



# WINCHESTER STATION APPROACH

CAPACITY STUDY REPORT

March 2023

HaworthTompkins

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# 1.0 INTRODUCTION



# 1.1 INTRODUCTION AND EXECUTIVE SUMMARY

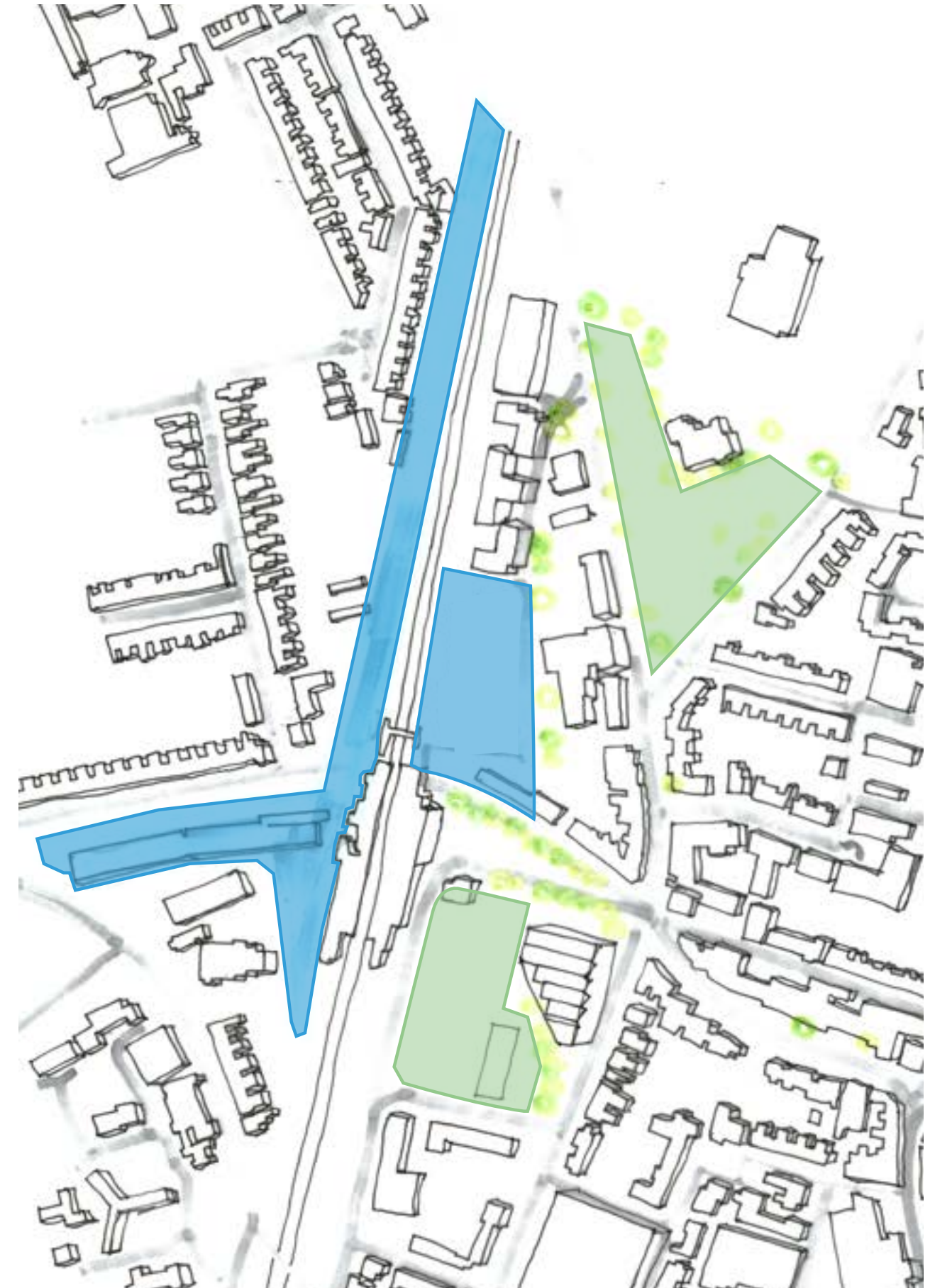
This Capacity Study Report for the Winchester Station Approach sites has been prepared by Haworth Tompkins, in collaboration with the team listed, for Winchester City Council (WCC), Network Rail (NRIL) and London & Continental Railways (LCR) between October 2022 and March 2023.

This study focussed on four key sites around Winchester Station: Carfax, Cattlemarket, Station East and Station West. The sites are generally quite open, without much built form, and sit at key positions in the area and so all offer good potential for development that could contribute significantly to the urban environment, in this key gateway to the city. Each site is currently primarily used for carparking, and so analysis of parking requirements and distribution has been a key aspect of the study.

This study is intended to help define constraints and opportunities of the four sites, and provide high level testing of the development capacity and commercial viability of each, as part of the groundwork for future development briefs. As such the project will contribute towards the Council's overall vision for the area as a vibrant mixed-use quarter, which makes best use of land, promotes green travel, and supports a sustainable local economy for Winchester.

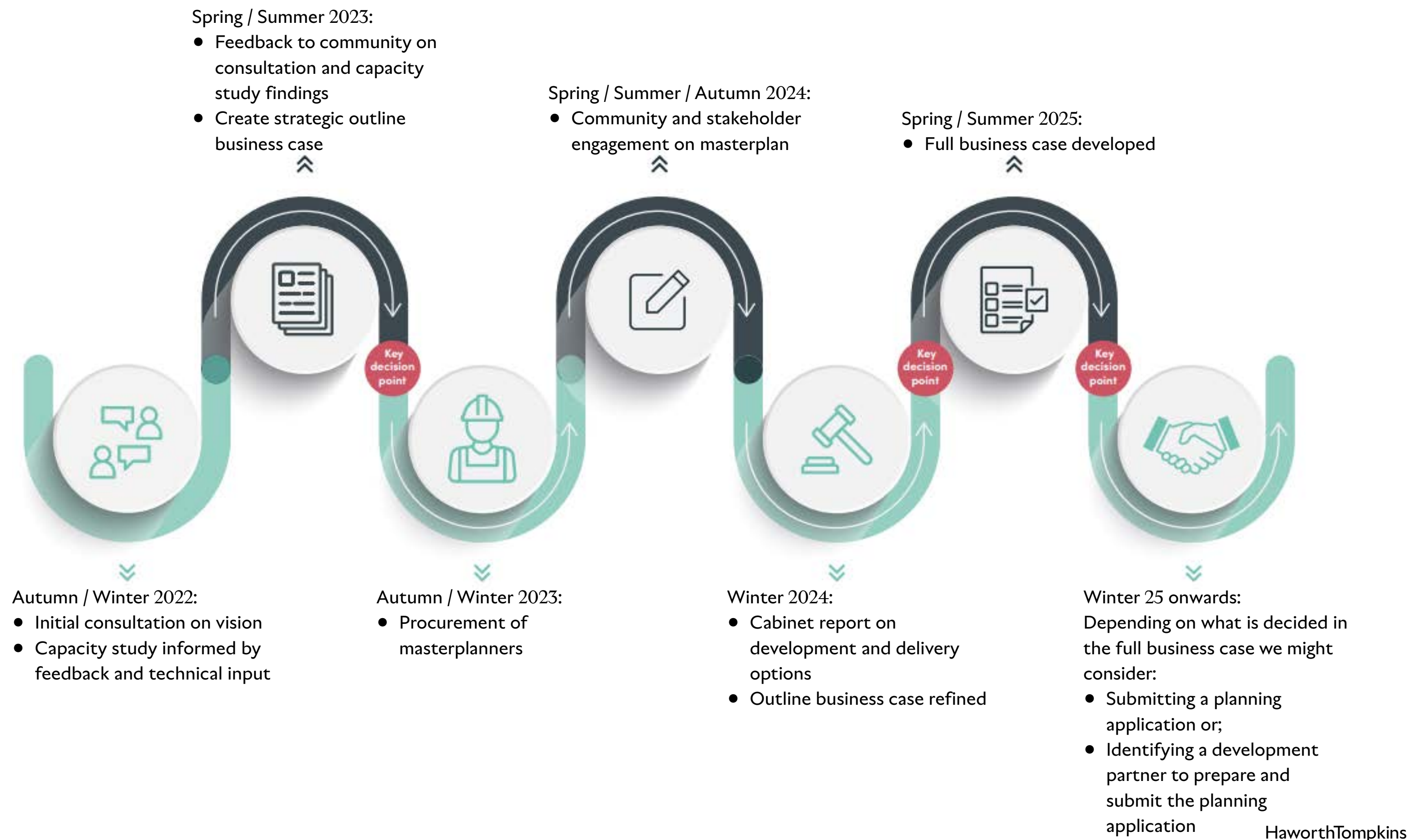
This document is split into two parts; the first of these summarises the baseline data that has been gathered, including high-level vision, general development parameters for the wider area, heritage assessment, and parking and transport assessments. The second section illustrates the range of capacity study options that were developed by the team for each site for commercial viability testing, and the preferred options from these.

In Parallel during 2022 WCC have been carrying out public engagement exercises, the findings of which have been fed into the Capacity Study work as it progressed. The intention from here, during the remainder of 2023 is that the outcomes of the Study will be fed back to stakeholders and community and then a Strategic Outline Case developed by WCC, to be submitted to Cabinet for review later in the year. If approved by Cabinet, the project team will seek to procure a masterplan design team to take the project forwards. An indicative timeline for these and the next steps is shown in part 1 of the report.



# 1.2 PROJECT TIMELINE

An indicative overall timeline for the project has been produced by WCC, as below:





# 1.3 DEVELOPMENT PRINCIPLES

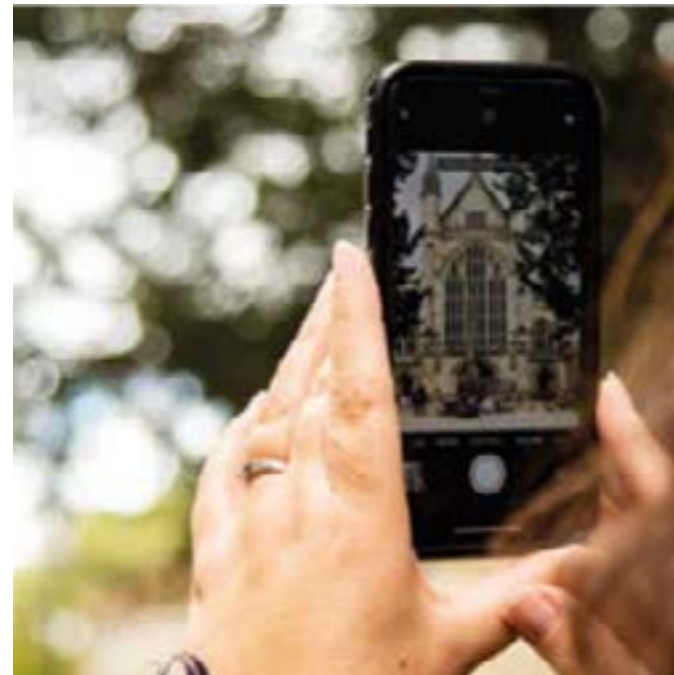
The following overarching development principles have been agreed by Winchester City Council and will guide any developments around Station Approach.

## Connected Sustainable Development:



- WCC goal to be a carbon neutral city by 2030
- Any redevelopment to be exemplar sustainable, low-carbon
- Promote sustainable transport including pedestrian and cycling access
- Promoting vibrant and diverse communities
- Creating healthy places for people and planet; supporting the local economy
- Support biodiversity and greening

## Development for Winchester's Future:



- Appropriate site mix to reinforce and complement Winchester's town centre and economic future
- Support affordable housing needs
- Promote an inclusive and accessible environment
- Development proposals should demonstrate consideration for how the scheme can promote public value principles

## High quality design, positive Placemaking:



- Respecting Winchester townscape and character
- Enhancing public realm ensuring attractive, safe, and accessible design
- High quality architectural design
- Consider important local views, preserve and enhance Winchester's heritage

## Co-creating with residents, businesses and stakeholders:



- Start the process with people
- Listen to and understand local stakeholder views through engagement and consultation
- Stakeholder engagement plan with clear objectives for consultation
- Understand public aspirations and balance opportunities for these site constraints.

# 2.0 SITE ANALYSIS

## EXISTING CONTEXT



# 2.1 SITE LOCATIONS AND SURROUNDINGS





## 2.2 SITES

- Key sites around the station in the centre of Winchester
- All 4 are brownfield sites with development potential
- Urban complex sites with multiple, varied constraints
- Development needs to consider existing parking, which is the primary use on each site currently

Site 2. Cattlemarket Site

10,358sqm

Site 3. Station East

6,741sqm

Site 4. Station West

13,955sqm

Site 1. Carfax Site

7,177sqm



## 2.3 LAND OWNERSHIP

The Station approach area is divided between a number of land owners. Key land ownership was identified as:

- Winchester City Council (WCC)
- Hampshire County Council (HCC)
- Network Rail

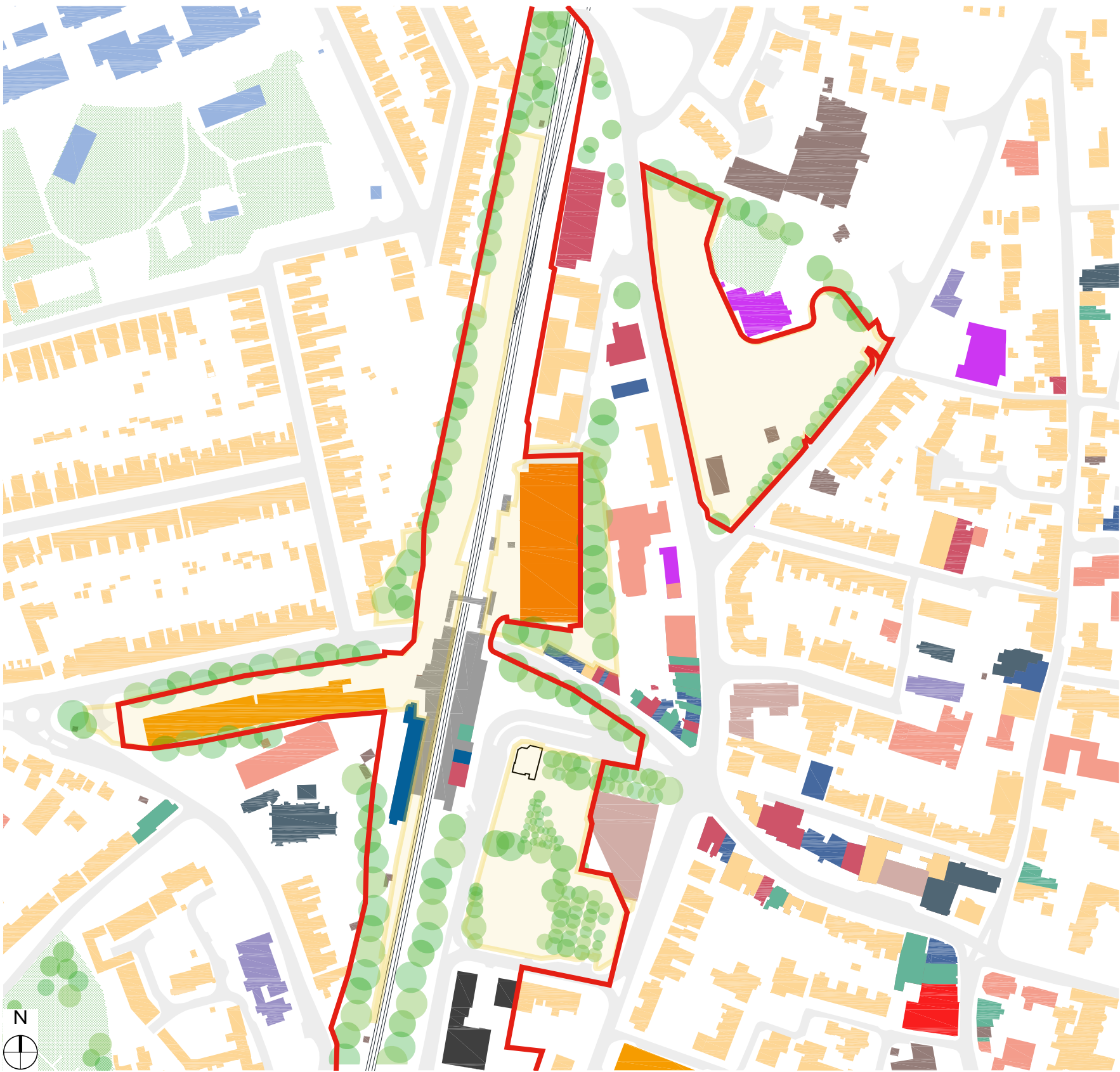




# 2.4 LAND USE

Land use in the centre of Winchester and around the Sation Approach Area is varied with a wide mix of uses and building types

- Local Service
- Education
- Train Station
- Health
- Food and Beverage
- Sport / Leisure
- Carpark Structure
- Commercial
- Retail
- Religious
- Hotel
- Council
- Theatre
- Residential
- DIO (Defence Infrastructure Organisation)





# 2.5 GREEN SPACE

The streetscape around the area is generally quite green, albeit there are areas of street which are lacking trees, such as the Andover Road area opposite the Cattlemarket site.



## 2.6 HERITAGE AND CHARACTER

Heritage Architecture Ltd have worked alongside Haworth Tompkins to provide high-level advice for the four identified sites within the Station Approach capacity study, using their knowledge and experience of the area to provide feedback and guidance on the schemes put forward.

Due to the rich character and history in Winchester, understanding the heritage and impact on heritage assets is a key component of the capacity study. The four sites are based within three identified Townscape Character Areas (TCA's), giving each site a unique set of key considerations.

The following pages provide a summary of the heritage assessment work carried out. A full heritage report can be found in the appendix and assessments have been included for each site within the capacity studies section.

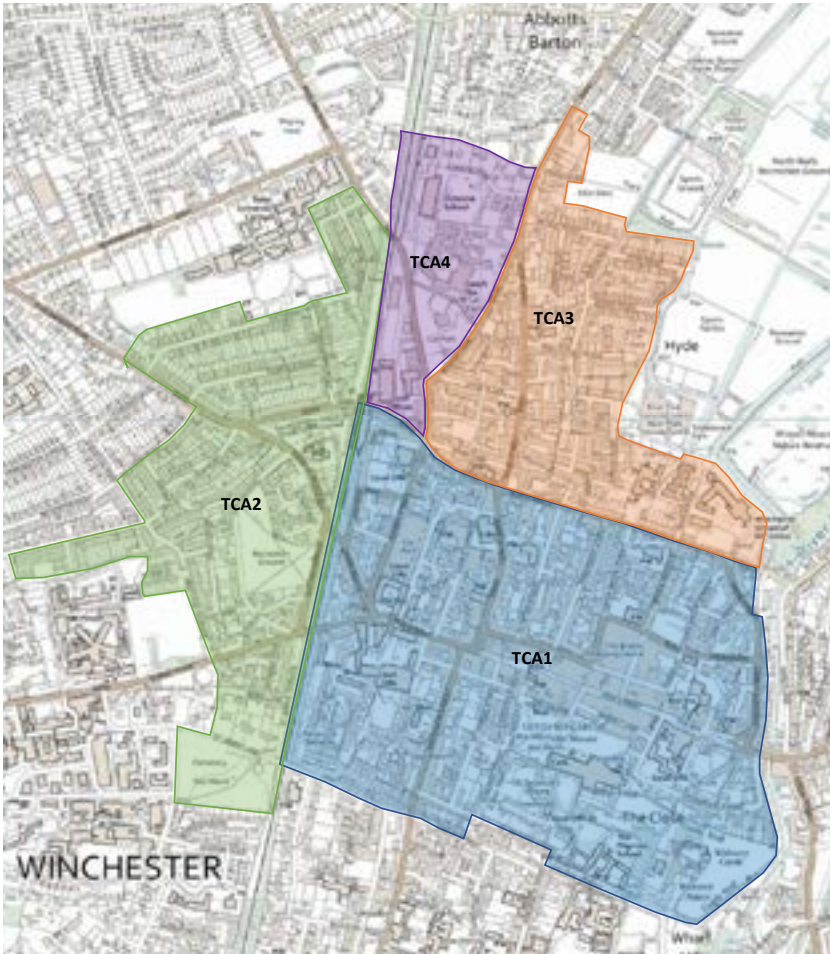


Winchester Railway Station and the four identified sites are located in close proximity to a number of listed buildings and scheduled monuments, as shown above.

This list of Heritage Assets all sit within 250m radius of the Railway Station (marked by red area)

- Winchester City Wall and associated monuments (Scheduled Monument)
- Remains of Northwest Corner of City Wall (Grade II)
- 55-63 Tower Street (Grade II)
- 38-42 Tower Street (Grade II)
- 19-22 Upper High Street (Grade II)
- Littlehales Memorial Drinking Fountain (Grade II)
- Garden Wall of Nos. 20 to 25 (Grade II)
- Old wall and Jacobean monument in Hyde Close (Scheduled Monument)
- Arch in Wall of No 25 (Grade II)
- Premises occupied by Richardson and Starling Ltd (Grade II)
- Hampshire Records Office (Grade II)
- St Paul's Church (Grade II)

There are many more listed buildings and scheduled monuments to the south, east and north of the site, outside of the red area, many of these sit within the conservation area.



### Townscape Character Areas ('TCAs')

- TCA 1: Winchester Historic Core
- TCA 2: Oram's Arbour and Environs
- TCA 3: Historic Northern Suburbs
- TCA 4: Andover Road and Environs

The assessment is based upon the TCAs that are identified within the Winchester Townscape Assessment (Hampshire County Council, 2010). The character summaries from this document are reproduced here and have been updated where relevant to take account of any new development or other changes to the townscape character that have occurred since the assessment was undertaken.



2.6 HERITAGE AND CHARACTER - CONTEXT SNAPSHOT





2.6 HERITAGE AND CHARACTER - MAP REGRESSION



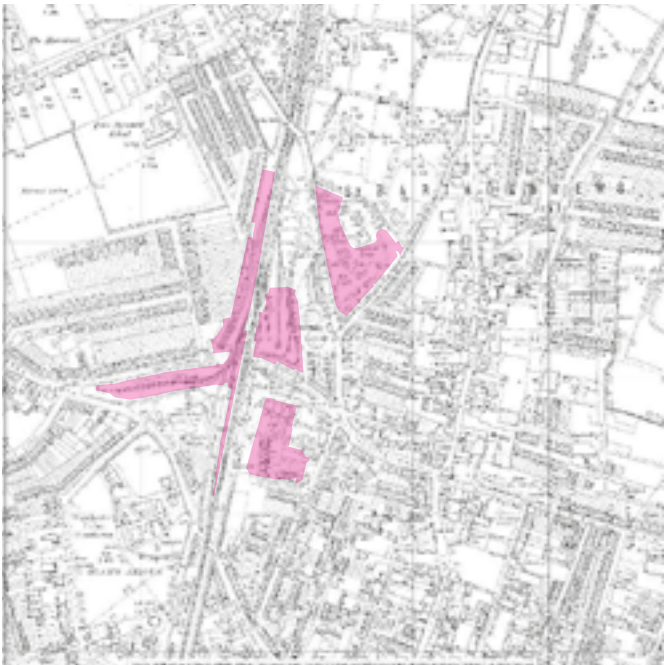
1810



1871 - 1872



1896 - 1897



1909



1939



1953 - 1954



1967 - 1975



2023



2.6 HERITAGE AND CHARACTER - HISTORIC FABRIC





# 2.7 PEDESTRIAN ROUTES AND CONNECTIVITY

All of the sites have the potential to improve the existing pedestrian routes and better the desire lines that run across them, as identified in the diagram below.



# 2.8 TRANSPORT - OPPORTUNITIES AND CONSTRAINTS

Systra have worked alongside Haworth Tompkins to provide transport analysis across the four sites. The next few pages provide a summary of their work, a full report can be found in the appendix, as well as assessments for each site within the Capacity Studies section.

Transport is considered to be one of the key considerations for all of the sites within the study area; Winchester Rail Station acts as a major gateway to the City, however it is acknowledged that at present, the environment (including some existing development) does not maximise the potential which exists in terms of facilitating sustainable movement, and creating spaces which are attractive to residents, those visiting for work, study, and other visitors.

The study brief recognises that the four main sites within the study area have different strengths and weaknesses (translating to opportunities and constraints), in terms of transport matters, these are summarised in the table opposite.

Study Site	Opportunities	Constraints
Carfax	<ul style="list-style-type: none"><li>Extremely close proximity to Rail Station</li><li>Well connected to existing pedestrian networks</li><li>Located in close proximity to planned wider public transport (i.e. bus) upgrades</li><li>Close to local shops and services</li></ul>	<ul style="list-style-type: none"><li>Existing access is via one-way system</li><li>Provision for cyclists has “gaps”</li><li>Competition in terms of on-street space for buses / taxis / general servicing</li><li>Gradients less friendly to cyclists and less mobile pedestrians</li></ul>
Cattlemarket	<ul style="list-style-type: none"><li>Relatively close to Rail Station</li><li>Frontage on to Andover Road offers opportunities for new access creation</li><li>Proximity to existing residential areas offers choice of routes for pedestrians and cyclists to City Centre</li><li>Close to local shops and services</li></ul>	<ul style="list-style-type: none"><li>Existing car park serves numerous uses which need to be considered as part of any redevelopment</li><li>Existing congestion on Andover Road</li><li>Limited on-street provision for cyclists</li><li>Need to preserve access for existing adjacent developments</li></ul>
Station East	<ul style="list-style-type: none"><li>Close to Rail Station (no need to cross Andover Road)</li><li>Good access to other existing public transport facilities (i.e. bus stops)</li><li>Close to local shops and services</li><li>Opportunity to formalise and enhance existing informal “cut through” pedestrian routing to the Station area</li></ul>	<ul style="list-style-type: none"><li>Existing access from Andover Road is physically constrained</li><li>Gradient changes between site and Stockbridge Road limit options for direct connections to the south</li><li>Limited on-street provision for cyclists</li><li>Existing structure will need to be demolished</li></ul>
Station West	<ul style="list-style-type: none"><li>Directly adjacent to Rail Station</li><li>Opportunities to increase and enhance cycle provision (including cycle parking)</li><li>Existing routes beneath railway for pedestrians and cyclists for connectivity to City Centre</li></ul>	<ul style="list-style-type: none"><li>Existing access routes from the north are via residential streets with significant on-street parking</li><li>Gradient changes from Stockbridge Road to the station area</li><li>Physical form of parts of site limit options for transport improvements / access</li><li>Need to cross railway to access bus services</li><li>Existing structure will need to be demolished</li></ul>



## 2.8 TRANSPORT - INTEGRATION WITH TRANSPORT POLICY

The development of the different options for each of the sites within the study area has been undertaken with an over-arching aim of complementing and facilitating successful delivery of the Winchester Movement Strategy (WMS). The current strategy has three key aims:

- Reduce city centre traffic;
- Support healthier lifestyle choices; and
- Invest in infrastructure to support sustainable growth.

As such, during options assessment for each site we have considered how each option would contribute toward these aims.

For the Carfax and Cattlemarket sites, it is recognised that there would be multiple benefits from reducing the overall amount of vehicle car parking currently provided, as this would contribute directly towards the reduction of traffic, not just in the immediate vicinity of the sites, but on the routes through the city. The location of all the study sites within walking distance of the main city centre, and in close proximity to the rail station (and its existing bus service provision) additionally makes a very strong case for the different options to seek to minimise car parking provision for the new development uses, and provide a prominent example of how the Council's policies in relation to transport, parking and climate change can be delivered via the development process.

For the Station East and West sites, the option development process has carefully considered the implications of the need to maintain the overall supply of car parking through any redevelopment of the sites in question, or otherwise requires Office of Road and Rail approval with supporting occupancy demand studies for any reduction. Any changes to parking allocations need to be based on station customer requirements. A key area of analysis has been the changes in vehicle trip distribution which would result from relocating some or all car parking from one of the Station sites to the other (or for certain options to a re-provision as part of the Cattlemarket schemes). The phasing of different development options is considered particularly important to these considerations and it has been noted that there would also be interconnections with proposals being developed by Winchester City Council and Hampshire County Council to fulfil the wider aspirations of the Movement Strategy. Notwithstanding these, it is considered that any redevelopment of either Station site should seek to be compatible with the stated Movement Strategy aims, and to maximise the benefits of redeveloping sites which remain some of the most sustainable City Centre locations.





## 2.8 TRANSPORT - WIDER PUBLIC REALM AND PLANNED TRANSPORT IMPROVEMENTS

It is also recognised that the site option development process should be integrated with the planning work being undertaken by both Winchester City Council and Hampshire County Council in relation to future transport infrastructure provision and upgrades. Part of this work is the aspiration to develop a multi-modal “hub” for sustainable transport in and around the station area, which would seek to increase the number and extent of bus services serving the station, increase provision for cyclists and make improvements to the pedestrian networks which connect both sides of the station into the local road networks. It is acknowledged that this would be expected in future to increase overall demand for bus movements and that certain changes to the existing one-way systems would potentially offer new and improved routings for bus services; therefore, the option development work has included consultations with WCC and HCC officers to obtain a better understanding of these concepts.

Further information on specific considerations for each site is provided in the commentary on individual options.

It is acknowledged there is a funding gap to fund such improvements.



The image above illustrates the range of elements included within the proposals - subject to successful funding being obtained.



# 2.9 CAR PARKING CAPACITY AND BRIEF - FATKINS REPORT

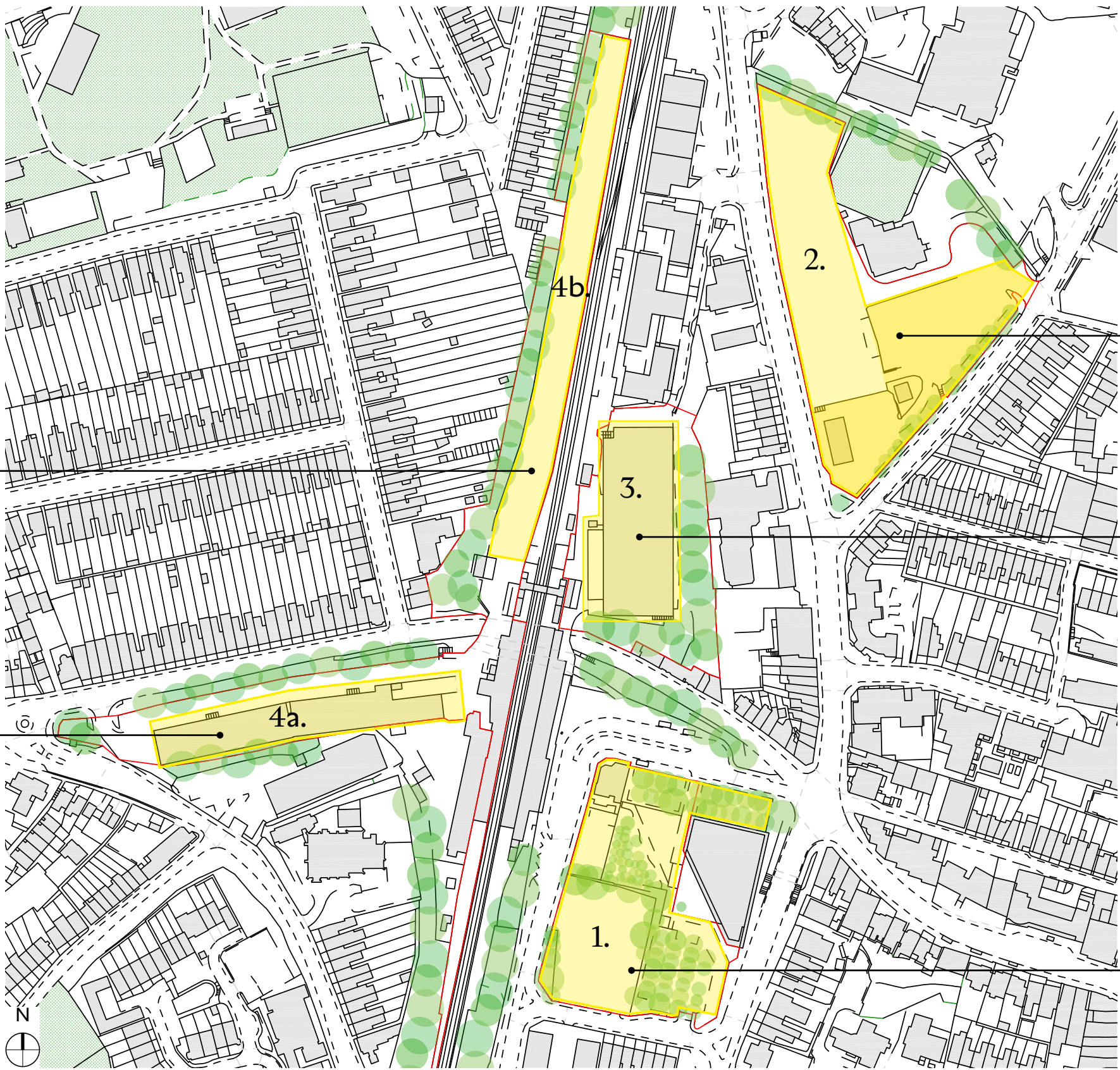
The Fatkins feasibility report was commissioned by Network Rail to understand parking requirements. In order to facilitate the release of land for development, options for re-provision of lost parking have been explored. The findings of this study have been used as a basis for this capacity study.

Site 4b. Station West

230 spaces at surface

Site 4a. Station West

181 spaces on single storey deck



Site 2. Cattlemarket

Cattlemarket  
202 spaces at surface

Worthy Lane  
105 spaces at surface

Site 3. Station East

254 spaces on two storey deck

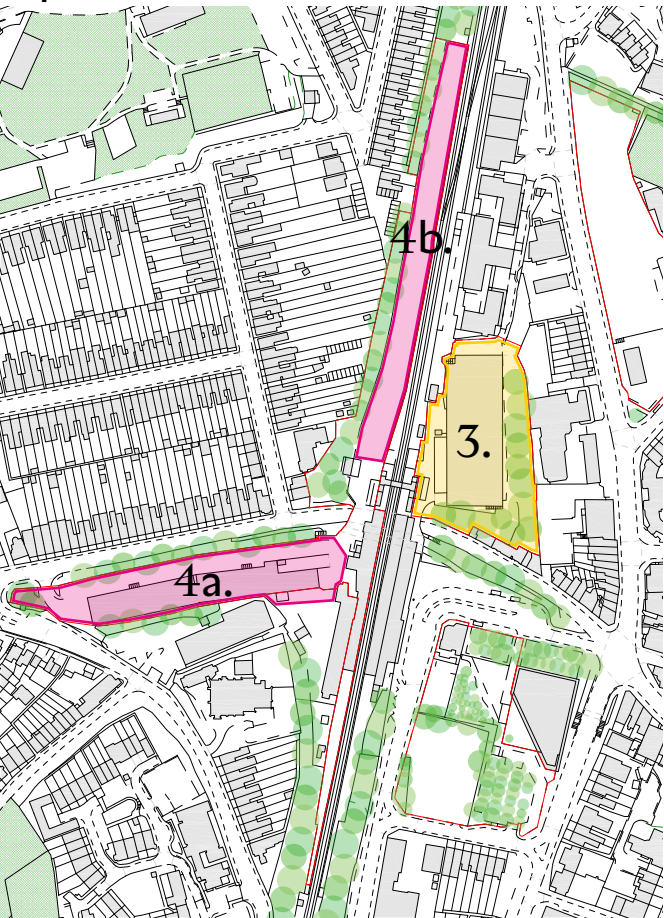
Site 1. Carfax Site

213 spaces at surface



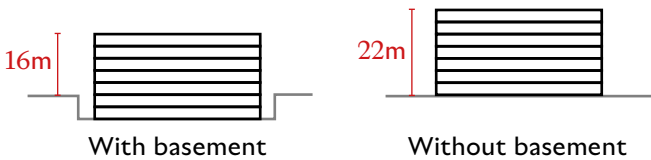
# 2.10 CAR PARKING OPTIONS ON NETWORK RAIL SITES

Option 1



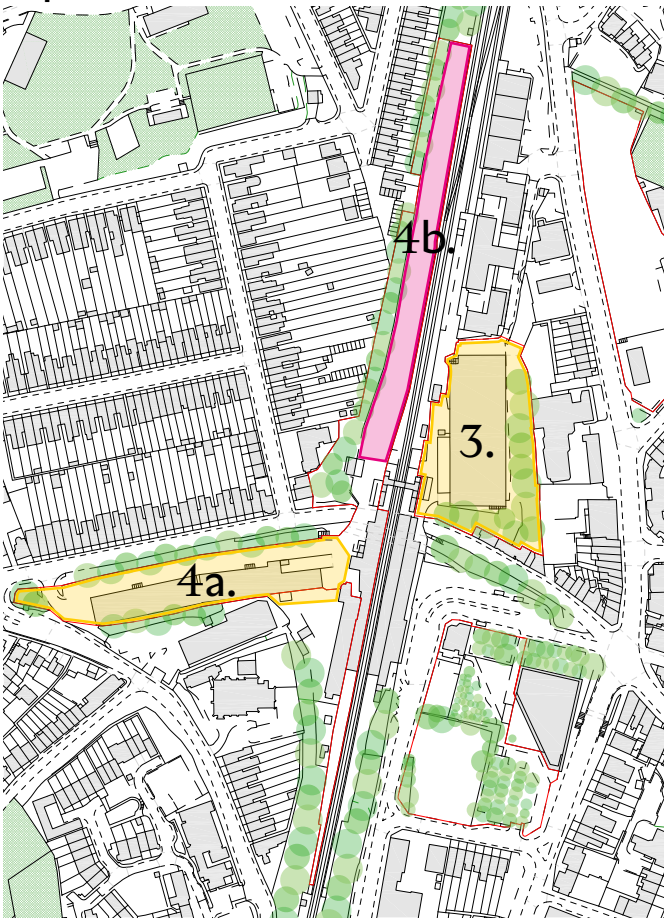
Available for development   New Build   As existing

- Sites 4a. + 4b. - Available for development
- Site 3. - New 7 storey carpark - 688 spaces



- 688 total spaces
- Risk around increased vehicle access to Station East

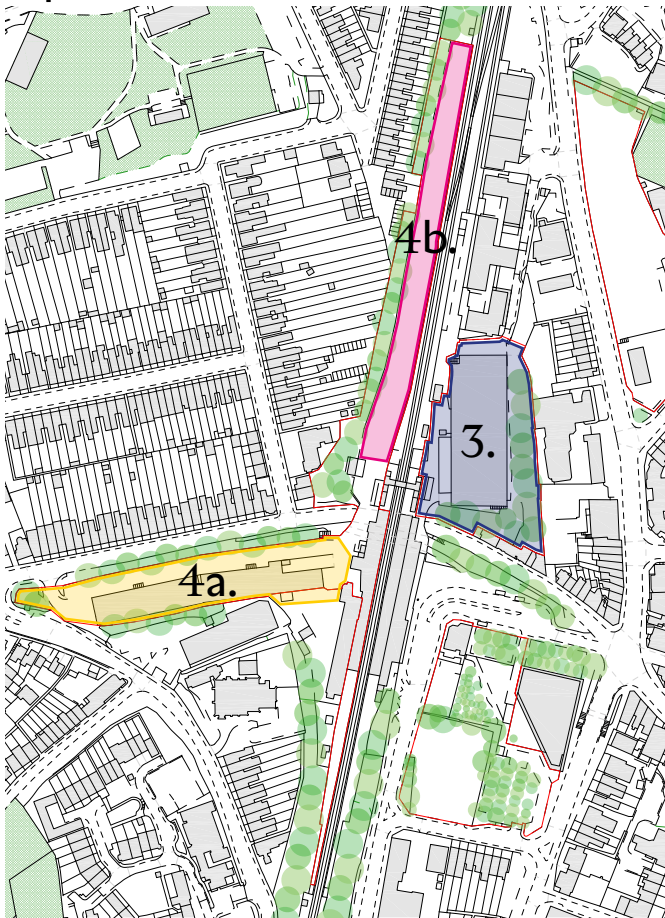
Option 2



- Site 4b. - Available for development
- Site 4a. - New 2 storey carpark - 273 spaces
- Site 3. - New 4.5 storey carpark - 483 spaces

- 756 total spaces
- A lot of work to free up relatively small site

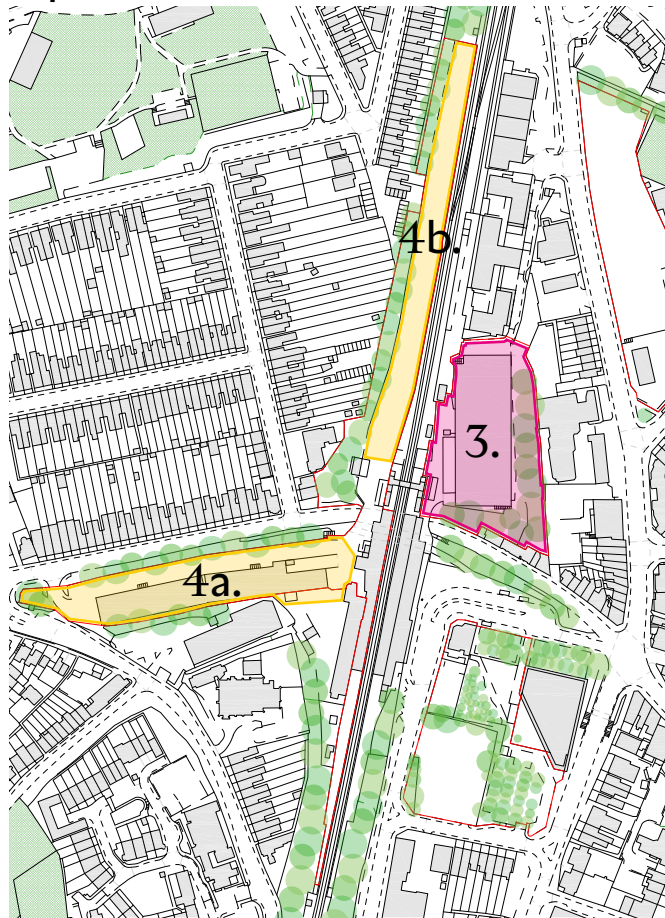
Option 3



- Site 4b. - Available for development
- Site 4a. - New 4 storey carpark - 355 spaces
- Site 3. - As existing, 2 storey carpark - 250 spaces

- 605 total spaces
- Loss of 60 spaces
- A lot of work to free up relatively small site

Option 4i + 4ii



- Option 4i
- Site 3. - Available for development
  - Site 4a. - New 4 storey carpark - 355 spaces
  - 4b. - New 2 storey carpark - 350 spaces

- Option 4i - 705 total spaces
- Previous parking architectural advice 2 storey carpark not viable on site 4b.

- Option 4ii
- Site 3. - Available for development
  - Site 4a. - New 4 storey carpark - 355 spaces
  - 4b. - As existing - 230 spaces at surface

- Option 4ii - 585 total spaces
- Loss of 80 spaces
- Appears most viable option



## 2.11 WINCHESTER RESIDENTIAL DENSITY EXAMPLES

Analysis of three recently built residential schemes in Winchester shows density of approximately 90-150 units per hectare.



### 1. Knight's Quarter

- 208 units
- 23,662sqm site
- **88 units per hectare**
- 1-2 bedroom apartments with landscaped courtyard garden and basement parking.



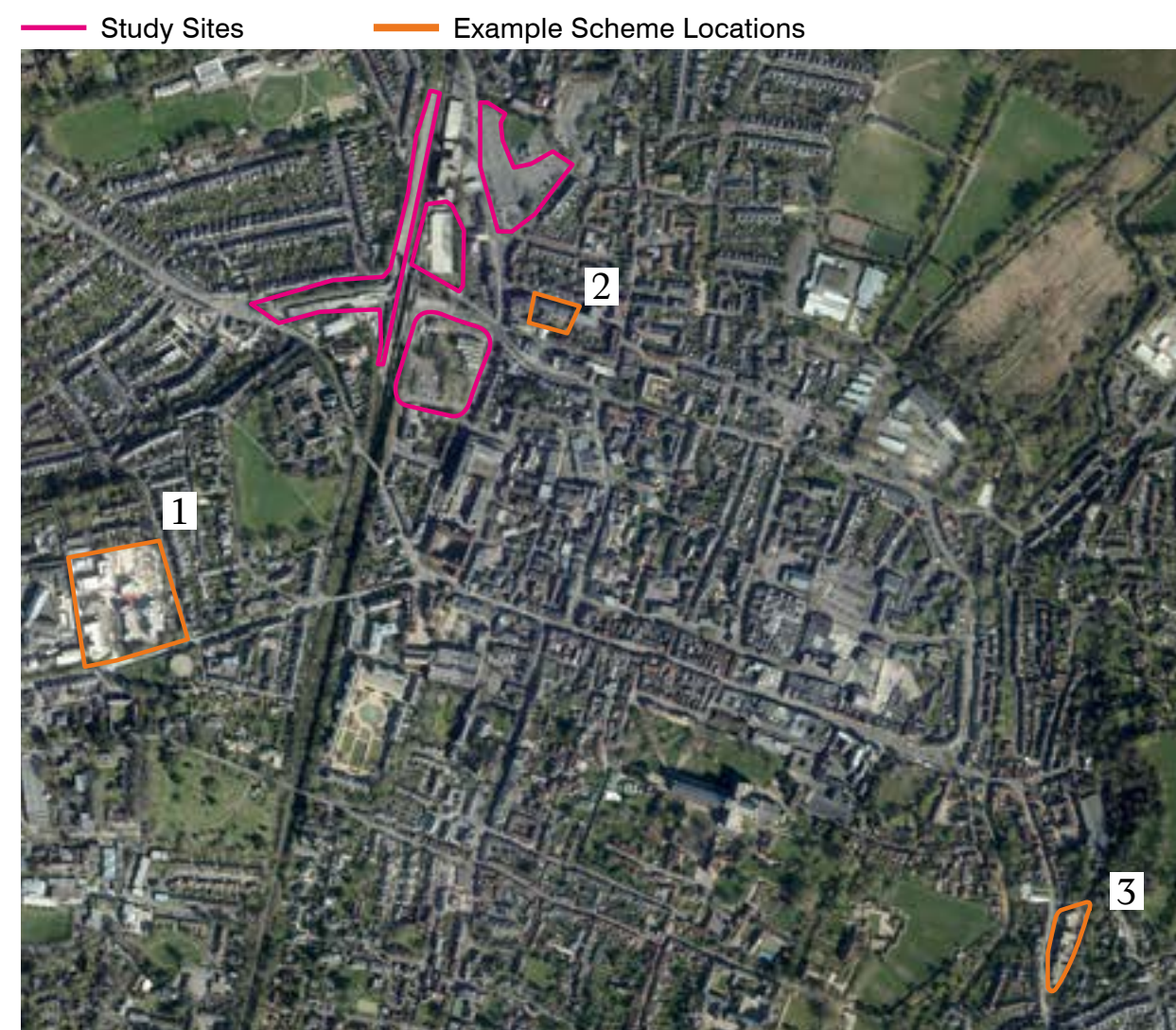
### 2. Victoria Court

- 27 units
- 1843sqm site
- **146 units per hectare**
- 1-2 bedroom flats with landscaped courtyard garden and basement parking.
- 18 affordable rent and 9 shared ownership.



### 3. Chesil Lodge

- 52 units
- 4333sqm site
- **120 units per hectare**
- Council-owned extra care scheme
- 1-2 bedroom apartments with communal facilities such as: restaurant, lounges, laundry and gardens





## 2.12 CONSULTATION PROCESSES

Public engagement carried out by WCC

- WCC public survey
- WCC site walks
- Interactive online map
- In person consultation events
- Newsletters
- Social media advertising
- Media Coverage

Statutory Stakeholder engagement by the Design Team

- WCC Planning - November 2022
- WCC Archaeology / Heritage and Sustainability - December 2022
- HCC Transport - November 2022
- WCC Councillors - October, November 2022, January 2023





# 3.0 CAPACITY STUDIES

# 3.1 OPTIONEERING PROCESS

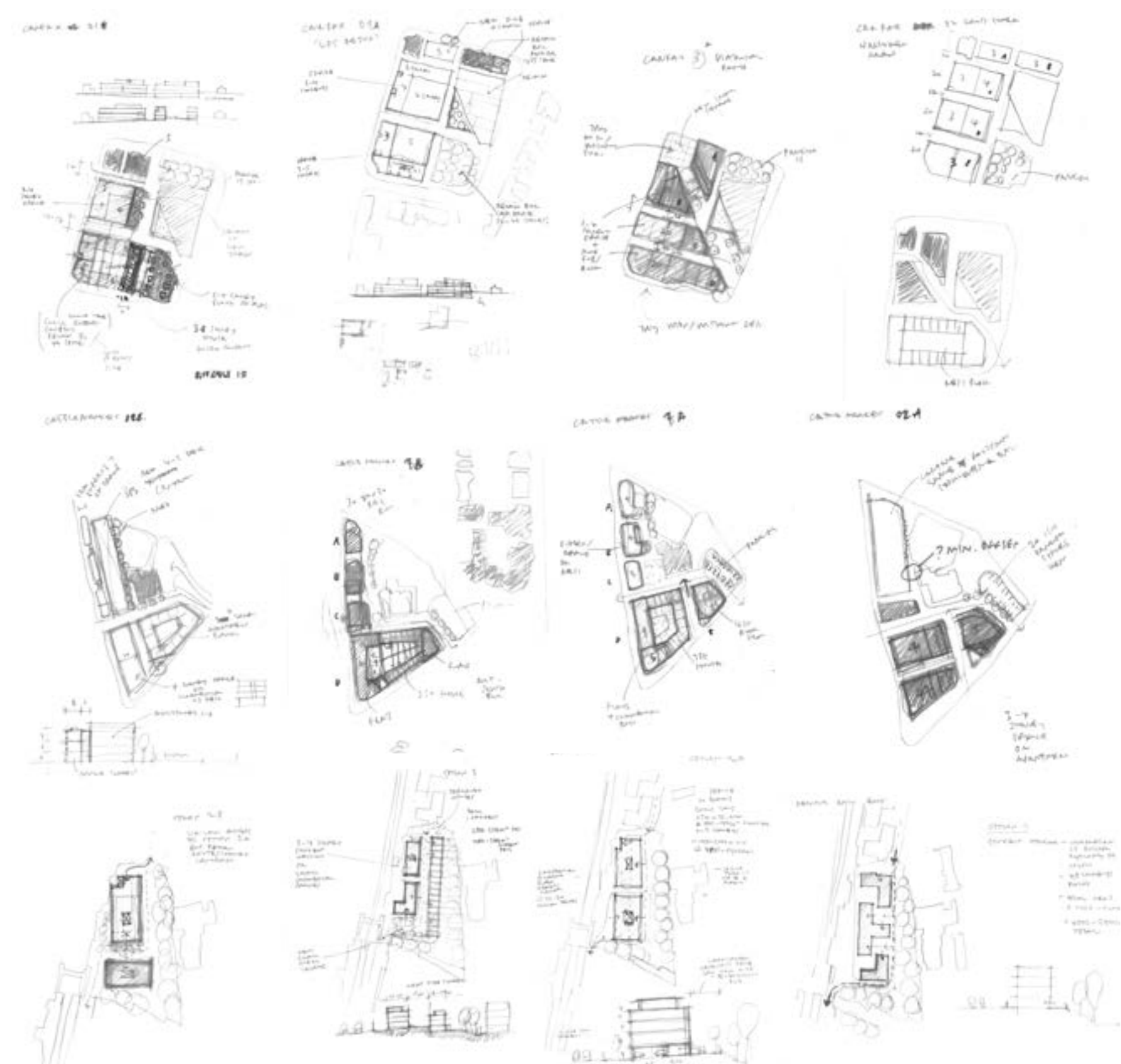
For each of the 4 sites, following site analysis, we carried out an options appraisal exercise to test different block layouts, massings, uses and quantum of development. In general, the different uses tested were residential (apartments and houses), student housing, commercial workspace/office (including some F&B) and makerspace/workshops.

A range of these options are illustrated within this report, for each site. Each was reviewed by the Design Team and Client group, and assessed against a range of criteria including:

- Townscape and massing
- Heritage impacts
- Stakeholder views from engagement feedback
- Parking, transport and connectivity
- Mix of uses within and across sites
- Flexibility and adaptability
- Viability and development economics, risk

Quantitative viability appraisals were run by property agents Lambert Smith Hampton on several options for each site, and then iteratively on preferred options. This work is set out in detail in a separate LSH viability document.

In each case, the strongest option or options were selected by consensus to be taken forwards, to be refined through subsequent design and viability iterations. The resultant recommended options are shown in detail for each site.





## 3.2 TYPOLOGIES AND EXAMPLES

These pages illustrate examples of the different uses and building typologies used in the capacity study and viability appraisals.



Low-rise housing



Apartment blocks



Student accomodation





## 3.2 TYPOLOGIES AND EXAMPLES

These pages illustrate examples of the different uses and building typologies used in the capacity study and viability appraisals.



Workspace



Workshops



Modern multistorey car parks





### 3.3 STREETSCAPE PRECEDENTS

Precedent images showing examples of good quality public realm / streetscape improvements, including: wayfinding signage, planting and urban greening, street trees, furniture, small-scale public squares.



Small-scale squares



Street trees and greening



Street furniture and wayfinding signage



### 3.4 EMERGING SITEWIDE CONNECTIVITY

Within our proposals for each site, we have looked to improve wayfinding, permeability and connectivity to support and encourage green travel. This illustrative composite plan shows how a future block pattern could look if Carfax, Cattlemarket and Station East were all developed.



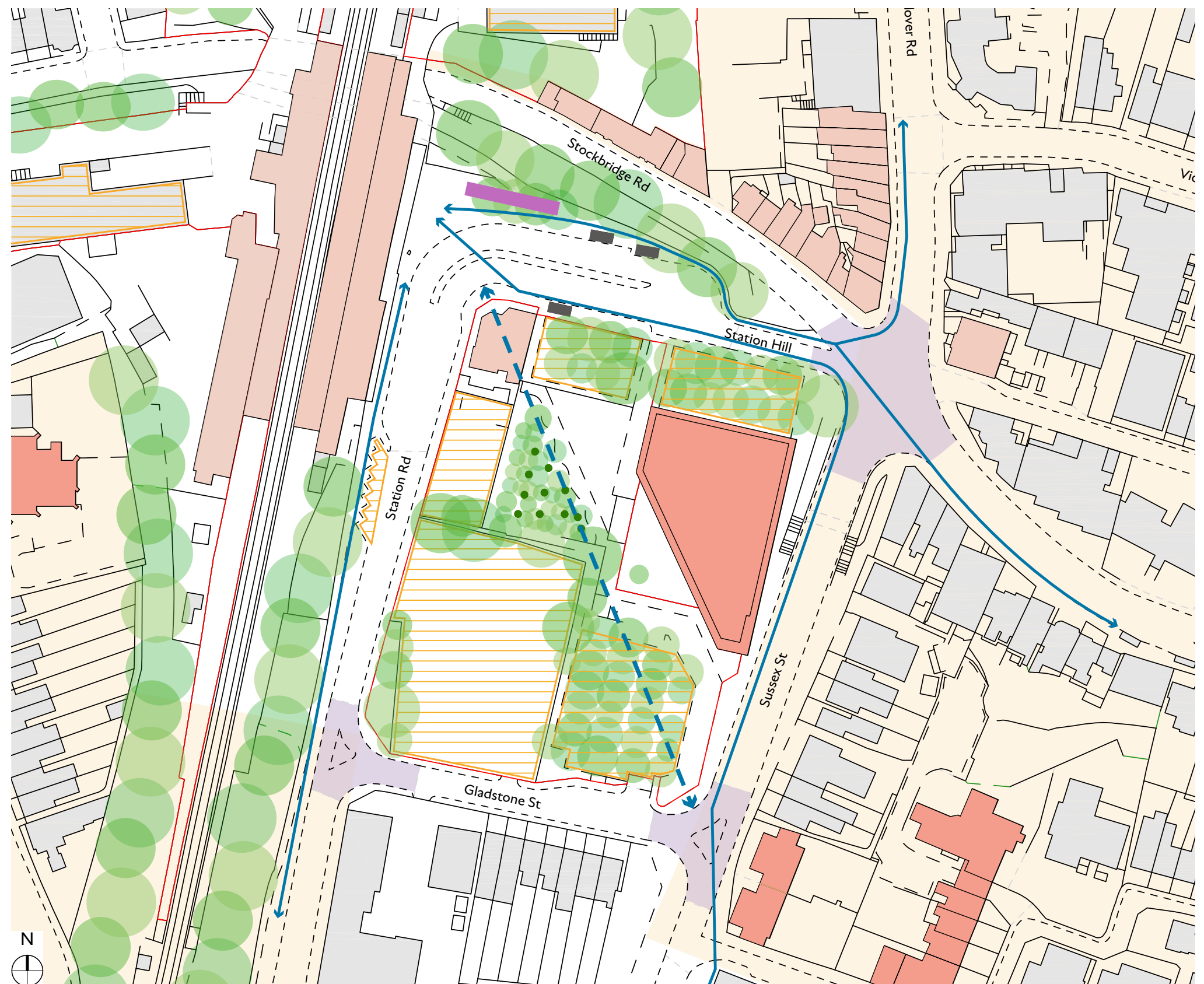


### 3.5 CARFAX - SITE ANALYSIS

#### Key site parameters:

- Current carparking provision: 213 spaces on surface
- Historic registry office located on the corner opposite the Station
- Site slopes up towards the south
- Low-rise residential properties opposite the site on Gladstone Street
- Silver birches within the centre of the site
- Grade II listed Hampshire Record Office building and lower-level garden
- Many trees located within the carpark at the southeast of the site
- Key desire line cuts through the middle of the site, heads towards the Town Centre
- Current lack of permeability across the site as current route is overgrown, hidden and unwelcoming

- Silver Birches ●
- Pedestrian Movement →
- Desire Lines - - ->
- Bike Parking ■
- Existing Car Parking ▨
- Bus Stops ■
- Conservation Area ■
- Locally Significant ■
- Listed Building ■
- Busy Junction ■





3.5 CARFAX - EXISTING SITE





## 3.5 CARFAX - TECHNICAL FEEDBACK

### Transport

- The Carfax site lies in very close proximity to the rail station; as such, it also has potentially very good access to bus and taxi service,
- There are established walking and cycling routes into the city centre. These elements all strongly correlate with the aspirations set out in the emerging WCC Local Plan policies to deliver development which is not car-dependent.
- The site has frontages on to Gladstone Street, Station Road and Station Hill. The presence of the former registry office on the north-west corner of the site limits the potential for access from Station Hill, therefore access to the site is expected to be taken from Gladstone Street or Station Road.
- A majority of the options seek to retain part of the existing car park and its vehicular access from Gladstone Street; this area would also provide parking and drop-off for vans and potentially mid-sized vehicles.
- It has been identified from discussion with HCC that the existing residential properties on Gladstone Street are serviced on-street and the same approach is considered acceptable in principle for the southern edge of the Carfax site; this aligns well with the residential option where the main residential block would front on to Gladstone Street.
- For commercial properties, options for either allowing occasional parking by large vehicles within the site (reversing in from Station Road) or the provision of an inset bay on Station Road for occasional large vehicle servicing are both considered feasible in principle.
- Movement into the site is expected to be limited to essential access for the emergency services.
- The proposed overall reduction in vehicle parking at the Carfax site would be expected to result in a reduction in vehicle trips associated with the site, benefitting pedestrians and cyclists using the existing street networks.
- The positioning of the proposed buildings has considered the future needs of the area, ie - the option to remove the existing traffic island to improve bus turning capabilities.

### Heritage

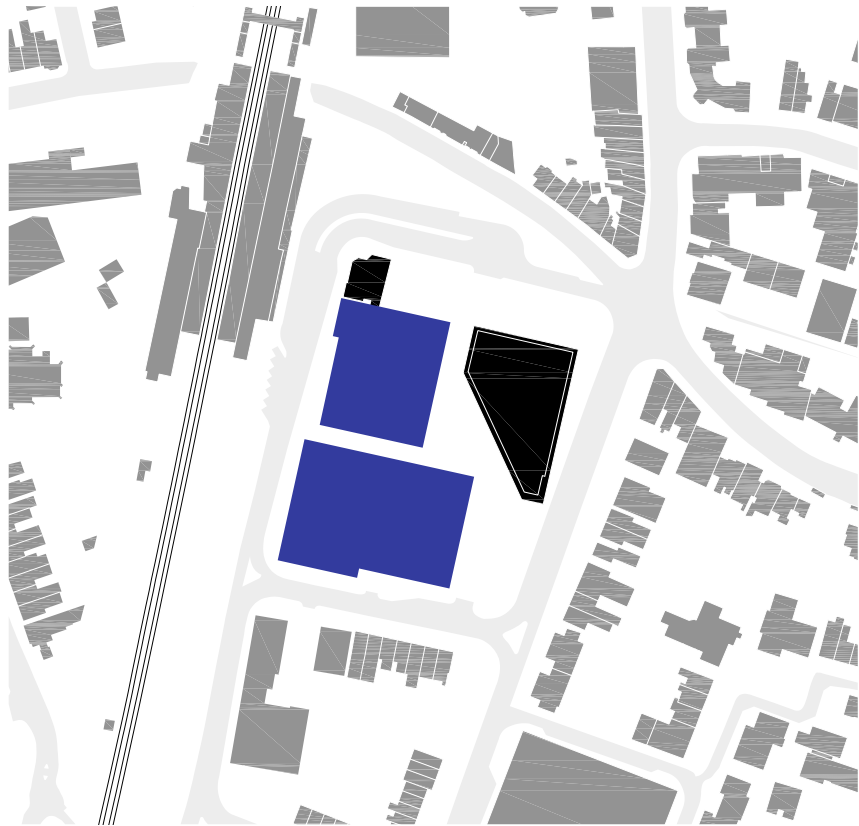
#### Key considerations:

- There is inter visibility between the site and the Grade II Listed St Paul's Church in the winter months. In summer months there is screening due to dense foliage.
- Relative close proximity of this site to the Winchester City Centre means that development on this site may result in change to the setting of some highly sensitive heritage assets.
- Consideration should be given to the fine-grain residential buildings on Gladstone Street and Sussex Street, some of which falls within the Winchester Conservation Area.
- This site has a direct boundary with Hampshire Records Office (Grade II) and the locally significant former Registry Office, and these buildings should be given consideration in any forthcoming schemes.
- The site was historically developed and there is an opportunity inherent in developing this site to re-introduced urban grain to replace a low-quality gap in the townscape.



# 3.5 CARFAX - COMPARATIVE GRAIN TESTS

Grain is relatively bulky and large in comparison with surrounding context and other new build, dense, urban schemes such as Fish Island.



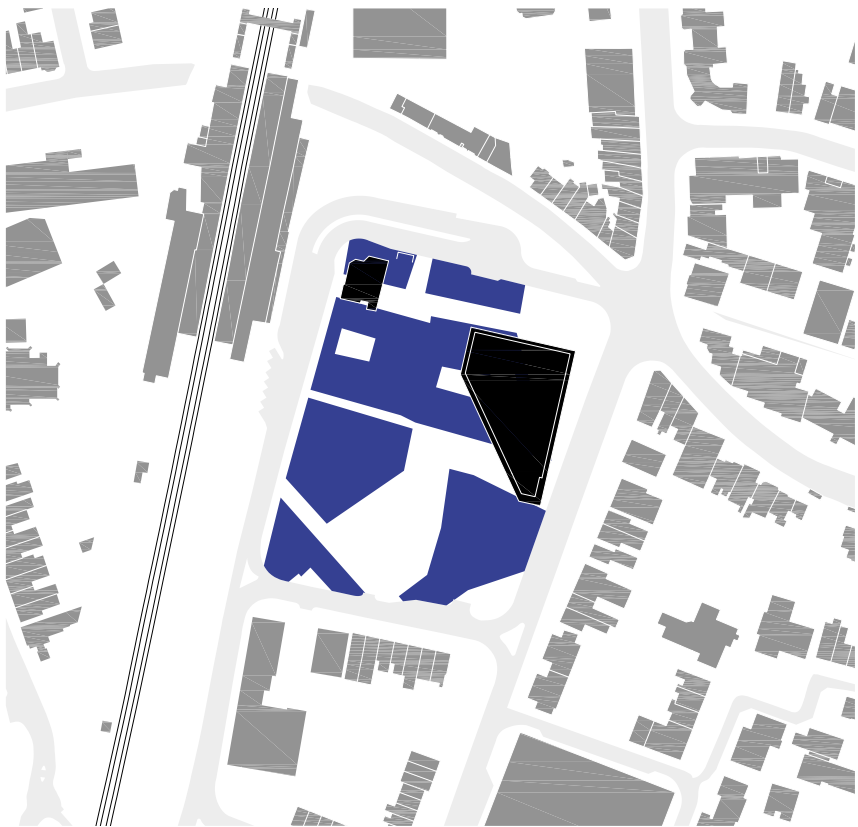
LDS Scheme



Fish Island, London  
Haworth Tompkins



Winchester Terrace



Ham Yard, London

■ Grain comparisons  
■ Existing buildings



### 3.5 PREVIOUS LANDSCAPE DESIGN

This drawing shows the illustrative stage 3 public realm design developed by the previous planning application for Carfax – note this is outside the Carfax site redline that has been considered in our study. It is comprehensive in scope and dependent on funding, for which the funding source is currently unknown.

This demonstrates the kind of public realm improvements that would be explored at the master planning stage to complement any development on the site.





## 3.5 CARFAX - OPTIONEERING

Of the options tested, option 3B was preferred and developed. Option 1A was retained due to the first iteration demonstrating financial viability. The design options include the following elements:

- Aimed to create a pedestrian permeable site, with routes across the site, satisfying the desire line to the Town Centre from the Station
- High quality public realm created along the routes and within the centre of the site
- Retained as many trees as possible, including some of the silver birches at the centre of the site
- All options are set back from the Hampshire Records Office
- Active ground floor frontages to commercial blocks, particularly on street facades
- Lower density schemes than the LDS scheme, with more broken up massing and upper storeys that are set back
- Site slopes up towards the south creating some semi-basements
- Frontages are set back to create generous pavements
- A mixture of commercial and residential
- Residential and lower rise uses opposite the residential buildings on Gladstone Street
- Loading bays have been proposed on the street and within the carpark for deliveries to the development
- Some parking on site, reducing traffic to the site



Option 01A - 'LDS Redux'



Option 02 - 'Cross Streets'



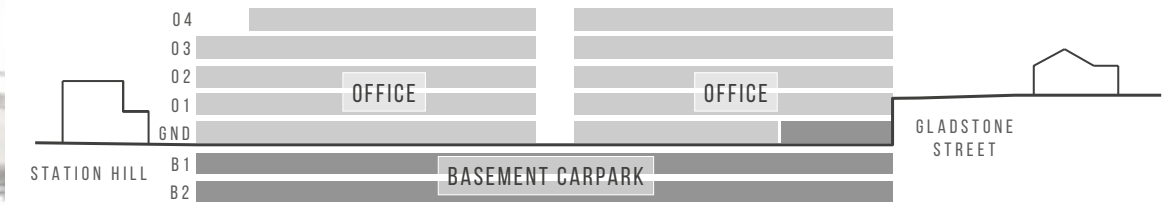
Option 03A - Diagonal Route



Option 03B - Diagonal Route Resi



### 3.5 CARFAX - LDS SCHEME

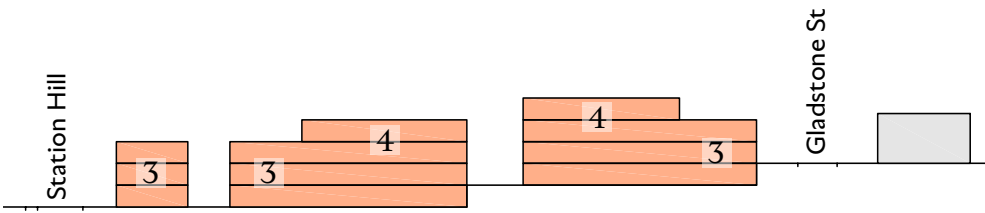


Changes made from previous LDS scheme:

- Reduction from 17,000sqm GEA to 14,000sqm GEA
- Height reduced by approximately 1 storey
- Mass has been broken up, smaller blocks, finer grain, more modelling
- More open spaces and trees retained
- Parking reduced from 300 spaces to around 40



3.5 CARFAX SITE - OPTION 1A - 'LDS REDUX'



- Similar to LDS preferred option, but reduced height by 1 storey on average

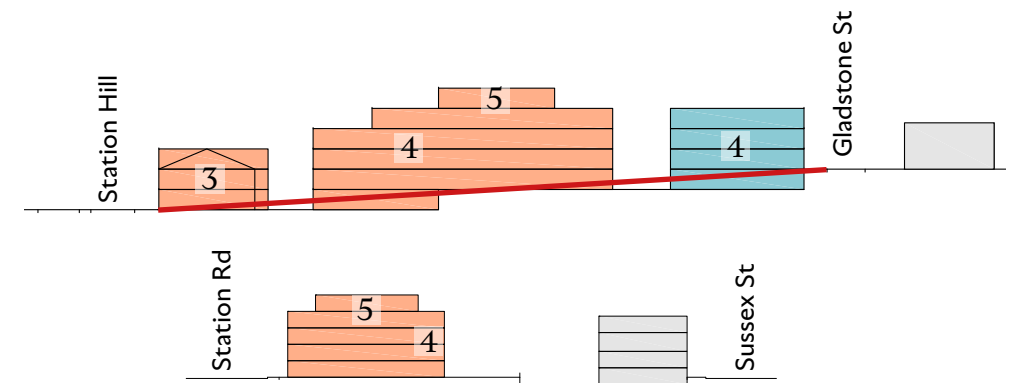
Carfax 01A - 'LDS Redux'

	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Workspace	GEA (sqm)
G-1		-	-	643	643
G+0	203	280	1617	1751	3851
G+1	203	280	1617	1751	3851
G+2		280	1617	1107	3004
G+3			802	771	1573
Totals	406	840	5653	6023	12922

- A. New F+B and small office above
- B. Office 3-4 storeys
- C. Office 3-4 storeys
- D. Retain some trees and existing carpark, estimated 40-50 spaces
- HCC proposals for the removal of central islands to allow for bus improved bus turning. Work outside of scope



3.5 CARFAX - OPTION 3B v3



Carfax 03B.2

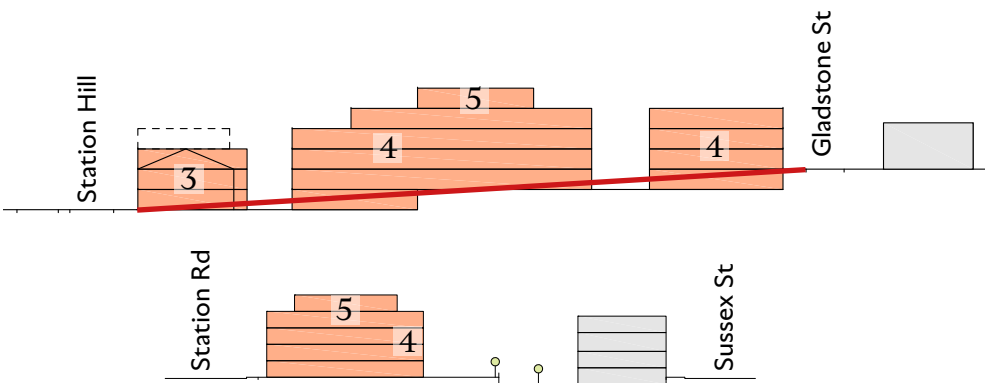
	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	756	1523	1293	3775
G+1	203	756	1523	1293	3775
G+2		756	1523	1293	3572
G+3		407	1395	467	2269
G+4			479		479
Totals	406	2675	6443	4346	13870

Resi units: 46

- A. Office 3-4 storeys
- B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, a set-back fifth storey has been added
- C. Residential block, 3-4 storeys
- D. Some trees and parking to be retained, approx. 40-50 spaces
- E. Row of silver birches to be retained in the center of the site
- HCC proposals for the removal of central islands to allow for bus improved bus turning. Work outside of scope



3.5 CARFAX - OPTION 3B v4 COMMERCIAL



Carfax 03B Commercial

	Retained	Block A	Block B	Block C	Total
Level	F+B	Office	Office	Office	GEA (sqm)
G+0	203	756	1523	1022	3504
G+1	203	756	1523	1022	3504
G+2		756	1523	1022	3301
G+3		407	1395	514	2316
G+4			479		479
Totals	406	2675	6443	3580	13104

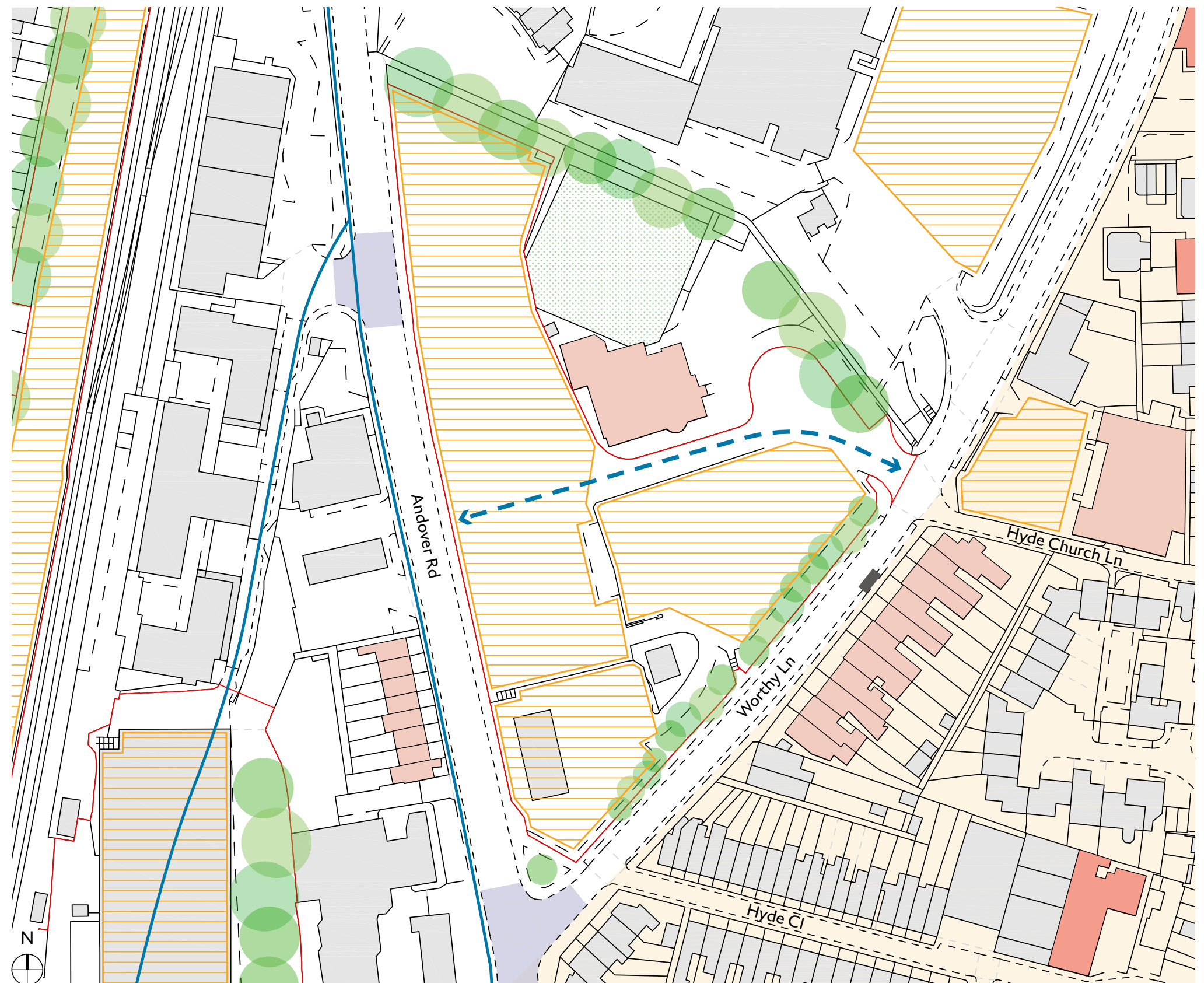
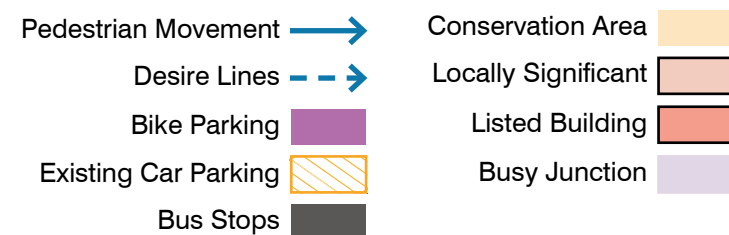
- A. Office 3-4 storeys
- B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, top floor set back
- C. Office block, 3-4 storeys
- D. Some trees and parking to be retained, approx. 30-50 spaces
- E. Row of silver birches to be retained in the center of the site
- HCC proposals for the removal of central islands to allow for bus improved bus turning. Work outside of scope



### 3.5 CATTLEMARKET / WORTHY LANE - SITE ANALYSIS

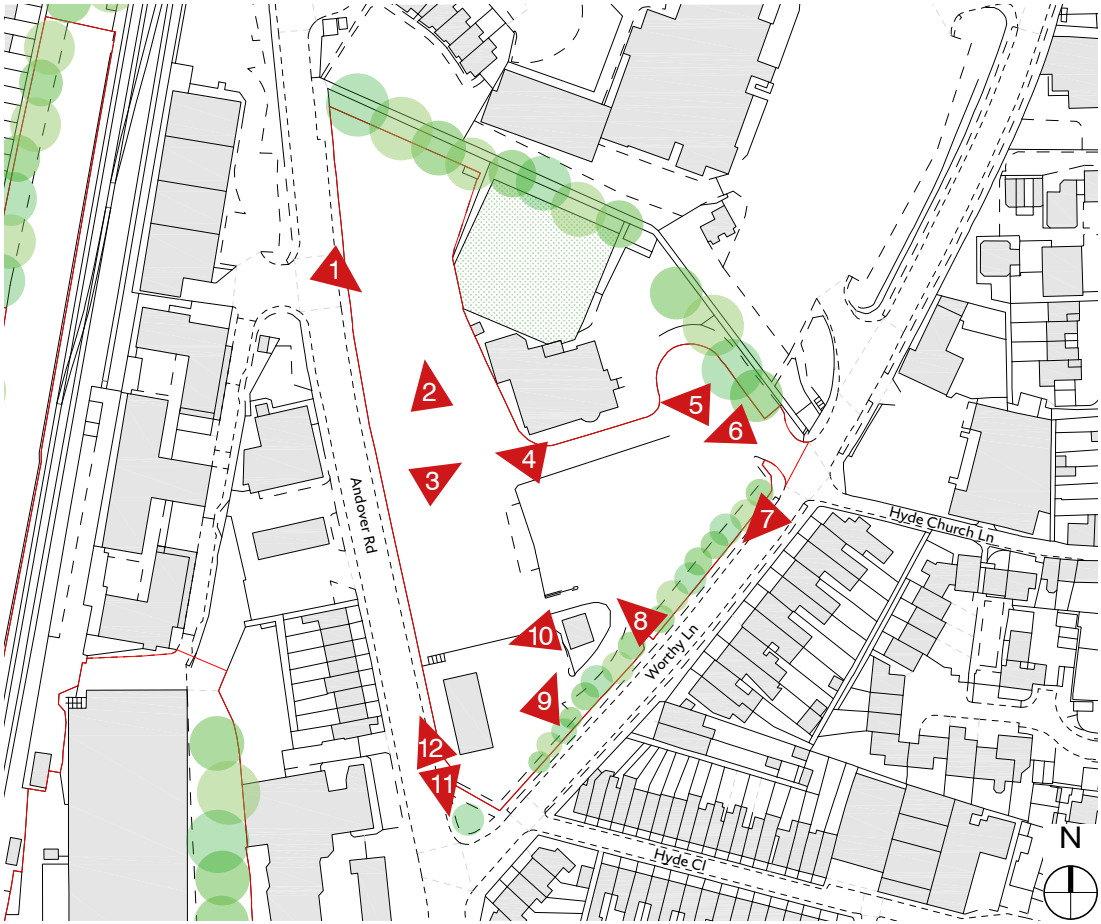
#### Key site parameters:

- Current carparking provision: 307 spaces on surface
- Low-rise residential Victorian terraces opposite site on Worthy Lane
- Small section of low-rise residential Victorian terraces along Andover Road, opposite the southern tip of the site
- Cycling and walking desire line across the middle of the site linking Worthy Lane to Andover Road
- Winchester Club building and bowls court at the centre of the site
- Winchester Club requires vehicular access and retains rights over a portion of the Cattlemarket car park
- Line of trees along the south-eastern portion of the site along Worthy Lane
- Level changes across the site, northern section steps down at the centre of the site
- Views from the top of the site at Andover Road towards Winchester Cathedral and the Town Centre are important views to be considered
- Southern tip of the site is a prominent viewpoint from the bottom of Andover Road
- Landmark tree at southern tip of the site





3.6 CATTLEMARKET / WORTHY LANE - EXISTING SITE





## 3.6 CATTLEMARKET - TECHNICAL FEEDBACK

### Transport

- The site takes vehicular access from Worthy Lane at its south-eastern corner
- There is potential for an additional access point to be provided directly on to Andover Road; it is recognised that this would need to be compatible with HCC's emerging proposals for a new southbound bus lane (discussed further below).
- This access point would be left-turn only to prevent the route becoming a rat-run
- The site has considerable frontage on to Worthy Lane and Andover Road which offers a number of options for future pedestrian and cycle access points.
- Winchester Club takes its access from the existing Worthy Lane access point and that this needs to be retained as part of any development scheme.
- On-street servicing from Andover Road has been excluded as an option in the development process and as such the layout of new buildings within each option has been considered with regards to the need for access for vehicle servicing within the site itself.
- Movement through the site is constrained by a lack of access at the northern end (this is complicated by existing level differences at the northern edge of the site).
- There is a footpath route which runs along the northern edge and passes through the adjacent car park for the Winchester Hotel, opportunities to connect to this footpath are currently limited.
- Facilitating movement through the site for pedestrians and cyclists would potentially improve access to Hyde Church Lane, the recreation grounds and Wildlife reserves to the east of the site.
- Until a Northern Park & Ride is operational, it is likely that some existing public car parking will need to be retained on Cattle Market. If Station East or Station West sites were to be developed, car parking on Cattle Market could be considered to offset this loss.

### Heritage

#### Key considerations:

- There is intervisibility between northwest corner of the Cattlemarket site and the historic townscape. The site has always been open historically, and the view needs to be considered from northwest corner of Andover Road coming into the city (this is a Roman Road and historic entrance to city – an important entrance view).
- The elevated position is a concern, care needs to be taken to avoid new buildings dominating the low-rise, fine domestic scale buildings that fall within the Conservation Area on Worthy Lane to the east.
- There is less dense, bulkier development to the north which could be referenced in forthcoming scheme on this site.
- There is a variety of uses and building typologies in this area, when compared to other sites (which sit next to an area of consistent townscape character and consistent small-scale residential buildings). As such, this site has greater capacity to accommodate a variety of building forms



## 3.6 CATTLEMARKET - OPTIONEERING

Of the options tested, options 01A and 02A were preferred and further developed. Option 01A is not currently financially viable. These design options include the following elements:

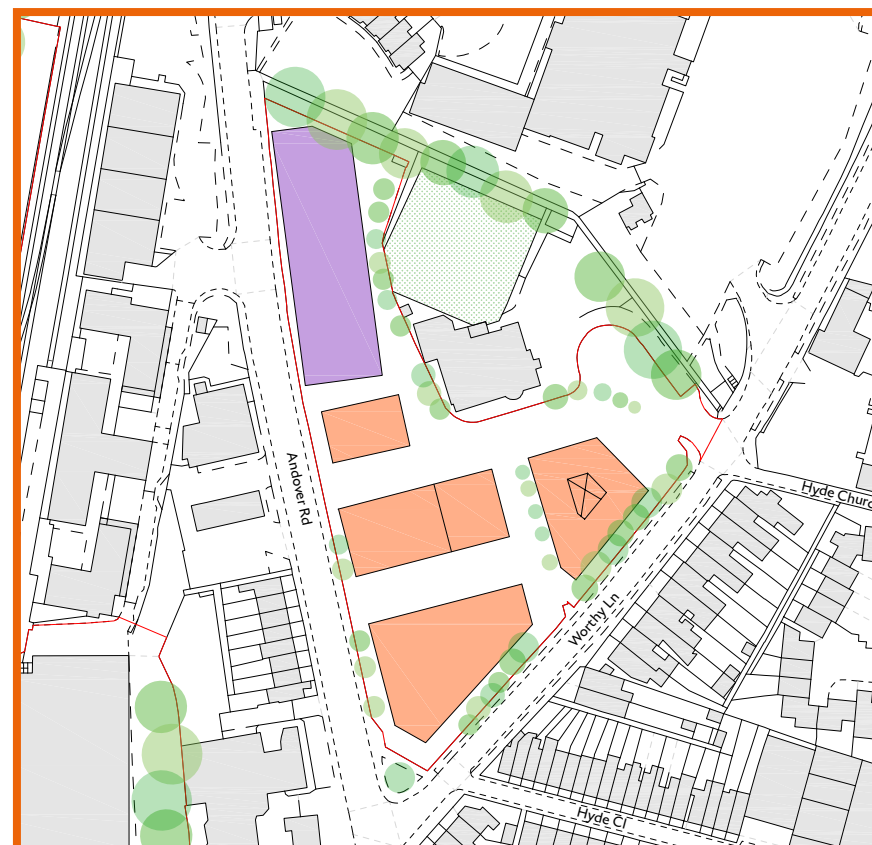
- Created grain and block sizes that are sensitive to neighbours, with larger and more commercial on Andover Road, rising to the south to mark a key corner of the site
- Created an east to west route across the site for pedestrians and bikes, reflecting the existing desire line and current informal route
- Massing is sensitive to the low-rise residential buildings at the south of the site on Worthy Lane
- One-way vehicle access across the site, existing access on Worthy Lane with left turn exit onto Andover Road
- Retained the vehicle access to the Winchester Club with views up to the club from the new north to south route
- Frontages are set back creating generous pavements and allowing for the provision of new street trees, planting and parking
- Potential for a widened bus and cycle lanes on Andover Road
- Level changes across the site are reflected with the new route across the site and also allows for some semi-basements



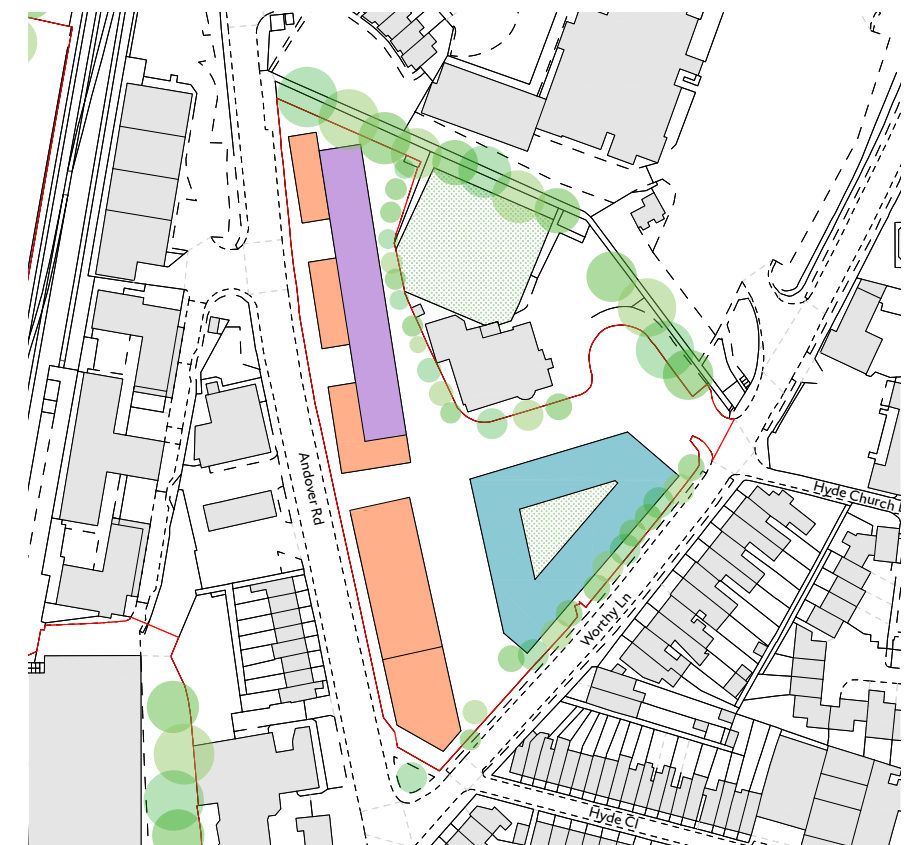
Option 01A



Option 01B



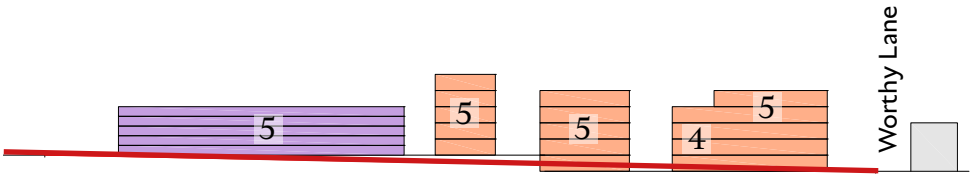
Option 02A



Option 02B



3.6 CATTLEMARKET - OPTION 2A v2



Cattlemarket 02A v2

	Block A	Block B	Block C	Block D	Block E	Total
Level	Carpark	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	1284	349	1037	1376	1003	5049
G+1	1284	349	1037	1376	1003	5049
G+2	1284	349	1037	1376	1003	5049
G+3	1284	349	1037	1376	554	4600
G+4	1284	349	628	679		2940
Totals	6420	1745	4776	6183	3563	22687

Resi units: 38

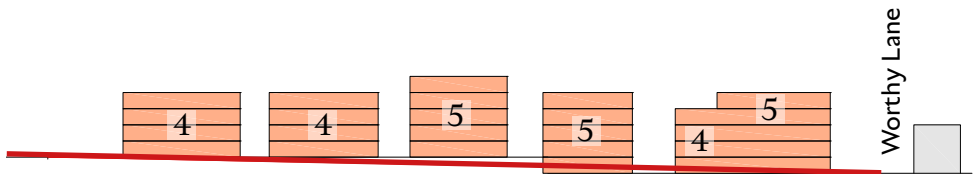
- A. 5 storey, ramped multistorey carpark (2.4m storey height). 50+ spaces per floor, approx 270 spaces total.
- B. 5 storey commercial block
- C. Commercial block, 4 storeys with set back 5th storey
- D. 4 storey commercial block with 5th storey stepping up on the corner
- E. 3 storey residential block / student accomodation
- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site with loading bay north of block C
- Potential for carparking along Worthy Lane



3.6 CATTLEMARKET SITE - OPTION 2A v2 COMMERCIAL



Plan 1:1000 @ A3



Cattlemarket 02A v2 Commercial

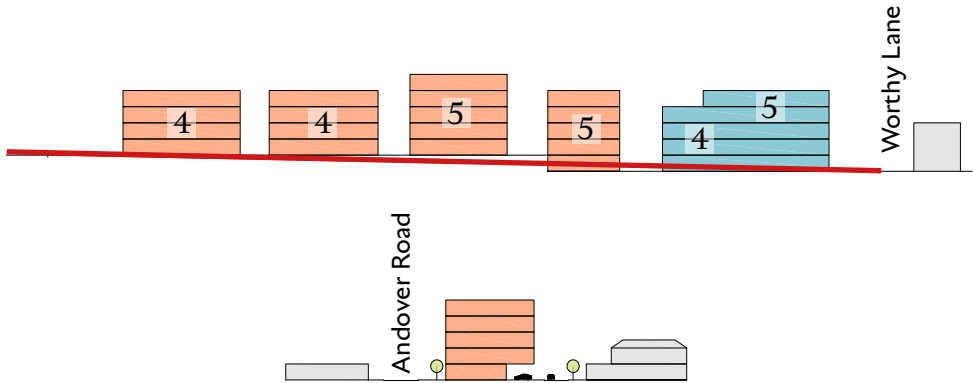
	Block A	Block B	Block C	Block D	Block E	Block F	Total
Level	Workspace	Workspace	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	346	420	585	1037	1376	1003	4767
G+1	346	420	585	1037	1376	1003	4767
G+2	346	420	585	1037	1376	1003	4767
G+3	346	420	585	1037	1376	554	4318
G+4			585	628	679		1892
Totals	1384	1680	2925	4776	6183	3563	20511

Resi units: 38

- A. 4 storey commercial block
- B. 4 storey commercial block
- C. 5 storey commercial block
- D. Commercial block, 4 storeys with set back 5th storey
- E. 4 storey commercial block within 5th storey stepping up on the corner
- F. 3-4 storey residential block
- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site
- Potential for carparking along Worthy Lane



3.6 CATTLEMARKET SITE - OPTION 2A v3 COMMERCIAL / STUDENT



Cattlemarket 02A Updated

	Block A	Block B	Block C	Block D	Block E	Block F	Total
Level	Workspace	Workspace	Workspace	Workspace	Student Housing	Student Housing	GEA (sqm)
G+0	255	266	403	890	1321	801	3936
G+1	437	462	582	890	1321	801	4493
G+2	437	462	582	890	1321	801	4493
G+3	437	462	582	890	1321	362	4054
G+4			582	539	526		1647
Totals	1566	1652	2731	4099	5810	2765	18623

Student housing units: 285













- A. 4 storey commercial block with parking at ground
- B. 4 storey commercial block with parking at ground
- C. 5 storey commercial block with parking at ground
- D. Commercial block, 4 storeys with set back 5th storey
- E. 4-5 storey student accomodation block with 5th storey stepping up on the corner and courtyard for daylighting to rooms
- F. 3-4 storey student accomodation block with courtyard for daylighting to rooms
- All blocks set back 4m from redline to create wide pavements with planting.
- One-way vehicle access across the site
- 35-40 parking spaces along service road, underneath overhanging blocks
- Potential for carparking along Worthy Lane

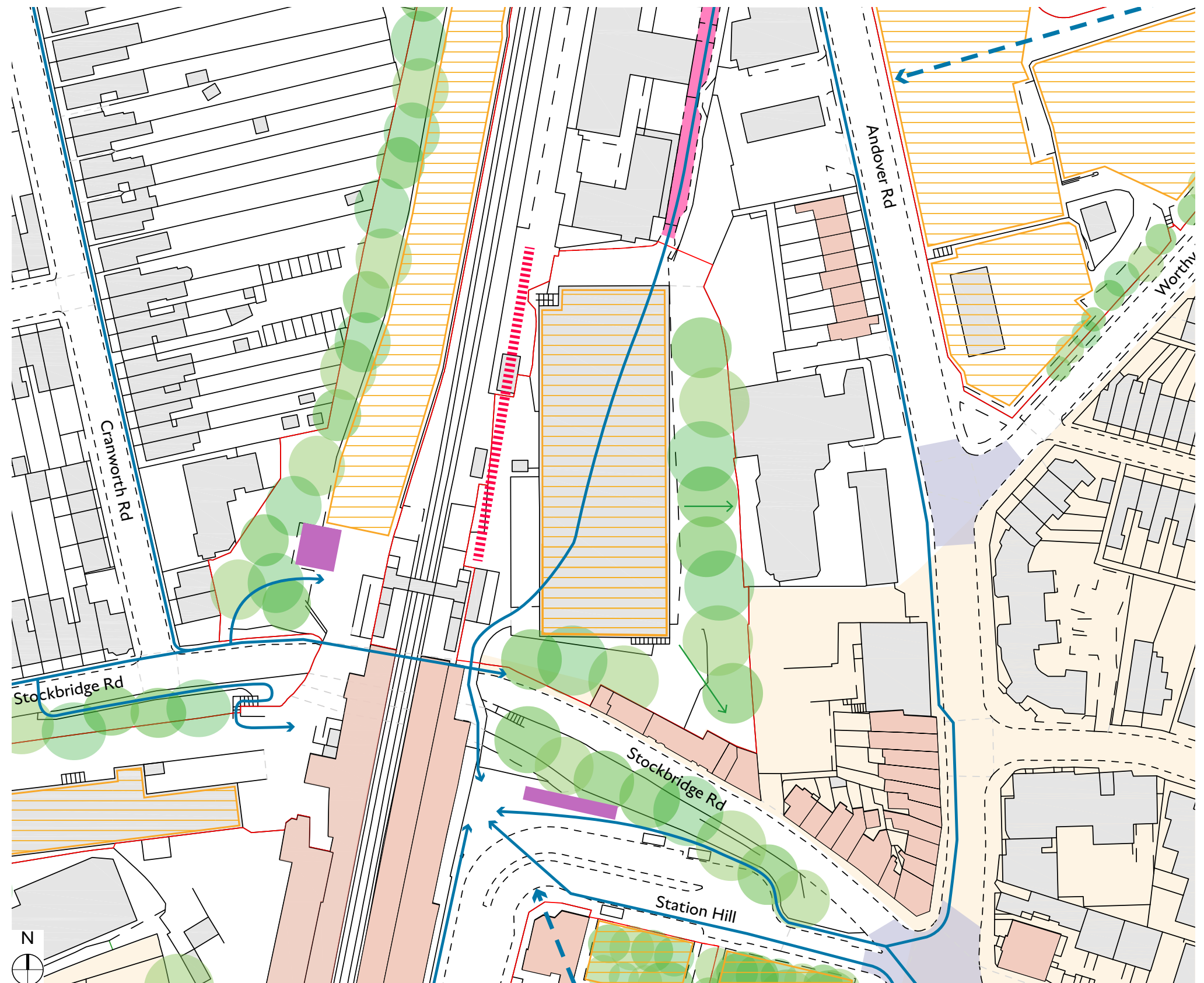


## 3.7 STATION EAST - SITE ANALYSIS

### Key site parameters:

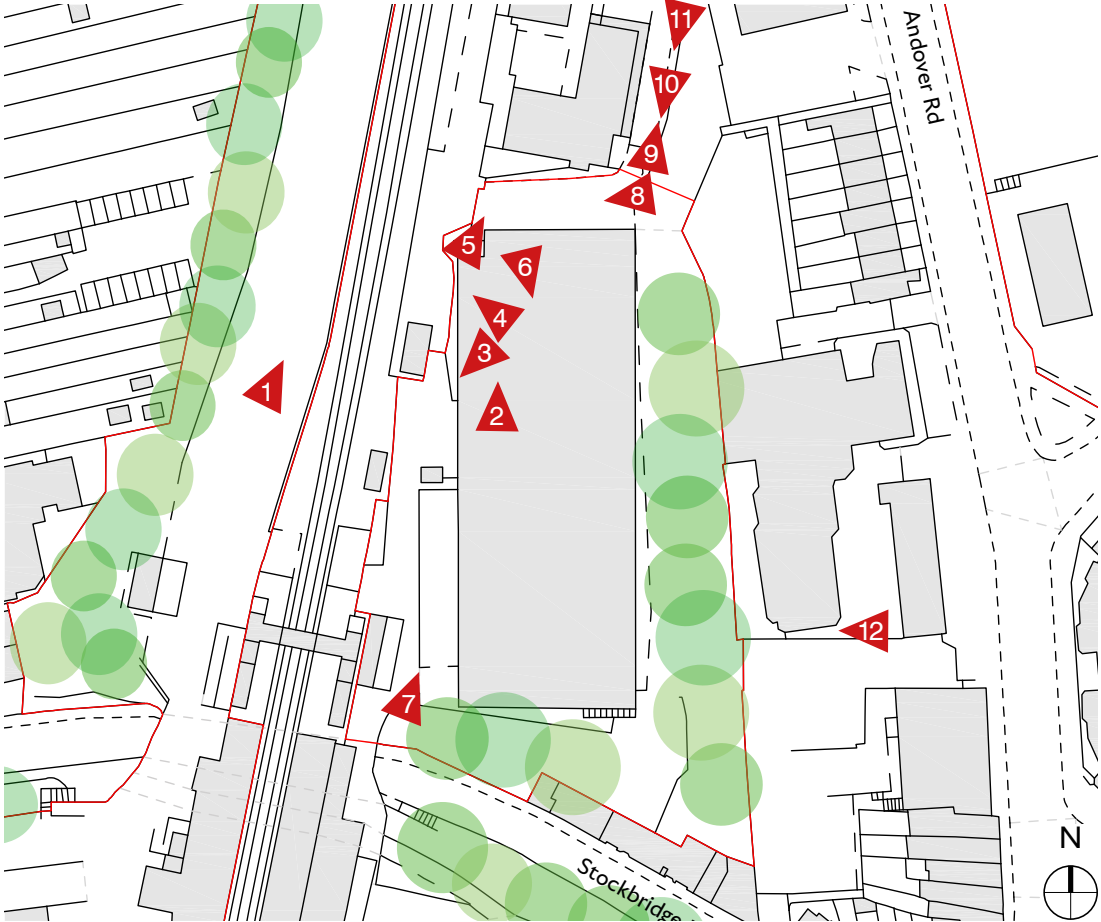
- Current carparking provision: 254 spaces in 1 deck multistorey carpark
- Hard edge and railway noise from the tracks that run along the west of the site
- Network Rail require a constant access route to the tracks along west edge of the site
- Student housing to the north
- Desire line runs across the site and used currently as a faster route to the Station
- Constrained, single-track, access route from the north that cannot be widened
- Low rise commercial buildings at the bottom of the slope at the south of the site
- Steep slopes with trees to the east and south of the site
- Pedestrian access only at south west

- Railway Noise 
- Pedestrian Movement 
- Desire Lines 
- Steep Slope Down 
- Narrow Access Road 
- Bike Parking 
- Existing Car Parking 
- Bus Stops 
- Conservation Area 
- Locally Significant 
- Listed Building 
- Busy Junction 





3.7 STATION EAST - EXISTING SITE





## 3.7 STATION EAST - TECHNICAL FEEDBACK

### Transport

- The site currently takes vehicular access from Andover Road. The existing access point does not have a right-turn lane and this has been identified as a potential constraint if vehicular trip numbers at the site were to increase in the AM and PM peaks – see Fatkins report.
- There is pedestrian access to Stockbridge Road to the south of the site.
- The site is relatively self-contained as it lies behind residential properties on Andover Road and is bounded by the railway on its western side.
- There is pedestrian activity with people cutting through the existing car park to move between Andover Road and the Station, as this is a quicker and shorter route than continuing on Andover Road and approaching via Station Hill. It is assumed that pedestrian connectivity to the station would be maintained and improved as part of any redevelopment.
- Until the northern park and ride site has been developed, the current brief from Network Rail is that existing public car parking on Station East and Station West will need to be retained at current capacity – as such if either Station East or Station West were to be redeveloped, the parking on that site would need to be reprovided.
- The nearest bus stop to the site is a southbound bus stop adjacent to Worthy Lane.
- The rail station and its associated bus stops are a 5 minute walk from the centre of the site.
- From the initial discussions with HCC, there is potential for the range of bus services serving the rail station to increase in future.

### Heritage

#### Key considerations:

- This site is comparatively more sheltered and isolated, with fewer immediate heritage constraints.
- There are some potential views from the elevated railway station into this site.
- The Andover Road has an uphill gradient to the north of the site, which would allow for views into the site. But, these are to the north of the site is less sensitive in heritage and townscape terms than the areas to the south or east.
- Forthcoming schemes should consider that the suburban terraces bordering the site to the north are of a domestic scale.
- The south-east part of the site is adjacent to the conservation area.



## 3.7 STATION EAST - OPTIONEERING

Of the options tested, options 01 and 02B were preferred and developed. These design options include the following elements:

- Considered commercial and student housing typologies as both are less sensitive to railway noise than residential
- Retained existing trees and vegetation on the slopes to the east and south of the site
- Created new street trees, planting and public spaces within the centre of the site and along new created routes
- Improved the existing public realm and desire line across the site, the existing route that cut through a carpark is replaced with a new route running through the landscaped centre of the site
- Massing responds to surrounding context, with higher storeys to the west and north of the site and cut-back upper floors

Development of this site requires parking capacity to be provided elsewhere eg:

- Parking reduction post Covid
- New 4 storey carpark on Station West
- Park and Ride



Option 01



Option 03



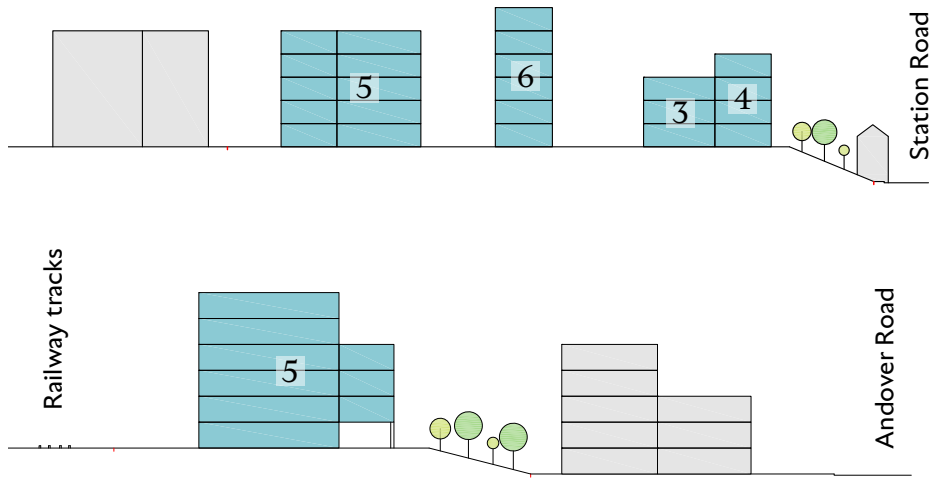
Option 02B



Option 02B Resi



3.7 STATION EAST SITE - OPTION 01 v2 - RECOMMENDED OPTION



Station East 01 v2

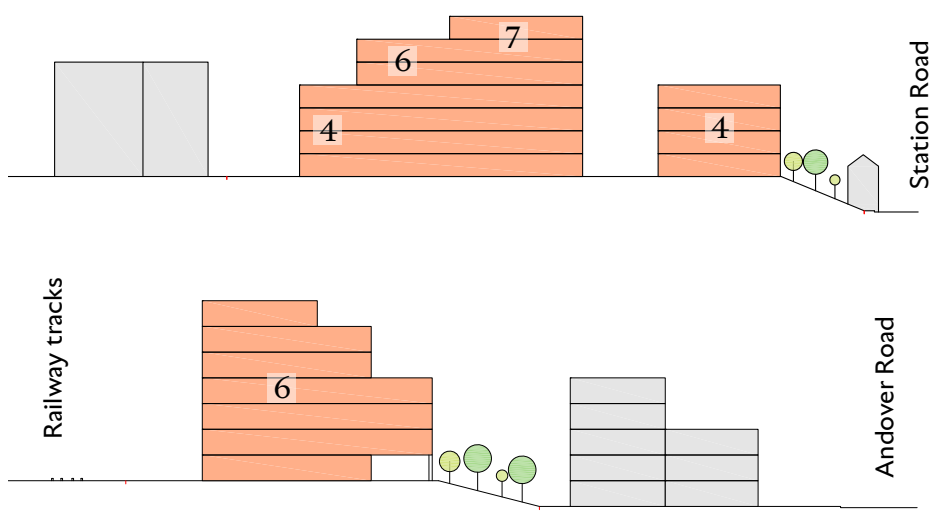
	Block A	Block B	Block C	Total
Level	Student Accomodation			GEA (sqm)
G+0	341	516	483	1340
G+1	341	599	483	1423
G+2	341	599	483	1423
G+3	341	599	228	1168
G+4	341	516		857
G+5		516		516
Totals	1705	3345	1677	6727

Student accomodation units: 224

- Student Housing
- Adaptation of existing typology to the north
- A. 5 storey student housing
  - B. 3 - 6 storey student housing, with the 3 storey section raised a storey to accomodate a route underneath
  - C. 3 - 4 storey student housing
  - Small amount of parking provided at north edge of site, including a van loading bay, approx. 5 spaces



3.7 STATION EAST SITE - OPTION 02B v2 - PREFERRED OPTION



Station East 02B v2

Level	Block A	Block B	Total
	Workspace	Workspace	GEA (sqm)
G+0	992	867	1859
G+1	1341	867	2208
G+2	1341	867	2208
G+3	1341	625	1966
G+4	928		928
G+5	928		928
G+5	382		382
Totals	7253	3226	10479

- A. 3-7 storey workspace with ground floor parking, approx 18 spaces
  - A 3 storey section extends over and covers the pedestrian route
- B. 3-4 storey office / commercial
- C. Shared landscape area



## 3.8 STATION WEST SITE ANALYSIS / CONSTRAINTS

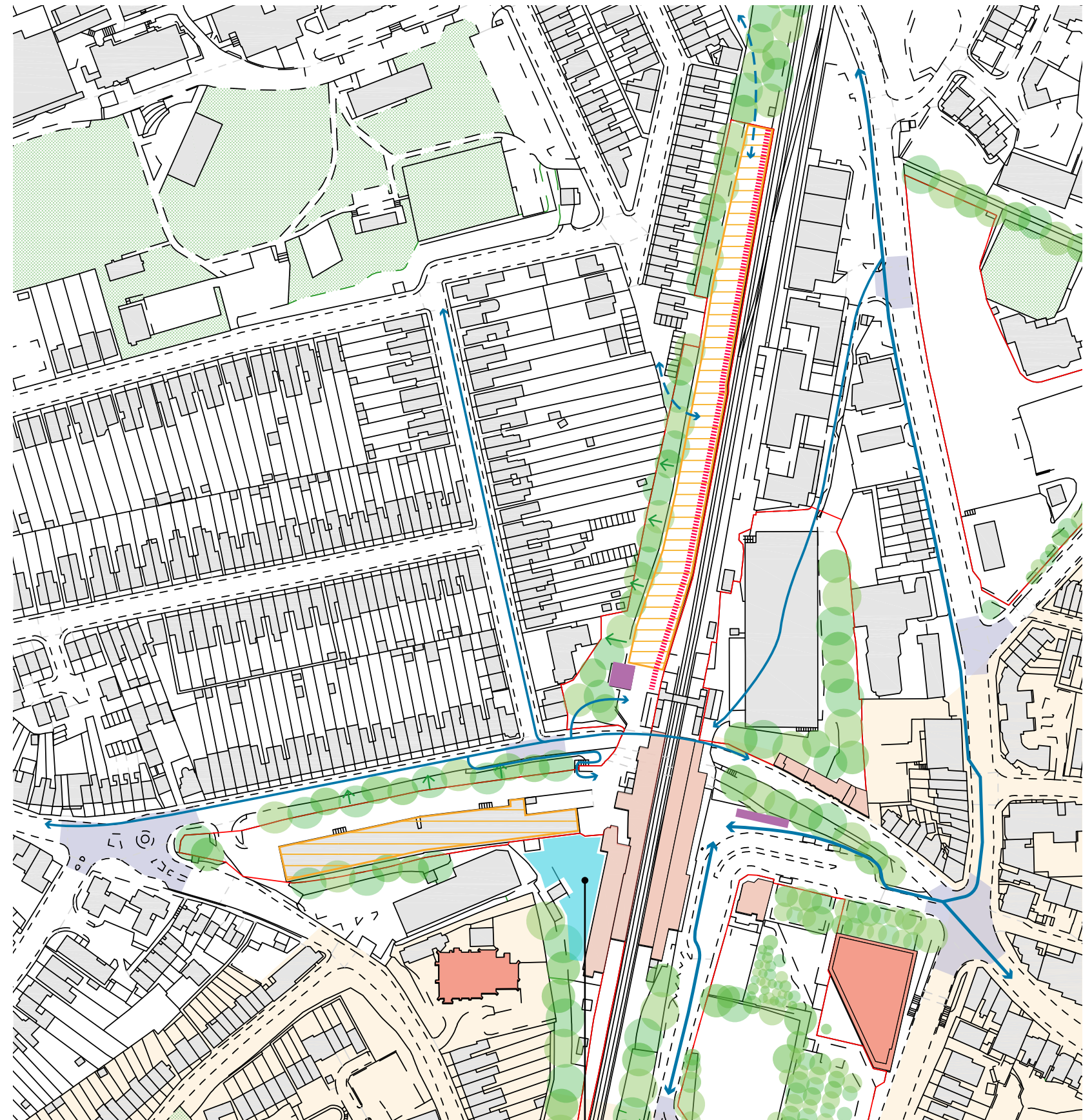
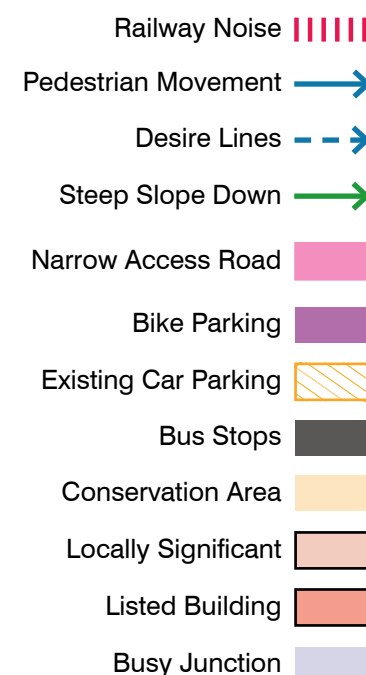
Key site parameters:

North

- Current carparking provision: 230 spaces at surface
- Long, thin site creates massing constraints
- Requires access to phone mast at the north and must accommodate a service zone to the tracks to the east
- Bike hub located at the southern end
- Desire lines to access the site in the middle of the western edge and at the north
- 2-3 storey houses and gardens to the west
- Site slopes steeply down at the western edge
- Pedestrian steps linking to Stockbridge Road at the south

South

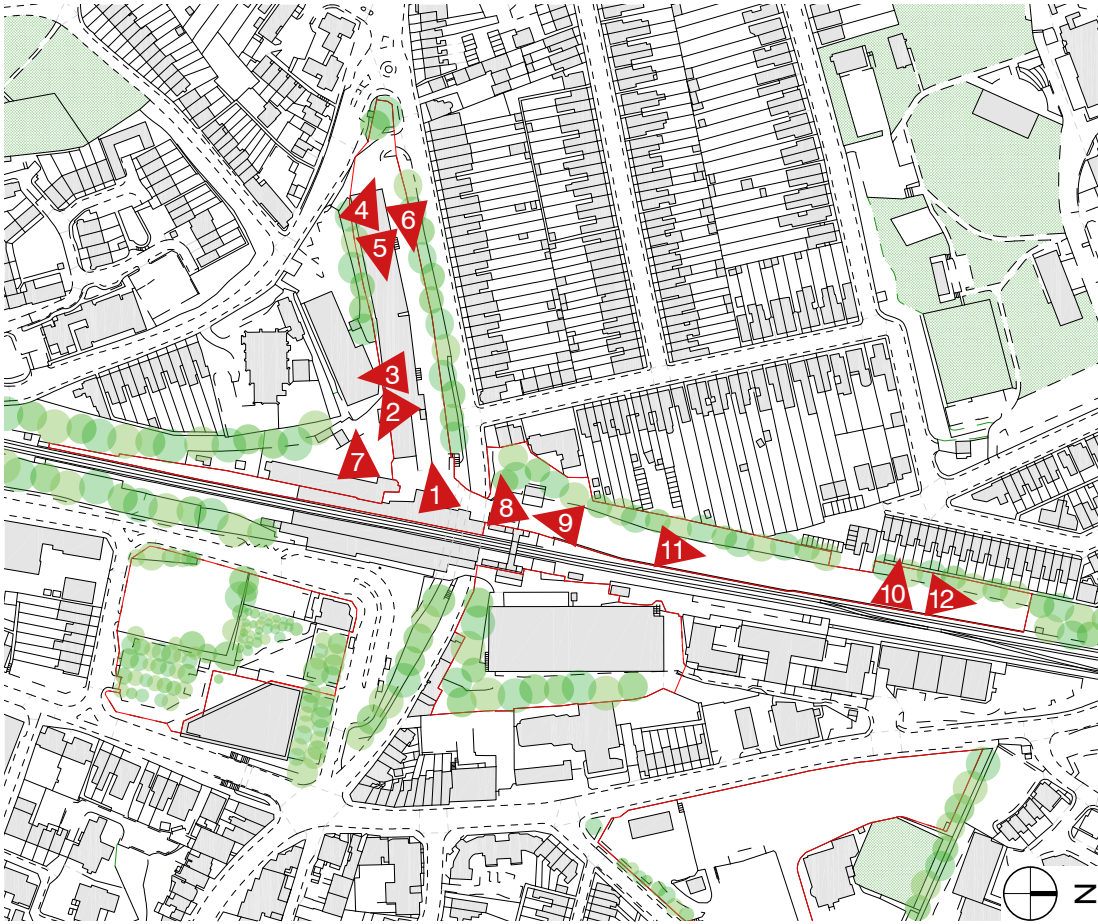
- Current carparking provision: 181 spaces in single deck carpark
- Existing office block to the south of the site requires a setback
- Workshops at the east of the site require constant yard access
- No clear pedestrian route to the Station
- Vehicle access required to the northern part of the site
- Site slopes down on southern side
- Northern part of the site has trees and slopes down to Stockbridge Road
- Morning drop offs and pick ups to the Train Station result in high vehicular movement



Workshops with yard space  
requiring constant access



3.8 STATION WEST - EXISTING SITE





## 3.8 STATION WEST - TECHNICAL FEEDBACK

### Transport

- The site currently takes vehicular access from Stockbridge Road adjacent to its junction with St Paul's Hill. There is a considerable level change as the site and the station are set at a higher level than Stockbridge Road, which dips down to meet the existing railway tunnel.
- The Station West site consists of two sub-sites, 4a and 4b.
- Site 4a is a long linear site with limited width which currently accommodates surface level commuter car parking as two long areas of horizontal bays served by a single access route.
- Site 4b is an existing multi-storey car park also serving commuter parking.
- The site is primarily accessed via the surrounding residential street network on the western side of the railway.
- There is good connectivity for pedestrians and cyclists to the eastern side of the railway (and the main City Centre), either via Stockbridge Road itself or the separate pedestrian underpass which cyclists can use if dismounted
- Due to the more residential nature of the streets to the west, there is less in the way of formal provision for cyclists on the western side of the railway.
- Until the northern park and ride site has been developed, the current brief from Network Rail is that existing public car parking on Station East and Station West will need to be retained at current capacity - as such if either Station East or Station West were to be redeveloped, the parking on that site would need to be reprovided.
- The nearest bus stops to the site are those serving the railway station; these can be reached on foot and by cycle via the underpass which carries Stockbridge Road under the railway.
- There is a further pedestrian route accessed via the station itself which is not restricted behind the ticket gateline and can therefore be used by members of the public when the station is open.

### Heritage

Key considerations;

- This site has the potential to have an impact on St Paul's Church, Grade II, due to direct intervisibility.
- Consideration should be given to the small, fine grain buildings to the north which have a sensitive, low-rise suburban character.
- Proposals should consider that whilst the site sits outside of the Winchester Conservation Area, it could obstruct views into the conservation area from streets to the north and west, such as views towards St Paul's Church.

# 3.8 STATION WEST - OPTIONEERING

The options that were explored on this site were not considered viable and are not proposed to be developed further.



*Northern site: Option 01  
Commercial workshops*



*Northern site: Option 02  
Residential houses and gardens*



*Northern site: Option 03  
Student accommodation*



*Southern site: Option 01A  
Commercial workspace*



*Southern site: Option 01B  
Commercial workspace*



*Southern site: Option 02  
Residential apartment blocks*



*Southern site: Option 03A  
Residential terraced housing, with gardens*



*Southern site: Option 03B  
Residential terraced housing, with gardens*



## 3.9 CONCLUSIONS + NEXT STEPS

The conclusion from the options study was that:

- All 4 sites offered good potential for a range of development options, albeit the northern part of Station West was much more constrained than the other three.
- A mix of uses should be delivered, both within each site and across all 4 sites, to support urban aims and reduce risk of 'monoculture' on sites
- Viability economics was challenging for all 4 sites, due mainly to in the current economic climate and the recent significant increases in construction costs, which have not seen equivalent increases in sale or rental values of either residential or commercial property. This was particularly so for northern part of Station West, due to the narrow nature of the site and significant massing/transport constraints.
- Commercial and student housing typologies tended to be more commercially viable than residential or workshops/makerspace uses. Building residential floorspace, even when tested at 25% Affordable, is causing a net negative impact on overall residual land values.
- As such any development would need to work hard to find the balance between the requirements of townscape, transport, heritage and public opinion and the realities of commercial viability / development economics.

In parallel, during 2022, WCC have carried out public engagement exercises, whose findings have been fed into the Capacity Study work as it progressed. The intention from here is that the outcomes of the Study will be fed back to stakeholders and community and a Strategic Outline Case developed by WCC to be submitted to Cabinet later in the year. If approved by Cabinet, the WCC project team will seek to procure a masterplan design team to take the project forwards. An indicative timeline for these and the next steps is shown in part 1 of the report.

