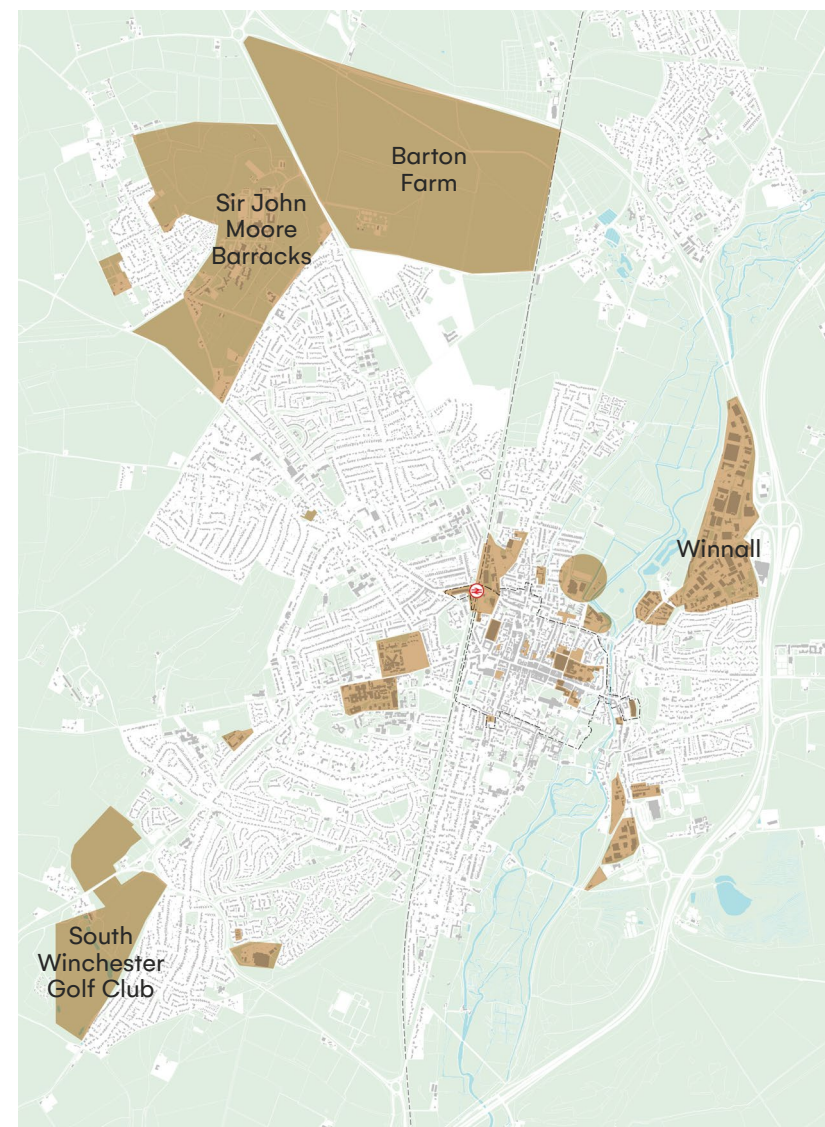


Figure 4.3: Sites identified at the workshop - city-wide

4.3 City Centre

Attendees identified a wide variety of potential development sites within and close to Winchester City centre (Figure 4.4). Surface car parks were commonly identified as opportunities for development, with some attendees noting that a certain number of car parking spaces will need to be retained for visitors. Opportunities for refurbishment or redevelopment focus on large, bulky 20th century buildings such as the River Park Leisure Centre, Brooks Shopping Centre and large retail units north of the rail station.



Figure 4.4: Sites identified at the workshop - city centre

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5 Movement

5.1 Issues

Stakeholders who attended the workshops flagged up a number of issues:

- Winchester's movement network is dominated by vehicles. This makes roads feel unsafe for cycling and hostile to pedestrians.
- Parents feel it is unsafe to allow their children to cycle to school.
- Road speeds are too high, both in outer residential areas and in the city centre.
- A number of particular junctions were identified that are unsafe for cyclists and impractical for pedestrians.
- Some attendees noted that cars are an important form of mobility for the elderly and those with limited mobility.

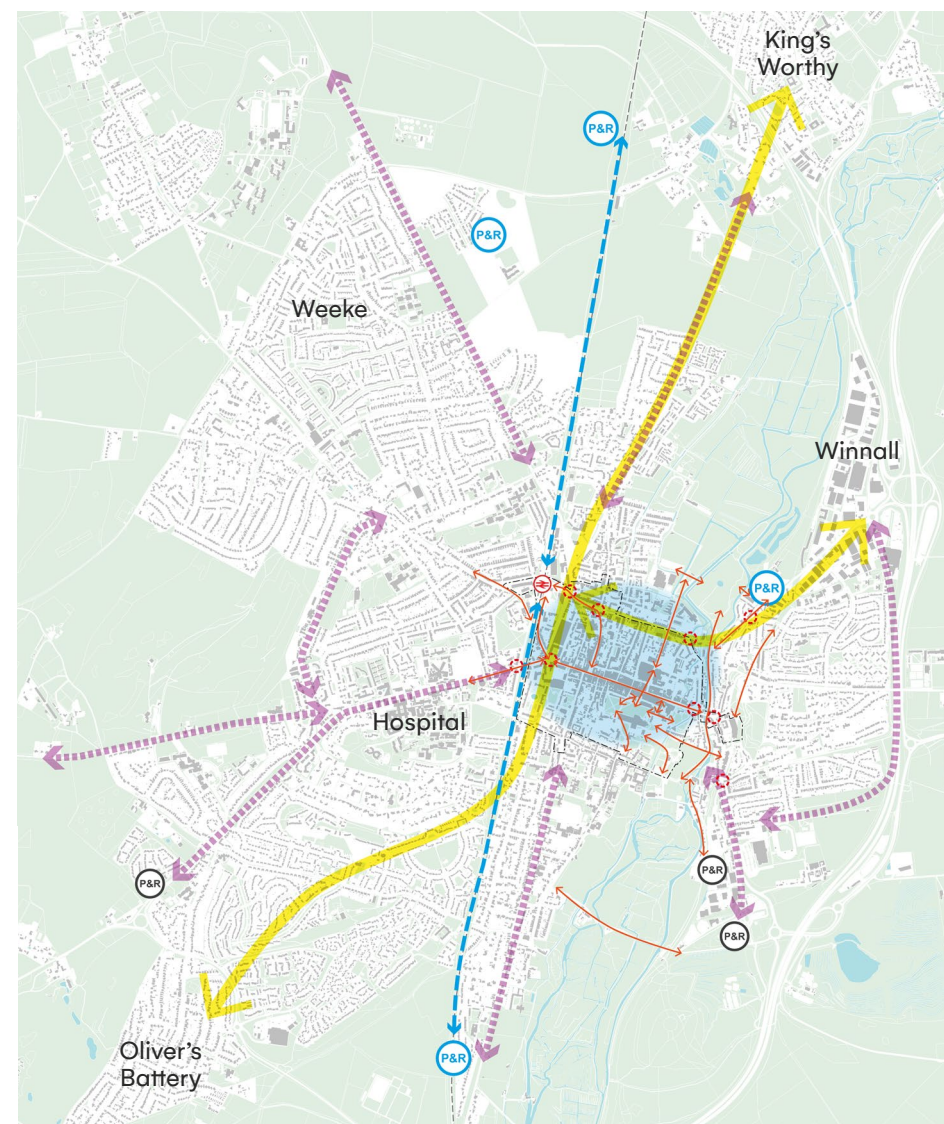


Figure 5.1: Movement opportunities - city-wide

5.2 Opportunities

A wide range of opportunities to improve Winchester's movement network were identified, from broad ideas to specific interventions. The key opportunities are shown in Figure 5.1 on page 21 and Figure 5.2 on page 22, and summarised below:

- Limit vehicle speeds to 20mph in residential neighbourhoods and the city centre.
- Restrict vehicle entry into the city centre to create a better environment for pedestrians and cyclists, and free up car parks for development.
- Reconsider the city centre one-way system (Figure 5.4) to create a more legible street network.

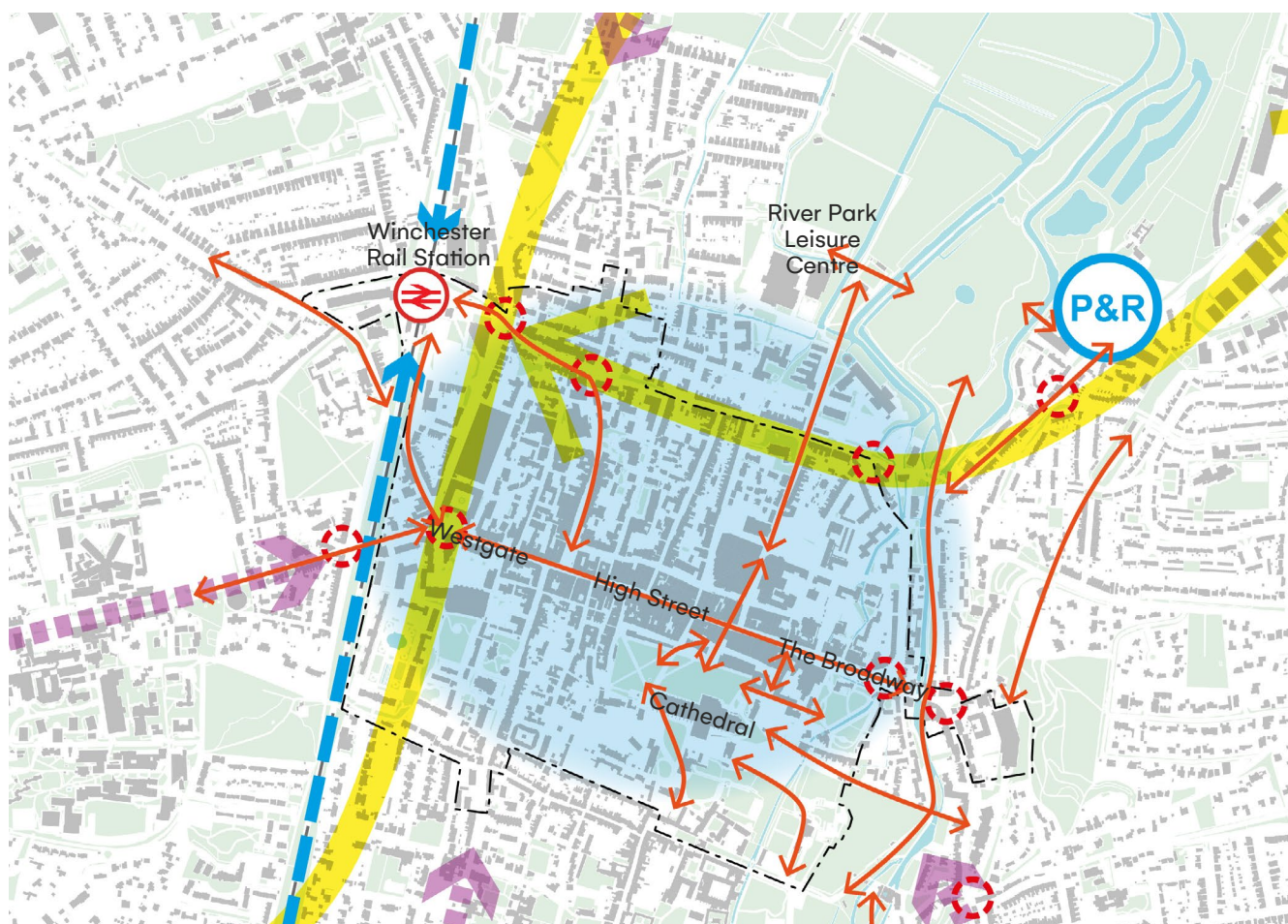
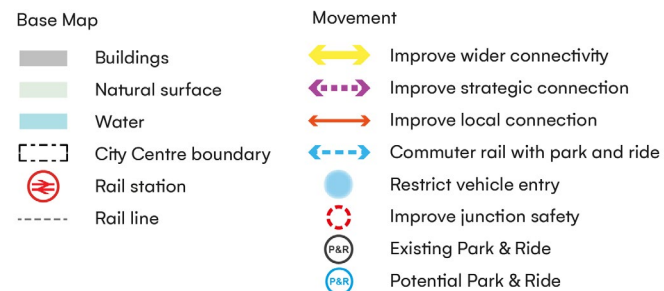


Figure 5.2: Movement opportunities - city centre

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- Greatly improve the quantity and quality of bike lanes, particularly along radial routes into the city centre and serving Park & Rides.
- Provide a designated east-west cycle route through the city centre that is separated from pedestrians.
- Generally improve connectivity between outer residential areas and the city centre and station.
- Provide a commuter rail service from Park & Rides to the north and south into Winchester rail station.
- Enhance pedestrian connections and wayfinding within the city centre to better serve destinations like the rail station (Figure 5.3), Westgate, the Cathedral and Bar End. This may include widening of pavements, improving public realm and restricting vehicles from certain routes.
- Improve walking routes along the River Itchen.
- Redesign dangerous junctions to prioritise pedestrian and cycle safety and comfort.
- Create a transport hub at the rail station by moving the bus station here from Broadway.



Figure 5.3: View from Winchester Station along Station Hill



Figure 5.4: Traffic on the city centre's one-way system at the junction of High Street and Jewry Street



Figure 5.5: An existing Park & Ride

6 Open Space and Public Realm

6.1 Issues

- Attendees generally felt that Winchester offered a range of good quality open spaces.
- The outer areas benefit from large green spaces and access to the South Downs.
- The city centre has a lot of potential for civic spaces, but some attendees commented that the town centre lacks natural features.
- Many open spaces are not easily accessible and the city does not make the most of its waterways.

6.2 Opportunities

Figure 6.1 shows the key opportunities identified by attendees in relation to public open space and public realm. These are summarised below:

- Retain and enhance the quality, offer and accessibility of existing green open spaces.
- Soften the city centre with more natural features and tree planting.
- Improve the open green space and paths along the River Itchen.

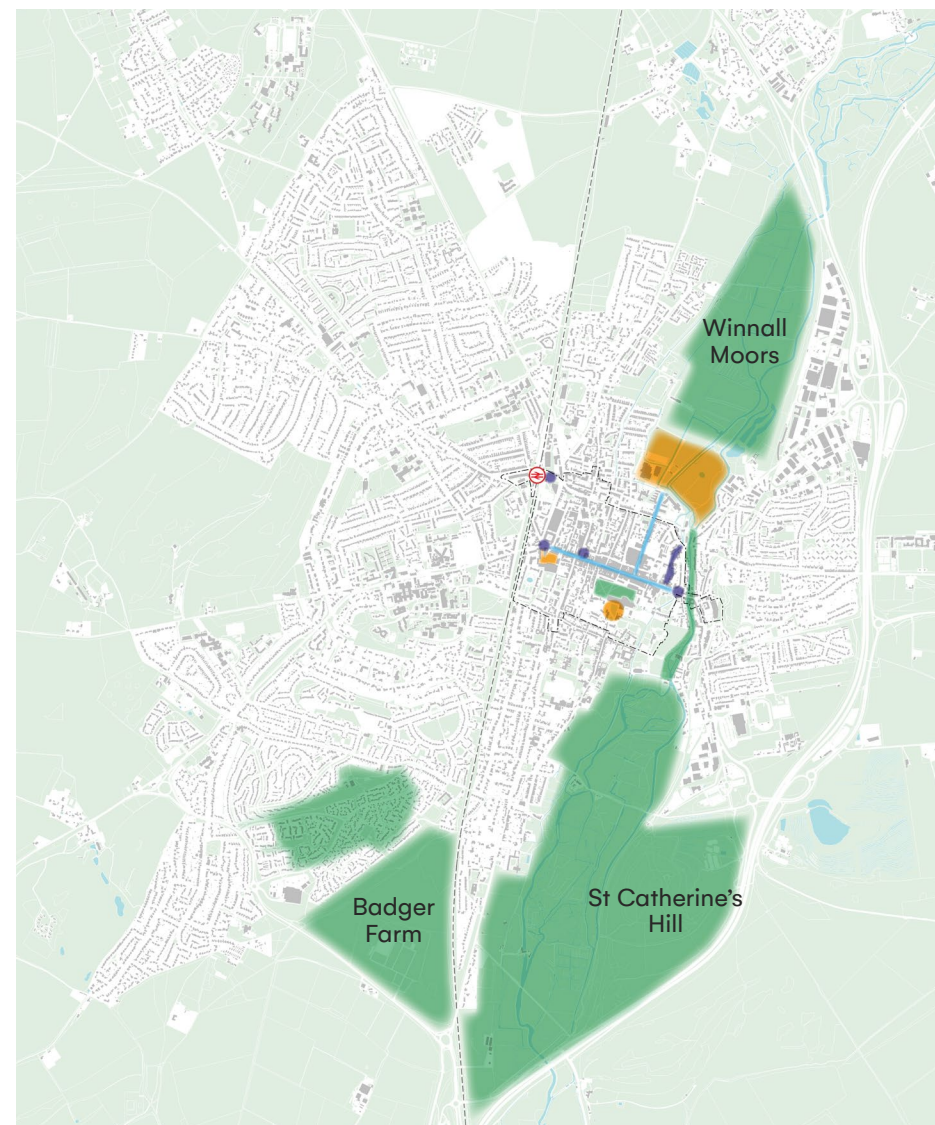
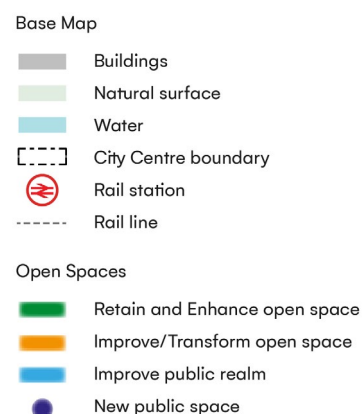


Figure 6.1: Open Space and Public Realm opportunities - city-wide

- Create new public open spaces along the High Street.
- Encourage outdoor dining and seating in the city centre.
- Improve the quality of the public realm on High Street, The Broadway (Figure 6.2), Westgate, Middle Brook Street and Park Avenue.
- Transform underperforming public spaces with high quality public realm and a greater variety of activities.



Figure 6.2: Public realm on The Broadway

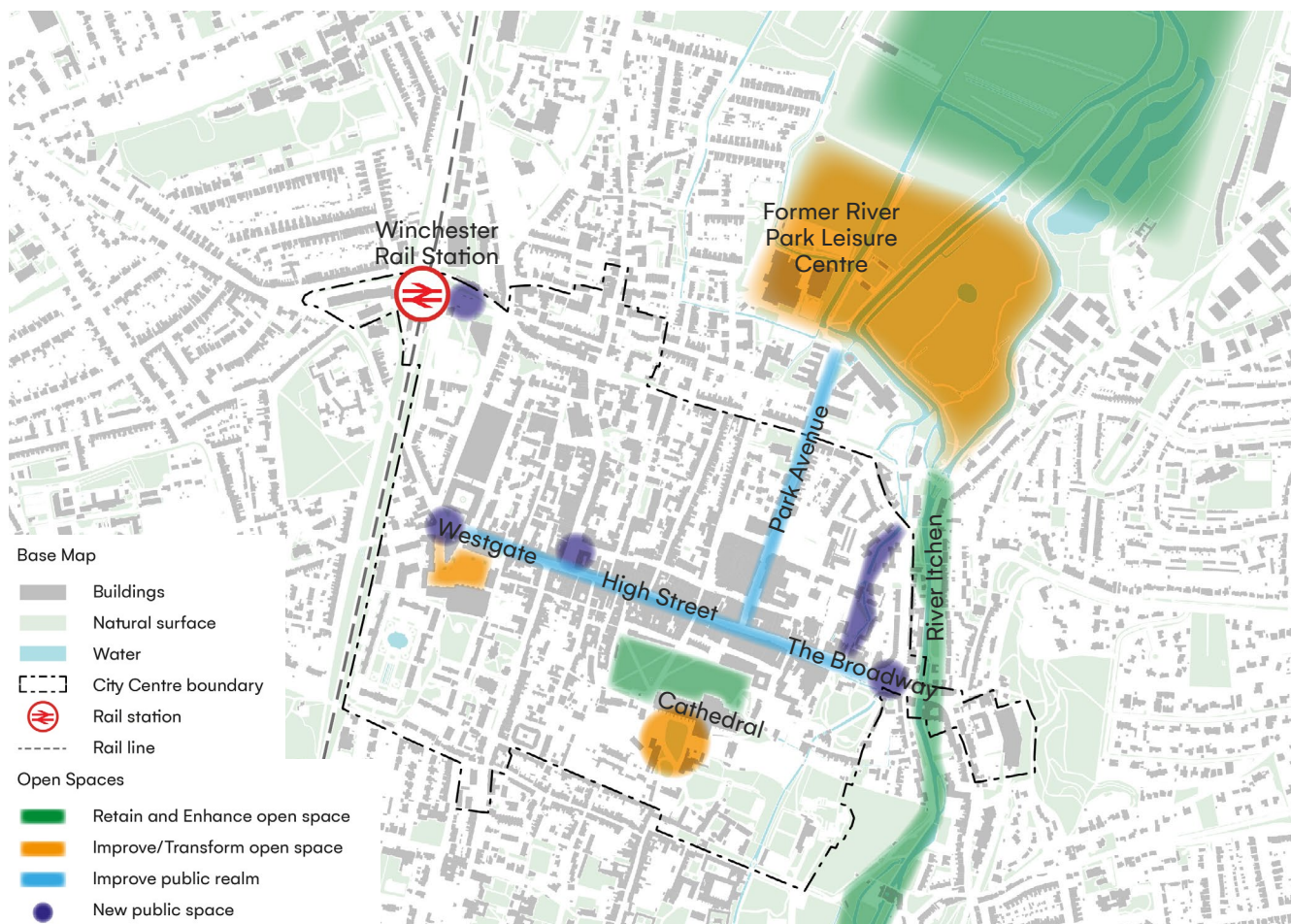


Figure 6.3: Open Space and Public Realm opportunities - City Centre

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7 Appendices

7.1 Workshop Details

Location

Mercure Winchester Wessex Hotel
Paternoster Row,
Winchester
SO23 9LQ

Date

Friday, November 5th, 2021

Session 1: 15:30 – 17:30

Session 2: 18:00 – 20:00

Attendees

- Session 1 Registered: 45
- Session 1 Attended: 32
- Session 2 Registered: 11
- Session 2 Attended: 8

7.2 Communications

Email Sent to Residents (29/10/21)

LOCAL PLAN WORKSHOP

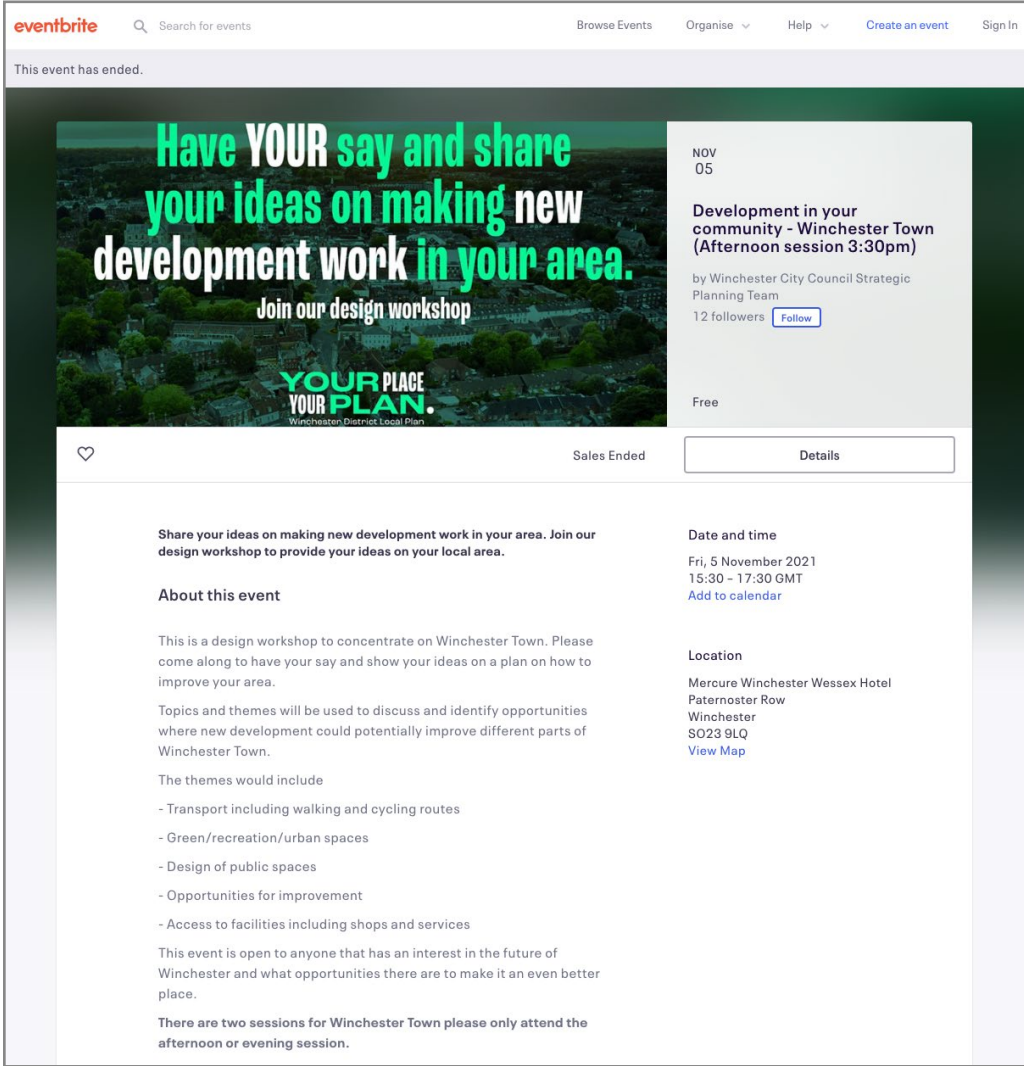
We're hosting a Local Plan workshop on **Friday 5 November!** Topics and themes will be used to discuss and identify opportunities where new development could potentially improve different parts of Winchester Town.

Please come along to have your say... sign up to one of the sessions below:

- [Afternoon \(3.30-5.30pm\)](#)
- [Evening \(6-8pm\)](#)



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This event has ended.

Have YOUR say and share your ideas on making new development work in your area.

Join our design workshop

YOUR PLACE YOUR PLAN.
Winchester District Local Plan

NOV 05

Development in your community - Winchester Town (Afternoon session 3:30pm)

by Winchester City Council Strategic Planning Team

12 followers [Follow](#)

Free

Sales Ended [Details](#)

Share your ideas on making new development work in your area. Join our design workshop to provide your ideas on your local area.

About this event

This is a design workshop to concentrate on Winchester Town. Please come along to have your say and show your ideas on a plan on how to improve your area.

Topics and themes will be used to discuss and identify opportunities where new development could potentially improve different parts of Winchester Town.

The themes would include

- Transport including walking and cycling routes
- Green/recreation/urban spaces
- Design of public spaces
- Opportunities for improvement
- Access to facilities including shops and services

This event is open to anyone that has an interest in the future of Winchester and what opportunities there are to make it an even better place.

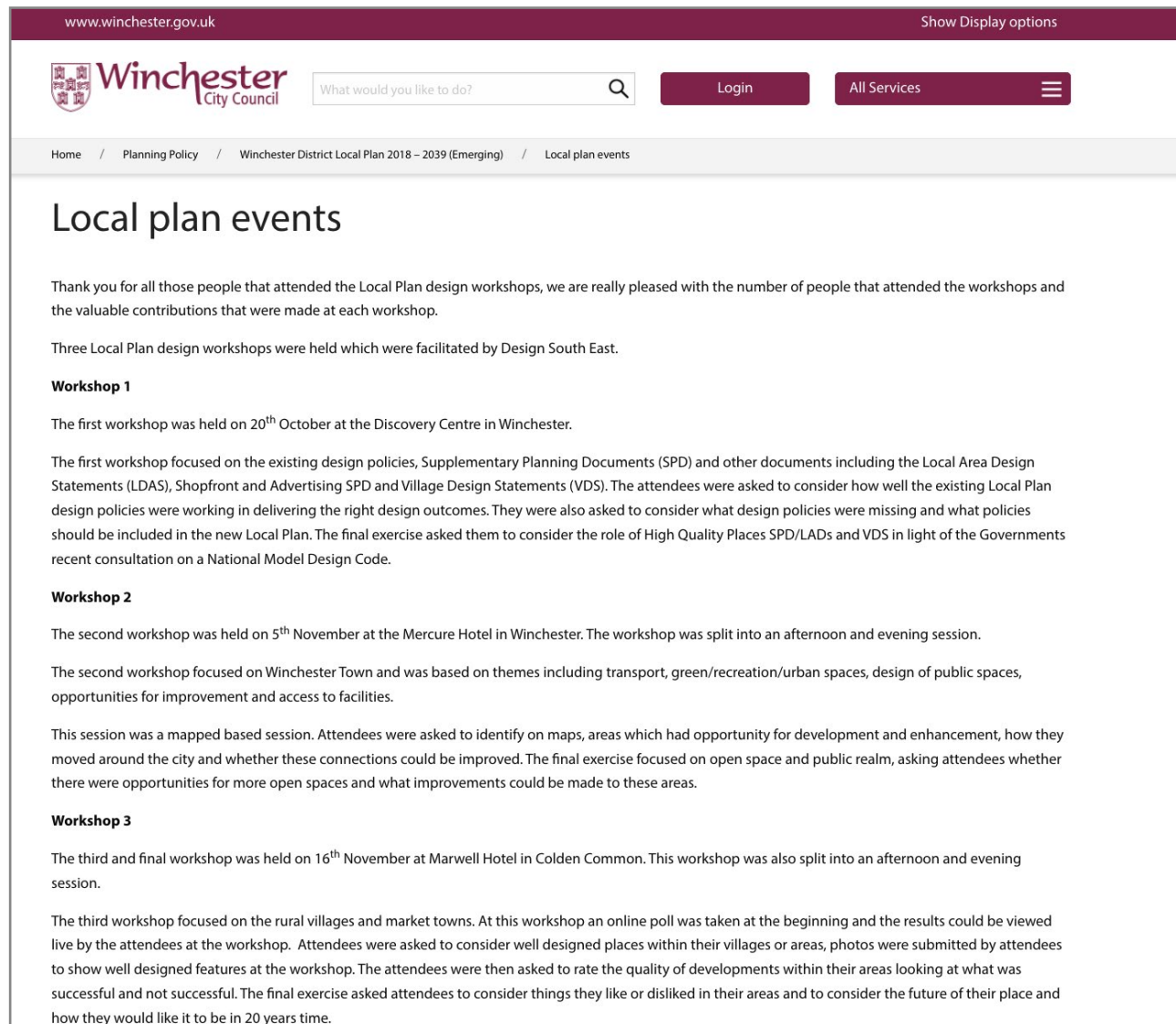
There are two sessions for Winchester Town please only attend the afternoon or evening session.

Date and time
Fri, 5 November 2021
15:30 - 17:30 GMT
[Add to calendar](#)

Location
Mercure Winchester Wessex Hotel
Paternoster Row
Winchester
SO23 9LQ
[View Map](#)

Winchester City Council Website Article

<https://www.Winchester.gov.uk/planning-policy/Winchester-district-local-plan-2018-2038-emerging/local-plan-events>



The screenshot shows the Winchester City Council website. The header includes the URL 'www.winchester.gov.uk' and a 'Show Display options' link. The main navigation bar features the council's logo, a search bar with the placeholder 'What would you like to do?', and buttons for 'Login' and 'All Services'. A breadcrumb trail reads: 'Home / Planning Policy / Winchester District Local Plan 2018 – 2039 (Emerging) / Local plan events'.

Local plan events

Thank you for all those people that attended the Local Plan design workshops, we are really pleased with the number of people that attended the workshops and the valuable contributions that were made at each workshop.

Three Local Plan design workshops were held which were facilitated by Design South East.

Workshop 1

The first workshop was held on 20th October at the Discovery Centre in Winchester.

The first workshop focused on the existing design policies, Supplementary Planning Documents (SPD) and other documents including the Local Area Design Statements (LDAS), Shopfront and Advertising SPD and Village Design Statements (VDS). The attendees were asked to consider how well the existing Local Plan design policies were working in delivering the right design outcomes. They were also asked to consider what design policies were missing and what policies should be included in the new Local Plan. The final exercise asked them to consider the role of High Quality Places SPD/LADs and VDS in light of the Government's recent consultation on a National Model Design Code.

Workshop 2

The second workshop was held on 5th November at the Mercure Hotel in Winchester. The workshop was split into an afternoon and evening session.

The second workshop focused on Winchester Town and was based on themes including transport, green/recreation/urban spaces, design of public spaces, opportunities for improvement and access to facilities.

This session was a mapped based session. Attendees were asked to identify on maps, areas which had opportunity for development and enhancement, how they moved around the city and whether these connections could be improved. The final exercise focused on open space and public realm, asking attendees whether there were opportunities for more open spaces and what improvements could be made to these areas.

Workshop 3

The third and final workshop was held on 16th November at Marwell Hotel in Colden Common. This workshop was also split into an afternoon and evening session.

The third workshop focused on the rural villages and market towns. At this workshop an online poll was taken at the beginning and the results could be viewed live by the attendees at the workshop. Attendees were asked to consider well designed places within their villages or areas, photos were submitted by attendees to show well designed features at the workshop. The attendees were then asked to rate the quality of developments within their areas looking at what was successful and not successful. The final exercise asked attendees to consider things they like or disliked in their areas and to consider the future of their place and how they would like it to be in 20 years time.

7.3 Workshop Agenda

5/11/21 15:30-17:30 18:00-20:00		Winchester Workshop 2		Lead
Time		Item		
		Information/equipment to be produced for the session: WCC - Map of Winchester settlement boundary at A1 (DSE to review) - 4 x area maps (N, S, E, W) at A1 - City centre plan at A1 - Flip chart and pens DSE - Tracing paper and pens - Structured questionnaire per table (assign scribe)		WCC/DSE
0	30 mins before start	Set up room, prepare/wipe tables, check equipment etc.		WCC/DSE
1	Start	Attendees arrive		
2	5 mins	Introductions by WCC - Policy objectives (Winchester vision, good design, climate emergency) - What can the Local Plan deliver? (spatial planning) - Objectives of engagement by WCC (identify priorities and areas of opportunity) - Outcomes, feedback (how information will be shared and used to inform new LP)		WCC
3	5 mins	Introduction by DSE - Format of workshop (3 x exercises) - What we are asking of participants (draw on lived experience and aspirations) PLEASE DRAW - Identify 'areas of opportunity' (current issues + future opportunities/aims/aspirations) NB. ASK PERMISSION TO TAKE PHOTOS		DSE
4	20mins	Exercise 1: 'Brownfield first' - Explainer (DSE) - Discussion around 'brownfield first' policy/opportunity areas (previously developed sites, town centre and/or suburban) Questions - Where are opportunities for development? - Where are empty sites in need of development/activity? - Where are there opportunities for enhancement? (Are there existing sites/buildings that could work better or need investment?) Mapping of opportunity areas - Spatial mapping of sites/areas of opportunity		DSE/all

5	10mins	Show and Tell/Q&A	All
6	20mins	Exercise 2: Movement and connectivity - Explainer (DSE) – how people move around the town, active transport, sustainable modes of travel Discussion topics: - The pedestrian/cyclist first - Barriers and wayfinding - Interchanges, focal points Questions - How do you move around Winchester? - What are the barriers? What could improve? - What would encourage you to walk or cycle more? Mapping - spatial mapping of opportunities for better movement/connectivity	DSE/all
8	10mins	Show and Tell/Q&A	All
9	5 mins	<i>comfort break</i>	
10	20mins	Exercise 3: Open space and public realm - Explainer (DSE) – life between buildings Discussion topics: - Recreation spaces - Green infrastructure (biodiversity/ecology) - Quality of public realm Questions - Does Winchester have enough good quality open spaces? What can improve? - What do you want to see or do more of and where? - What areas lack natural features (trees, water, parks)? - Where could the public realm be improved (space for walking, gathering, quality of materials, attractiveness)? - Mapping of opportunities for better green spaces, green corridors, improved public realm	All
11	10mins	Show and Tell/Q&A	All
12		Summary - Next steps, feedback, thanks	DSE/WCC
13	5 mins	Cllr Gordon-Smith - Thank you to participants	Cllr G-S
14	2 hrs from start	Ends	

7.4 Workshop Explainer Sheet

Winchester City Workshop – Exercise Explainer

5th November 2021

Before you start:

- Nominate a scribe, who will take notes of the discussion.
- Nominate someone to draw on the plans. Please use different coloured markers for each exercise:
 - Exercise 1: Development opportunities = **Black, Grey**
 - Exercise 2: Moving around = **Red, Pink**
 - Exercise 3: Open spaces and public realm = **Green, Blue**

Exercise 1: Development opportunities

Discuss and draw:

- Where are opportunities for development?
- Where are empty sites in need of development/activity?
- Are there existing sites/buildings that could work better or need investment?

Exercise 2: Moving around

Discuss and draw:

- Is it easy to move around Winchester?
- What are the barriers to moving around? What could improve?
- What would encourage you to walk or cycle more?

Exercise 3: Open spaces and public realm

Discuss and draw:

- Does Winchester have enough good quality open spaces? What can improve?
- What do you want to see or do more of, and where?
- What areas lack natural features (trees, water, parks)?
- Where could the public realm be improved (space for walking, gathering, quality of materials, attractiveness)?

7.5 Spreadsheet of Stakeholder Comments (continues on following pages)

Table	Exercise 1			Exercise 2		
	Where are opportunities for development?	Where are empty sites in need of development/activity?	Are there existing sites/buildings that could work better or need investment?	Is it easy to move around Winchester?	What are the barriers to moving around? What could improve?	What would encourage you to walk or cycle more?
A	• Surface car parks - lower brook street carpark - move bus station here and parking above this and develop bus station site • River Park leisure centre and bowls club - move council offices here • Council offices - reallocate space to housing - premium space	• Sir John Moore Barracks - potential hospital, research science park, industry (medical) • Land north of wellhouse lane • Land south of Badgers Farm - better hospital site or science park	• Westview House - could be renovated for different use/sold off • Cromwell House - currently not being fully used - empty offices	• No cars allowed through one-way system • Lack of pedestrian facilities to get into the city centre • Buses sit in traffic congestion making journeys longer than if private car trip • Too easy to move around in a private car making it harder to choose public transport/active travel	• Out of date bus routes - some areas don't get regular buses that need them • Shuttle people into the city centre with the rail infrastructure/ tram infrastructure • No dedicated corridors to prioritise bus movement • Open up rail at Winnall • Parking premiums at 'key times' and tax on private parking	• Station Approach - pedestrian bridge • Making some routes in the city centre traffic free at certain times of the day • Hopper buses from station to aid people to walk to destination • Bus interchanges over a bus station • Utilise park and ride during the day - free transport
B	• Central Winchester regeneration centre • Brooks Centre • MiddlesBrooks Centre • Prison • Wessex mercure hotel • Sir John Moore barracks • South Winchester golf club • Vale farm • North of wellhouse lane	• Generally most empty sites have already been purchased and earmarked for development	• Brooks Centre • Middle Brooks Centre	• Generally easy to move around but improvement always welcome • Romsey road very busy - pavements narrow, traffic calmed from roundabout to Westgate • Interrupted journeys along Romsey Road into Winchester	• Traffic on Romsey Road - better walking and cycling • Additional park and ride - congestion charge • Traffic corridor from roundabout to Westgate needs urgent review	• Segregated cycle lanes, better maintained pavements • Improved pedestrian links to key employers and civic functions - paths to hospital and university

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
• Outside of the city centre there is good green space • The city centre could benefit from planting	• Unused land to be developed as parkland • Connections to wildlife corridors so they can be maintained • Links between green spaces in the central spaces	• Central Winchester natural features	• Link east to west station line to have access to green space easily • North of the High Street • Around the station/records office • River Park leisure centre
• Generally yes - Compton Down, Water Meadows and River Itchen • Could be developed for walking and cycling routes into Winchester	• Softer cycling route into city centre along romsey road or parallel to it • Paved cycle paths through water meadows from south to north	• Some areas lack spaces, for example Teg Down, Oliver's Battery. But in fairness they do have open areas outside their perimeters	• Route through Badger Farm for walking and cycling

Table	Exercise 1			Exercise 2		
	Where are opportunities for development?	Where are empty sites in need of development/activity?	Are there existing sites/buildings that could work better or need investment?	Is it easy to move around Winchester?	What are the barriers to moving around? What could improve?	What would encourage you to walk or cycle more?
C	• Cosack car park, River Park buildings, bowls club/openspace, rear of houses/businesses • Lots of land small wins, council offices • Lead by example • Very central, readapting Brooks, linking heritage assets			• Connections from High St to Cathedral, connections to High St from just outside Hyde unclear how • Bar End to High St - no cut through & poor public reach, park & ride instead of ride - poor public realm & route, train station not direct or clear • Legibility. Waterway a good route	• Poor wayfinding by design, hard, hot, wet routes • Environmental exposure, few short cuts, reliance on main roads, general way finding around the city • Non-car especially, storage tunnel could be opened up and improved, tramway	• Amenity, convenience, safety - especially for cycling
D	• Central car parks • Private car parks	• Bar End • Sir John Moore barracks - local gap between harestock and littleton • Easton lane and Winnall	• Brooks Centre • Prison • Hospital	• Pedestrian movement from station needs improvement • Pedestrianise whole of old Roman road from Castle to St Giles • Remove cars from the centre	• Delivery vehicles - supporting trade/business • Pinch points over the railway line with roads from the west/north with limited pavements for walking or width for cyclists • Narrow roads don't support cycling • Narrow pavement on parts of Andover Rd	• Better public transit needed is cars are to be kept out • Ticket pricing for public transit needs review • Free shuttle bus for locals to hop on hop off • Park and ride okay for visitors but poor for local residents

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
Facilities and quality, public access to college owned land, more open space & linkages to other spaces	- Ecologically improved parks (local) - Linked to residential gardens, connectivity for wildlife, 100 small wins, biodiversity	- City centre - Green and blue infrastructure for amenity and climate	Upper but mainly lower High Street hardstandings
- Better quality footpaths - Tesco to South Downs Way - Lots of opportunities for city centre, pedestrianisation and town square	- Pedestrianisation of square - repeat for Broadway - Cathedral grounds are the beating heart of Winchester - Westacre area opportunity to connect Castle and HCC for pedestrians - Cathedral inner close - remove cars	- Missed opportunity to connect St Giles, St Catharines Hill - Unknown to visitors	- Celebration of heritage - Activities for teenagers on play parks - Quality of public realm services and street features

Table	Exercise 1			Exercise 2		
	Where are opportunities for development?	Where are empty sites in need of development/activity?	Are there existing sites/buildings that could work better or need investment?	Is it easy to move around Winchester?	What are the barriers to moving around? What could improve?	What would encourage you to walk or cycle more?
E	City centre car parks		- Surface car park not best use of land - Private car park/hotels - use shuttle buses - Hospital - opportunity to consolidate and make fit for purpose - Sir John Moore barracks - Univeristy/prison - could be more efficient use of land	- No one way system - a barrier to movement - Lack of connectivity between some suburbs and key destinations - Winnall to leisure centre - Fast road a barrier to movement - lack of connectivity	- No safe cycle routes into the city - No direct cycle routes around town to key destinations - cyclists then go on footpaths - Some suburbs badly designed with no foresight for connectivity - Footpaths are a key part of multi-plot sites - Needs to be higher up the agenda, delivery sites - Poor permeability between communities - City Bridge - pinch point and not pedestrian friendly	- Better, wider footpaths and pathways - Direct and quicker routes - people don't follow convoluted and indirect cycle routes - they take short cuts - Safe, well lit cycle routes - Lack of safe pedestrian crossings to busy roads
F	- Garage court, - Badger Farm, - Middle Brook car park, - St Peter car park, - Cattle Market car park - left over from previous development			- Pedestrian route from railway station to city - Possible to pedestrianise route - Cycle route from Badger Farm into centre via park and ride - North Walls corridor to cross movement to River Park to city centre - Vehicle routes through the city - some follow motorway		

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
• Good provisions in city centre • Green fingers into the city provide attractive routes into centre from suburbs	• Pedestrianisation, attractive outdoor seating/environments • Broadway • Opportunity to identify area to plant and over street trees/ groups of trees • Trees lining pedestrian routes • Opportunity to open up river - make more access to the water	• Law courts ber hard landscaping - could be improved and softened • Lack of community growing space/ allotments, particularly in the west of the city	• Bus crossing on the Brooks and with pedestrian clearer - confused public realm - priority uses conflicted • Some residential area have lots of small public parks but no meaningful public open space • Children buildings on the fringe of estates - don't have sufficient open space to do this in a public area • Difficult to retrofit • New large developments are opportunity for better, larger areas of open space
• Open spaces quite good - but poorly connected • Broadway - great space • Bridge to connect Chesil St to Weirs • Urban spaces - upper High Street			

Table	Exercise 1			Exercise 2		
	Where are opportunities for development?	Where are empty sites in need of development/activity?	Are there existing sites/buildings that could work better or need investment?	Is it easy to move around Winchester?	What are the barriers to moving around? What could improve?	What would encourage you to walk or cycle more?
G	• River Park (buildings), • Brooks Centre • Friarsgate car park • Police station site, • North Walls, • St Peters car park, • Guildhall yard and WCC offices, • Easton Lane employment areas between housing, • Sir John Moore barracks, • Royal Winchester golf club, • North of Harestock Road, • Bushfield Camp and farmland south of Badger Farm road to south			• City centre is very walkable but experience is distracted from by some of the main vehicular routes, walking route from station to High Street via City Road/Andover Road junction is a poor quality arrival experience	• North Walls, St George's Street and Friarsgate are busy, two lanes of traffic, lack of bridges over sections of river, college ownership, narrowness of roads discourages cycling	• Pedestrianise a much larger area of the city centre for retail, car parking at points on edge, transport hub at Station Approach for buses and coaches, to remove buses/coaches from the Broadway
H	• Saxongate • Old bus station plus • Proposal for museum • Affordable, quality. Housing, leisure uses, cinema, bowling	• Spaces above all retail in Winchester High St for housing, city centre parking sites for development	• Station quarter/ approach, transport hub proposals, Bar End semi - industrial for mixed uses and housing and open up views and access to river walks etc., Modern employment uses such as live/work units, potential for modest multi storey development	• Yes, if you are a walker, poor commuting by buses, easy for cycle, could be better and safer with some segregated infrastructure	• Autonomous, connected vehicles for intra-city access can help to overcome medieval street pattern, great public realm and squares when freed from traffic lights	• Car free centre, 10/12 minute walk zone, park and ride, redeveloped central parking

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
• Never enough but ok at present, improve links between green spaces in outlining areas, new green space directly opposite Guildhall, most areas have good access to open countryside • Improve cycle routes	• Links between open spaces, link from city centre towards King's Worthy along the Itchen, improvement required, links (pedestrian/cycle) out to open countryside from residential areas	• Plant trees along roads, where possible space allows, e.g. Teg Down, wide ways, green zones, living walls on poorly performing buildings	• New green routes making use of historic water courses, from end road • Better use of green space by re-aligning roads. Green space not useable at present
• Great natural spaces around River Park could be returned and enhanced as a simple open area, space for growing produce, more allotments, community gardens for veg, mini city farm for low food miles, education, etc.	• The Broadway as a “civic space” public realm for multi-use space and events, pedestrianised piazza, (from St John's house into park • Extend Winnal Moor access for walking and public enjoyment	• New leisure centre setting will mature but lacks natural feel, trees and green spaces connections into Bar End	• Create link into South Downs, replicate charm of “the space” in other locations returning quality charm, open up more of the covered (culverted) river ways

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I	• Wessex Hotel • Silver hill (Brooks Centre) • Newbury House • Colebrook Street office • River Park • Southampton University art college • Bar End • Telephone exchange • Prison • Littleton nursery • Sir John Moore barracks			• Walking route - leisure centre to city centre	• North/south - linking green spaces • Connections across Andover Road	• Dedicated cycle lanes • A plan to connect the cycle lanes • Park and cycle (attached to park and ride)
J	• Bushfield - setting aside for landscape setting • Sir John Moore barracks - good opportunity • Prison - no longer fit for purpose - could be relocated out of city • River Park leisure centre/old police station • City centre sites are difficult - visibility, Cathedral views/height • City centre surface car parks • Telephone exchange - all are no longer required			• No! There are too many cars in the central circulating system (within historic walls)	• Quantum of vehicles and historic core • Historic core has to perform distributor role - out to radial routes • Radial routes are constrained and narrow • Behavioural - vehicular travel is ingrained • Barriers (like one way streets) for cyclists	• Dedicated bus lanes/ shuttle - only opportunity is on Andover Road - widening, vehicles removed through King's Barton • Installation of 'bus'gates on radial routes - priority given to buses in rush hour - trams • Relocate bus station to cattle market/ station approach area - central interchange for trams/trains/ buses

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
	• Informal small green spaces in the city with seating • Bushfield - green destination - arboretum	• Outside law courts/ round table	• Better security
• Open spaces - yes but good quality spaces to 'dwell' not so much • Broadway to be improved • Bushfield down - north of campsite could be improved for public open space	• Increase potential pedestrian routes along waterways • Abbey gardens could be made less formal and more welcoming for informal use like Cathedral outer core	• Law courts • River Park leisure centre - opportunity for high quality setting	• Law courts are potentially brilliant space but are really barren and windswept - food vans? • Broadway - european piazza square • Train station - no sense of arrival/welcoming • Abbey garden - antisocial behaviour • Middlebrooks car park - potential for box park/ community use

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	Where are opportunities for development?	Where are empty sites in need of development/activity?	Are there existing sites/buildings that could work better or need investment?	Is it easy to move around Winchester?	What are the barriers to moving around? What could improve?	What would encourage you to walk or cycle more?
B.2	Car parks - cattle market, St Peters, Carfax, Middle brook, Mercure, old police station site	Hampshire County Council School Site behind Monarch Way	- Winnall - small industrial site off Winnall Road - badly laid out - Skate park - widely used but poor focal point - Kings Walk - space by law Courts - Winnall industrial area - badly designed	- Cars and speed - narrow pavements - poor maintenance - poor route by railway station - Poor pedestrian routes - Block of Romsey Rd to North and South movement - Dangerous junctions for cyclists/pedestrians - Chilbolton Ave - potential for cycle route	- Sarum road - running route/cycle route - dangerous - Romsey road - few crossing points - connecting to schools/college - pedestrians in conflict with cars - School circulation and access routes - 20mph zone through the city - enforcement needed - Very congested getting around the schools (Westgate, Simmons, Weston, Kings etc.) - all of which are within 1 mile of each other - needs to be sensible, safe for walking and cycling - Could the one-way system dedicate one lane to a cycle lane - reduce car speed and allow cyclists to be safe and get bikes off pavements - More pedestrian crossings on the one-way system - nice and wide, more disability friendly	- Car numbers and speed - Wider pavements - Better signage

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
• Many - poorly connected • Many potentially urban spaces but dominated by traffic • Potential pedestrian route - station to the leisure centre at Bar End • Broadway - bad tarmac, underused, derelict shops, road is wider than M3, no bus station - needs wider pavements and highlighted in SPD • River Park - poorly linked, bad furniture (benches/seating)	• Bushfield camp - ecological centre (chalk land habitat) - not suitable as a business centre	• City Bridge - lovely but full of traffic • Chesil Manor - oldest house and City Hall	• The Broadway - rubbish area at the moment - all tarmac • River hidden • River Park - better connectivity, poor maintenance, a park hub, café • No quality play spaces in city centre

Table	Exercise 1			Exercise 2		
	Where are opportunities for development?	Where are empty sites in need of development/activity?	Are there existing sites/buildings that could work better or need investment?	Is it easy to move around Winchester?	What are the barriers to moving around? What could improve?	What would encourage you to walk or cycle more?
C.2	• Private car parks - behind offices • Tower carpark - staff floor given over to public parking	• Debenhams	• Station Approach	• Winchester is hilly • Electric bikes will address this and increase bike use - need more cycle paths • Electric bikes need lockable storage for batteries	• Cycle lane along North Walls - two way • Single lane - cars • Hazard of mixing pedestrians/cycles • Badger Farm road is a 40mph barrier for Oliver's Battery • Badger Farm needs better pedestrian access/connectivity	• Cross city cycle route • East/West connection needs improving • Slower speed limits

Exercise 3			
Does Winchester have enough good quality open spaces? What can improve?	What do you want to see or do more of, and where?	What areas lack natural features (trees, water, parks)?	Where could the public realm be improved?
• If developing Sir John Moore ensure a park • Better sign posting to green space - St Giles Hill, St Catherines, etc. • Improve maintenance/ biodiversity of St Giles Hill	• Improved children's play area - North Walls • Protect Kings school playing fields	• Make more use of waterways around North Walls - canoe/rowing route/ loop around North Walls • St Matthews fields - make more use of it - lack of parks/green space in North of town	• North Walls needs improved landscaping • Demolish River Park - return to open space • Improved open air seating for café culture

Design South East
Admirals Office
The Historic Dockyard
Chatham, Kent
ME4 4TZ

T 01634 401166
E info@designsoutheast.org
designsoutheast.org

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