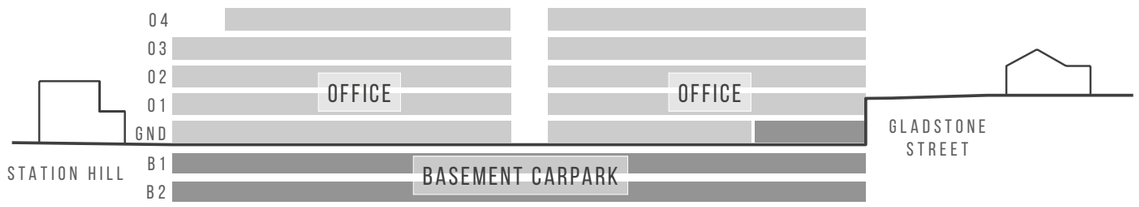
4.0 APPENDIX

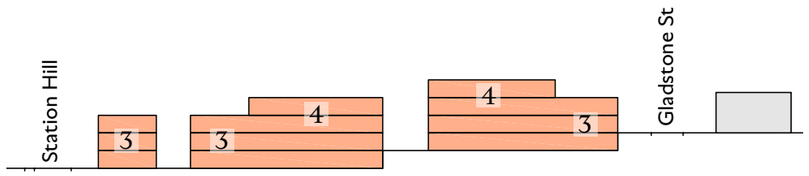
4.1 DESIGN DEVELOPMENT

CARFAX SITE - LDS PREVIOUS SCHEME 2019

- 17,820sqm Office floor space
- 300-340 parking spaces, arranged over 2 floors of basement parking



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

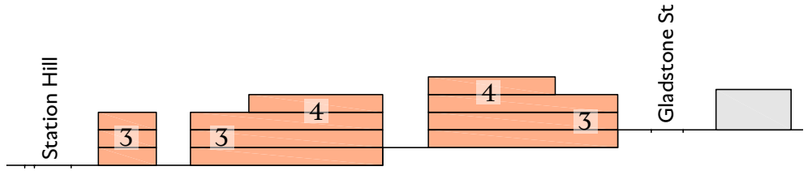
A. New F+B and small office above
B. Office 3-4 storeys
C. Office 3-4 storeys
D. Retain some trees and existing carpark, estimated 40-50 spaces
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

HaworthTompkins

CARFAX SITE - OPTION 1A.1 - 'LDS REDUX' - REDUCED PARKING

Plan 1:1000 @ A3



- 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

Potential changes adds approx. 1500sqm GEA

New GEA: 14422sqm GEA

A. New F+B and small office above
B. Office 3-4 storeys
C. Office 3-4 storeys
D. Potential for 3 storeys of extra massing over the carpark, around 500sqm per floor, 1500sqm total extra GEA
E. Small amount of carpark retained on the edge of site, estimated 10-15 spaces
Central Islands to be removed to allow for bus movements

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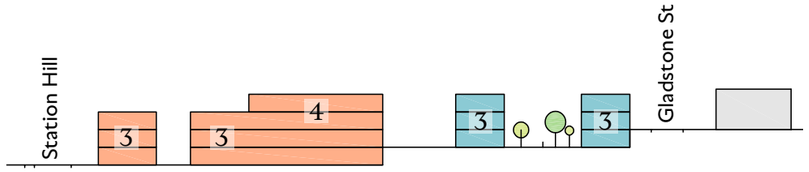
CARFAX SITE - OPTION 1B - 'LDS REDUX + RESI'

Plan 1:1000 @ A3



Approx 100 residential units per hectare.

Carfax 01B - 'LDS Redux Resi'

	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	280	1617	1142	3242
G+1	203	280	1617	1142	3242
G+2		280	1617	1142	3039
G+3			802	676	1478
Totals	406	840	5653	4102	11001

Resi units: 43

A. New F+B and small office above

B. Office 3-4 storeys

C. Residential 3 storey townhouses with gardens, two wings of 4 storey flats

D. Retain some trees and existing carpark, estimated 40-50 spaces

Central Islands to be removed to allow for bus movements

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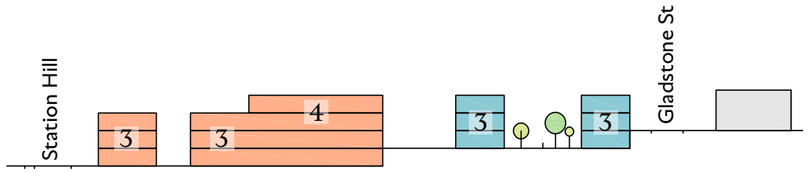
CARFAX SITE - OPTION 1B - 'LDS REDUX + RESI' REDUCED PARKING

Plan 1:1000 @ A3



Approx 125 - 150 residential units per hectare.

Carfax 01B - 'LDS Redux Resi'

	Retained	Block A	Block B	Block C	Total
Level	F+B	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	280	1617	1142	3242
G+1	203	280	1617	1142	3242
G+2		280	1617	1142	3039
G+3			802	676	1478
Totals	406	840	5653	4102	11001

Resi units: 43

Potential changes adds approx. 1500sqm GEA

New GEA: 12501sqm GEA

A. New F+B and small office above
B. Office 3-4 storeys
C. Residential 3 storey townhouses with gardens, two wings of 4 storey flats
D. Potential to extend 3 storey residential block over carpark, approx 1500sqm extra GEA
E. Small amount of carpark retained on the edge of site, estimated 10-15 spaces
Central Islands to be removed to allow for bus movements

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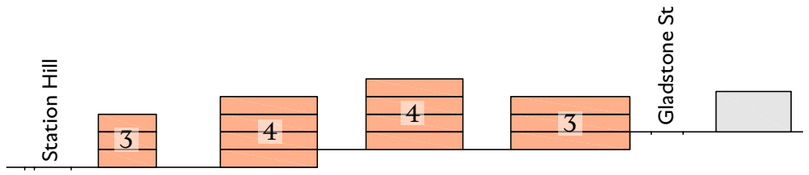
CARFAX SITE – OPTION 2 – CROSS STREETS



Carfax 02 - Cross Streets

Level	Retained F+B	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Total GEA (sqm)
G+0	203	280	817	835	1037	3172
G+1	203	280	817	835	1037	3172
G+2		280	817	835	1037	2969
G+3			409	835	518	1762
Totals	406	840	2860	3340	3629	11075

A. New F+B and small office above

B. Office 3-4 storeys

C. Office 3-4 storeys

D. Office 3-4 storeys

E. Retain some trees and existing carpark, estimated 40-50 spaces

Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

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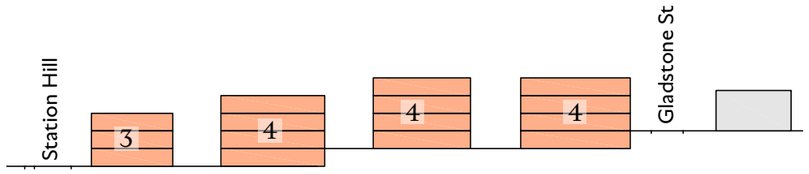
CARFAX SITE - OPTION 3A - DIAGONAL ROUTE



Carfax 03A - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

D. Office 3-4 storeys

E. Retain some trees and existing carpark, estimated 40-50 spaces

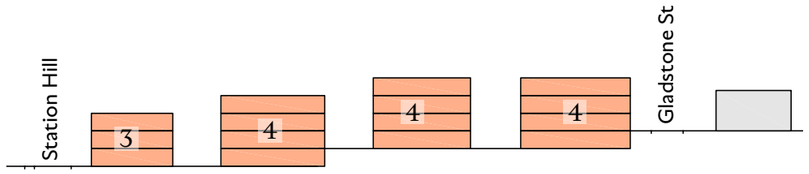
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

HaworthTompkins

CARFAX SITE - OPTION 3A.1 - WITHOUT REGISTRY OFFICE

Plan 1:1000 @ A3



Carfax 03A - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Removal of registry office = loss of 406sqm GEA

New GEA: 10832sqm GEA

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

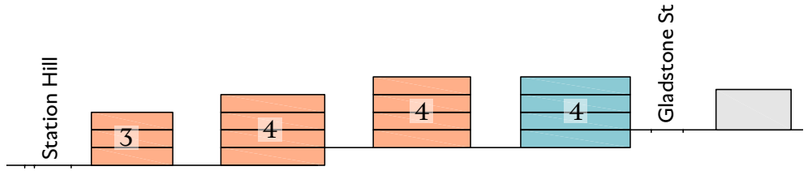
D. Office 3-4 storeys

E. Retain some trees and existing carpark, estimated 40-50 spaces

Central Islands to be removed to allow for bus movements

HaworthTompkins

CARFAX SITE - OPTION 3B



Approx 75 - 100 residential units per hectare.

Carfax 03B - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Resi units: 38

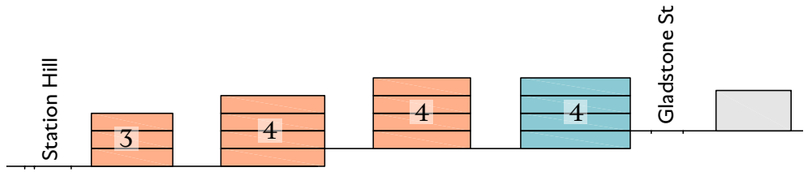
A. Office 3 storeys
B. Office 4 storeys
C. Office 4 storeys
D. Residential flats, 3-4 storeys
E. Retain some trees and existing carpark, estimated 40-50 spaces
Central Islands to be removed to allow for bus movements

Plan 1:1000 @ A3

HaworthTompkins

CARFAX SITE - OPTION 3B.1

Plan 1:1000 @ A3



Approx 75 - 100 residential units per hectare.

Carfax 03B - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Resi units: 38

Potential changes adds approx. 1700sqm GEA

New GEA: 13000sqm GEA

A. Office 3 storeys

B. Office 4 storeys

C. Office 4 storeys

D. Residential flats, 3-4 storeys

E. Potential to add an extra set back storey, approx 300sqm extra GEA

F. Extend 3 storey residential block over part of the carpark

G. Retain some trees and existing carpark, estimated 15-20 spaces

Central Islands to be removed to allow for bus movements

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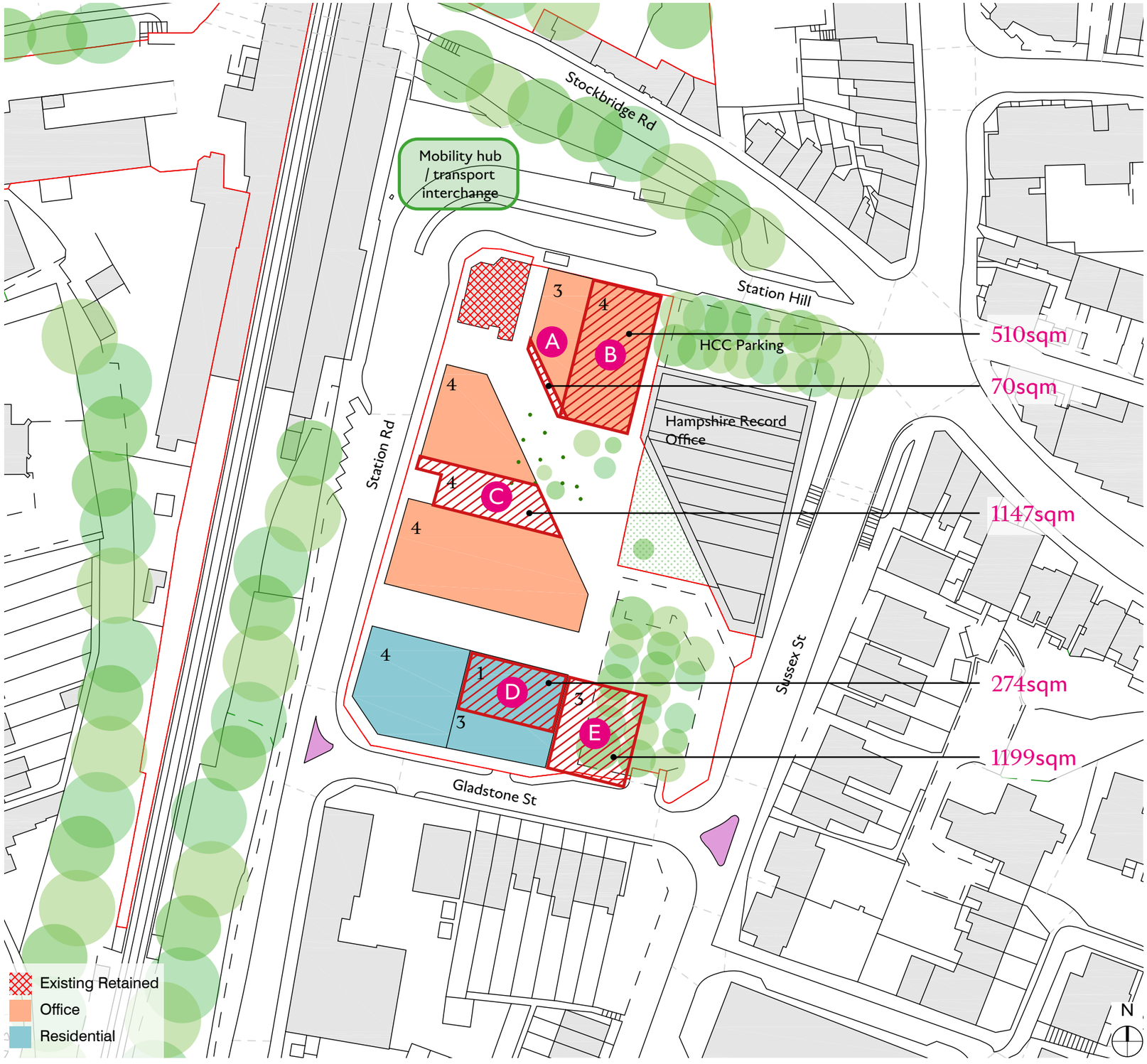
CARFAX SITE - OPTION 3B.2



Plan 1:1000 @ A3

Carfax 03B - Diagonal Route

	Retained	Block A	Block B	Block C	Block D	Total
Level	F+B	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	203	757	396	851	1020	3227
G+1	203	757	396	851	1020	3227
G+2		757	396	851	1020	3024
G+3			396	851	513	1760
Totals	406	2271	1584	3404	3573	11238

Resi units: 38

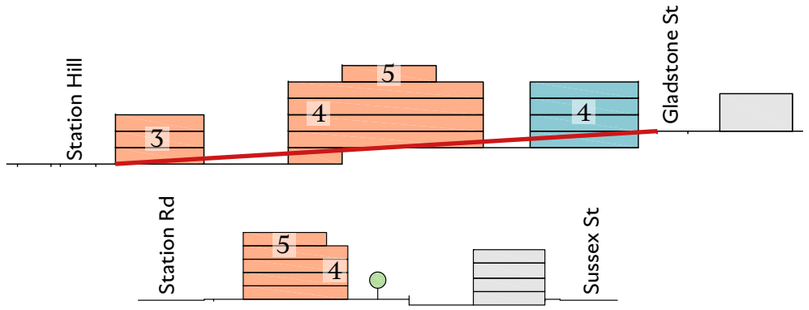
Potential changes adds approx. 3200sqm GEA
14438sqm GEA

A. Extend block to tighten street
B. End pops up to 4 storeys
C. Two blocks are joined together and remove street
D. Potential to add an extra set back storey, approx 300sqm extra GEA
E. Extend 3 storey residential block over part of the carpark
Central Islands to be removed to allow for bus movements

HaworthTompkins

CARFAX SITE - OPTION 3B v2

Plan 1:1000 @ A3



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 parking to be retained, approx. 11 spaces
E. Row of silver birches to be retained in the center of the site
Central Islands to be removed to allow for bus movements

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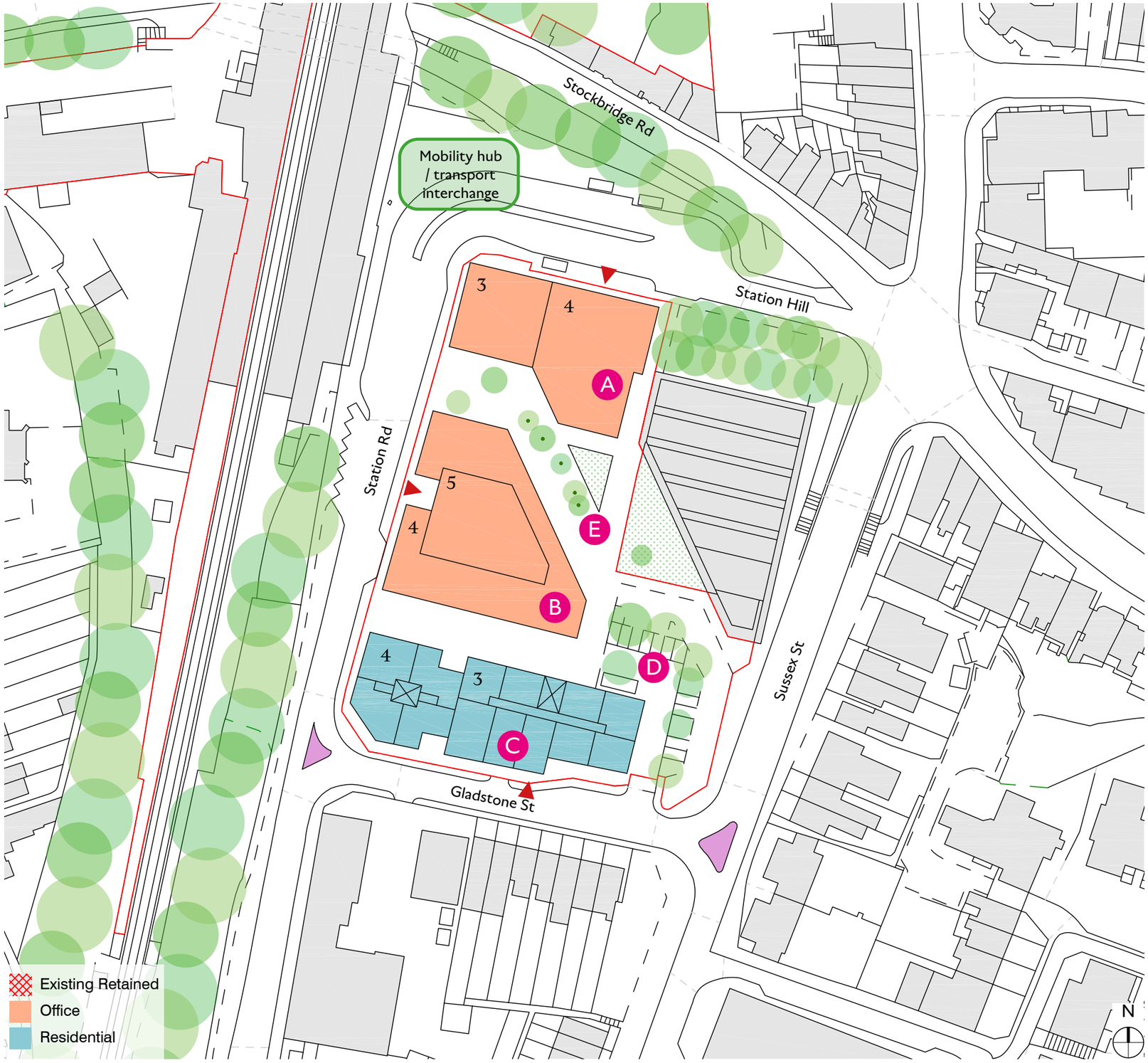
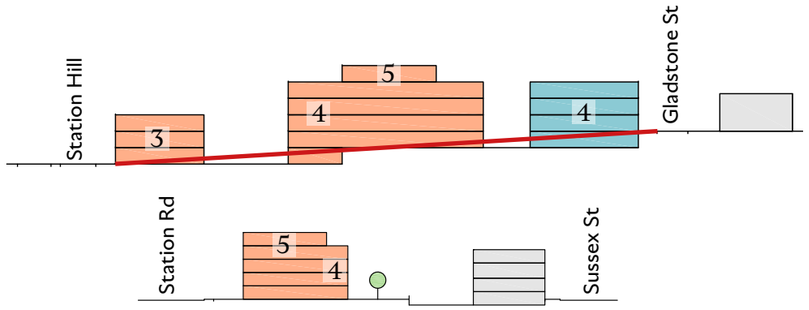
CARFAX SITE - OPTION 3B v2 WITHOUT REGISTRY



Plan 1:1000 @ A3



Carfax 03B.2 Without Registry

	Block A	Block B	Block C	Total
Level	Workspace	Workspace	Residential	GEA (sqm)
G+0	1062	1395	1293	3750
G+1	1062	1395	1293	3750
G+2	1062	1395	1293	3750
G+3	682	1395	467	2544
G+4		479		479
Totals	3868	6059	4346	14273

Resi units: 46

A. Office 3-4 storeys and extends over plot of former registry office
B. Office 4-5 storeys, a set-back fifth storey has been added
C. Residential block, 3-4 storeys
D. Some parking to be retained, approx. 11 spaces
E. Row of silver birches to be retained in the center of the site
Central Islands to be removed to allow for bus movements

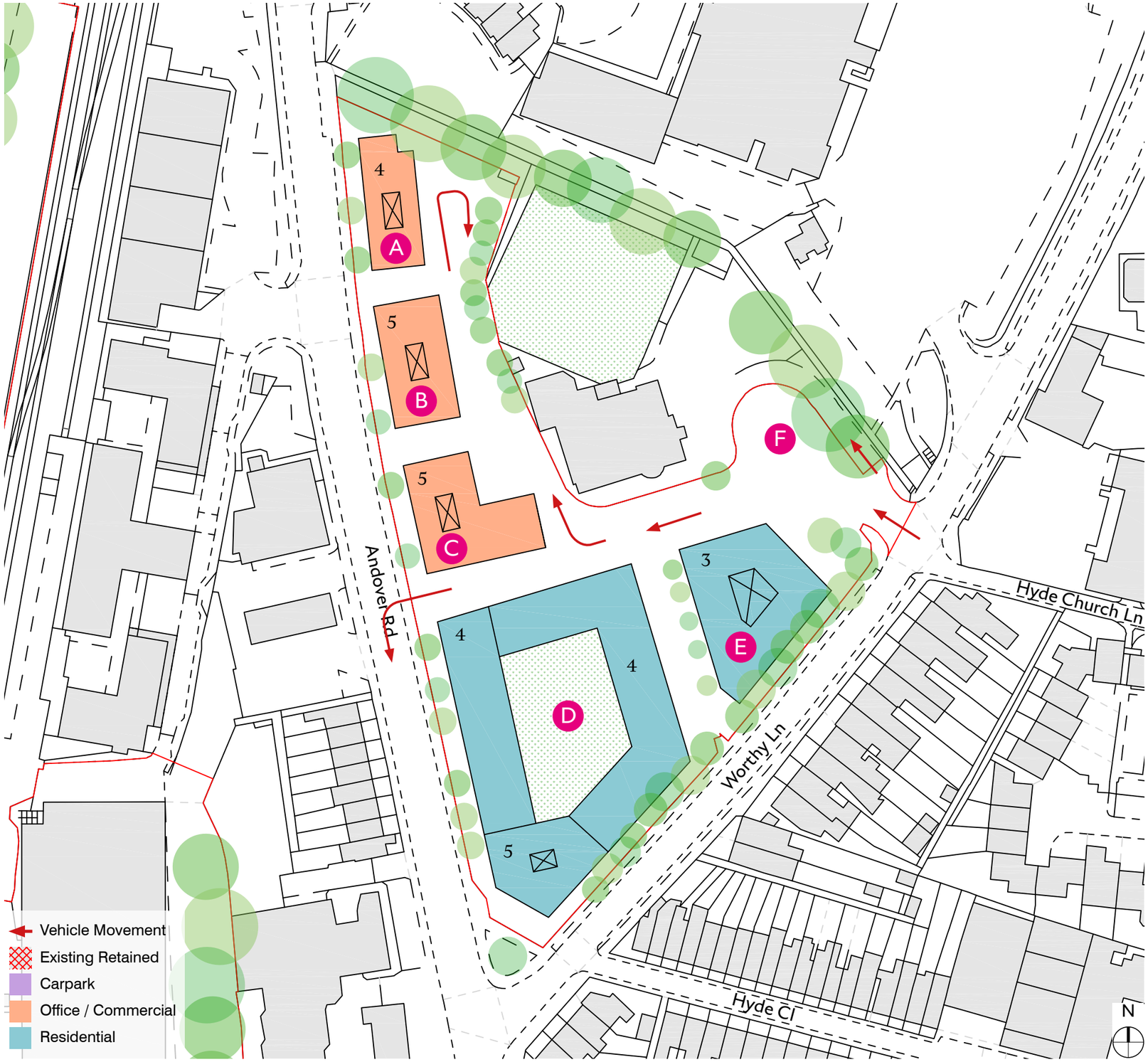
CATTLEMARKET / WORTHY LANE SITE - LDS PREFERRED OPTION 2019, NOT PROGRESSED

- 2068sqm office floor space
- 7602sqm residential
- 697sqm retail

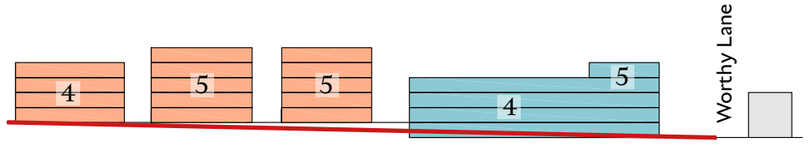
- 300 parking spaces, arranged over 2 and a half floors of basement parking

Plan not to scale

CATTLEMARKET SITE - OPTION 1A



Plan 1:1000 @ A3



Approx 175 - 200 residential units per hectare.

Cattlemarket 01A

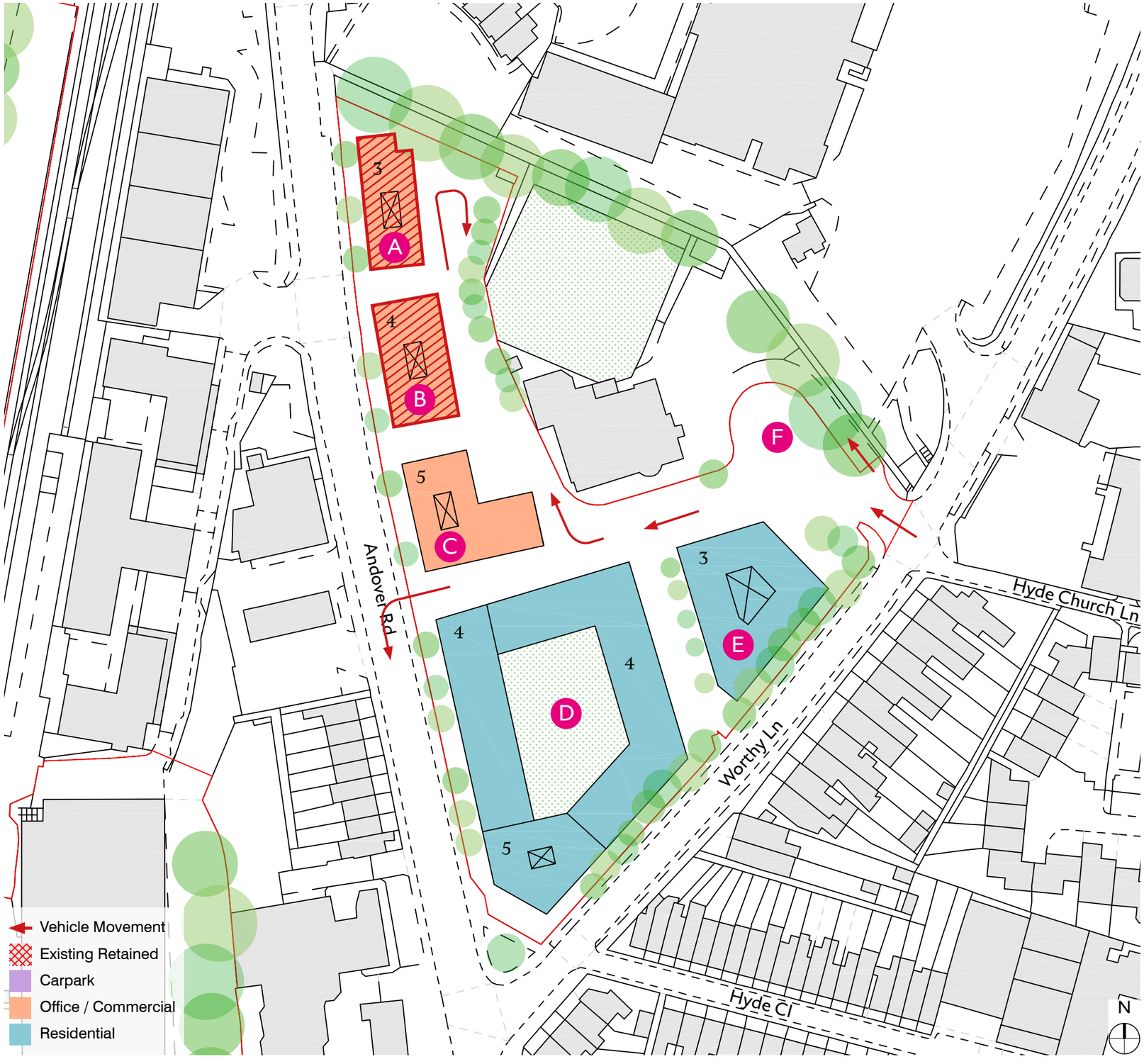
	Block A	Block B	Block C	Block D	Block E	Total
Level	Workspace	Workspace	Workspace	Residential	Residential	GEA (sqm)
G+0	346	420	531	2044	779	4120
G+1	346	420	531	2044	779	4120
G+2	346	420	531	2044	779	4120
G+3	346	420	531	2044		3341
G+4		420	531	392		1343
Totals	1384	2100	2655	8568	2337	17044

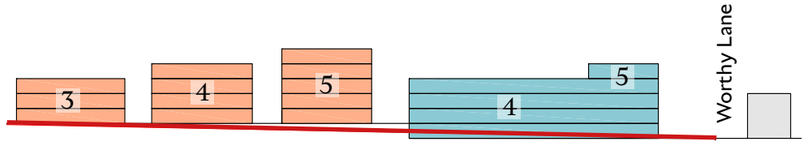
Resi units: 116

A. 4 storey office / commercial
B. 5 storey office / commercial
C. 5 storey office / commercial
D. 4 storey courtyard block of apartments and commercial base
E. 3 storey apartment block and commercial base
F. Approx 20 parking spaces

HaworthTompkins

CATTLEMARKET SITE - OPTION 1A.1 - REDUCED





Cattlemarket 01A

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Residential	Block E Residential	Total GEA (sqm)
G+0	346	420	531	2044	779	4120
G+1	346	420	531	2044	779	4120
G+2	346	420	531	2044	779	4120
G+3	346	420	531	2044		3341
G+4		420	531	392		1343
Totals	1384	2100	2655	8568	2337	17044

Resi units: 116

Potential changes take approx. 766sqm GEA
16278sqm GEA

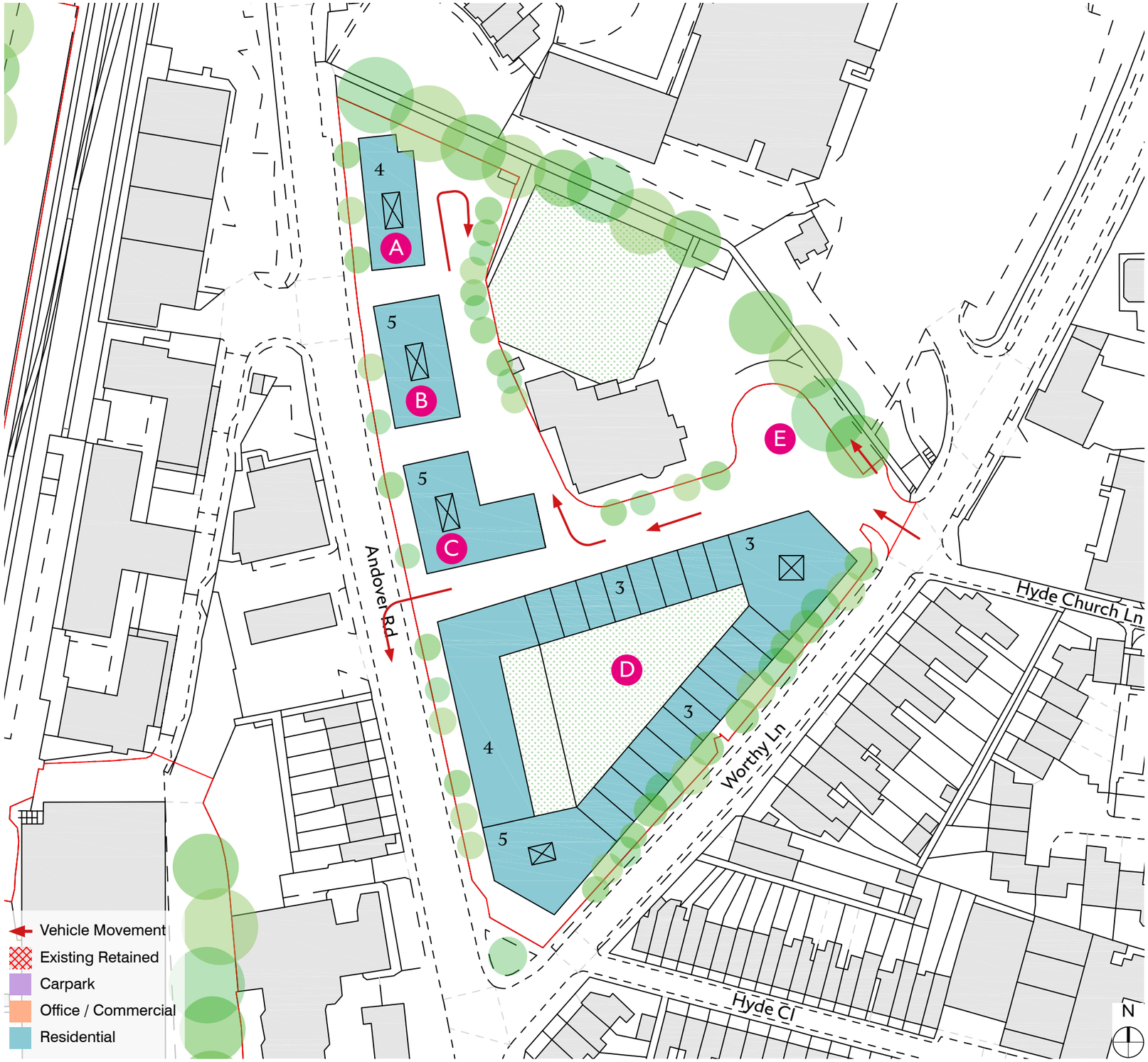
Blocks A and B have been reduced by 1 storey to accomodate for the protected view to the cathedral from the top of Andover Road.

A. 3 storey office / commercial
B. 4 storey office / commercial
C. 5 storey office / commercial
D. 4 storey courtyard block of apartments and commercial base
E. 3 storey apartment block and commercial base
F. Approx 20 parking spaces

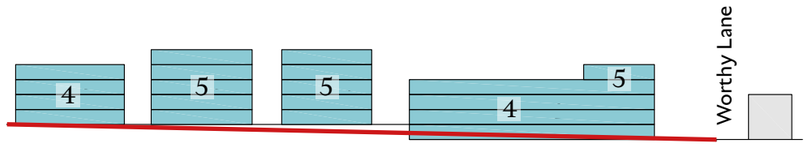
Plan 1:1000 @ A3

HaworthTompkins

CATTLEMARKET SITE - OPTION 1B



Plan 1:1000 @ A3



Approx 150 - 175 residential units per hectare.

Cattlemarket 01B

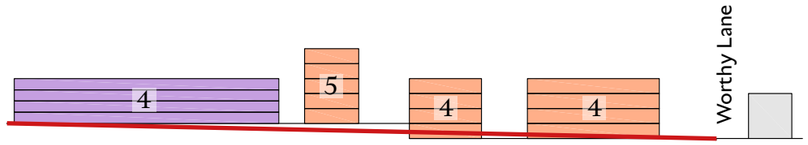
Level	Block A Residential	Block B Residential	Block C Residential	Block D Residential	Total GEA (sqm)
G+0	346	420	531	2896	4193
G+1	346	420	531	2896	4193
G+2	346	420	531	2896	4193
G+3	346	420	531	1159	2456
G+4		420	531	447	1398
Totals	**1384**	**2100**	**2655**	**10294**	**16433**

Resi units: 176

A. 4 storey apartment block
B. 4 storey apartment block
C. 5 storey apartment block
D. 3 storey resi courtyard block
E. Approx 20 parking spaces

HaworthTompkins

CATTLEMARKET SITE - OPTION 2A



Cattlemarket 02A

	Block A	Block B	Block C	Block D	Block E	Total
Level	Carpark	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	1592	339	906	1175	779	4791
G+1	1592	339	906	1175	779	4791
G+2	1592	339	906	1175	779	4791
G+3	1592	339	564	1175		3670
G+4		339				339
Totals	6368	1695	3282	4700	2337	18382

A. 4 storey carpark approx 280 spaces

B. 5 storey office or resi

C. 3-4 storey office

D. 4 storey office

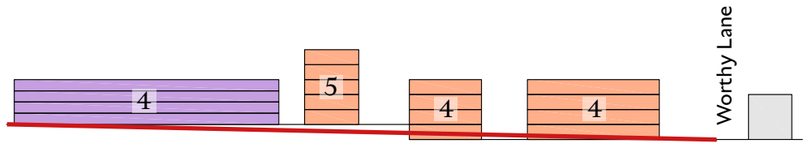
E. 3 storey office

F. Approx 20 parking spaces

Plan 1:1000 @ A3

HaworthTompkins

CATTLEMARKET SITE - OPTION 2A.1



Cattlemarket 02A

	Block A	Block B	Block C	Block D	Block E	Total
Level	Carpark	Workspace	Workspace	Workspace	Workspace	GEA (sqm)
G+0	1592	339	906	1175	779	4791
G+1	1592	339	906	1175	779	4791
G+2	1592	339	906	1175	779	4791
G+3	1592	339	564	1175		3670
G+4		339				339
Totals	6368	1695	3282	4700	2337	18382

Potential changes adds approx. 1393sqm GEA

19775sqm GEA

A. Block is shortened on the east side, whilst hatched area increases to 5 storeys

B. Block shortened on east side, corner area increases to 5 storeys

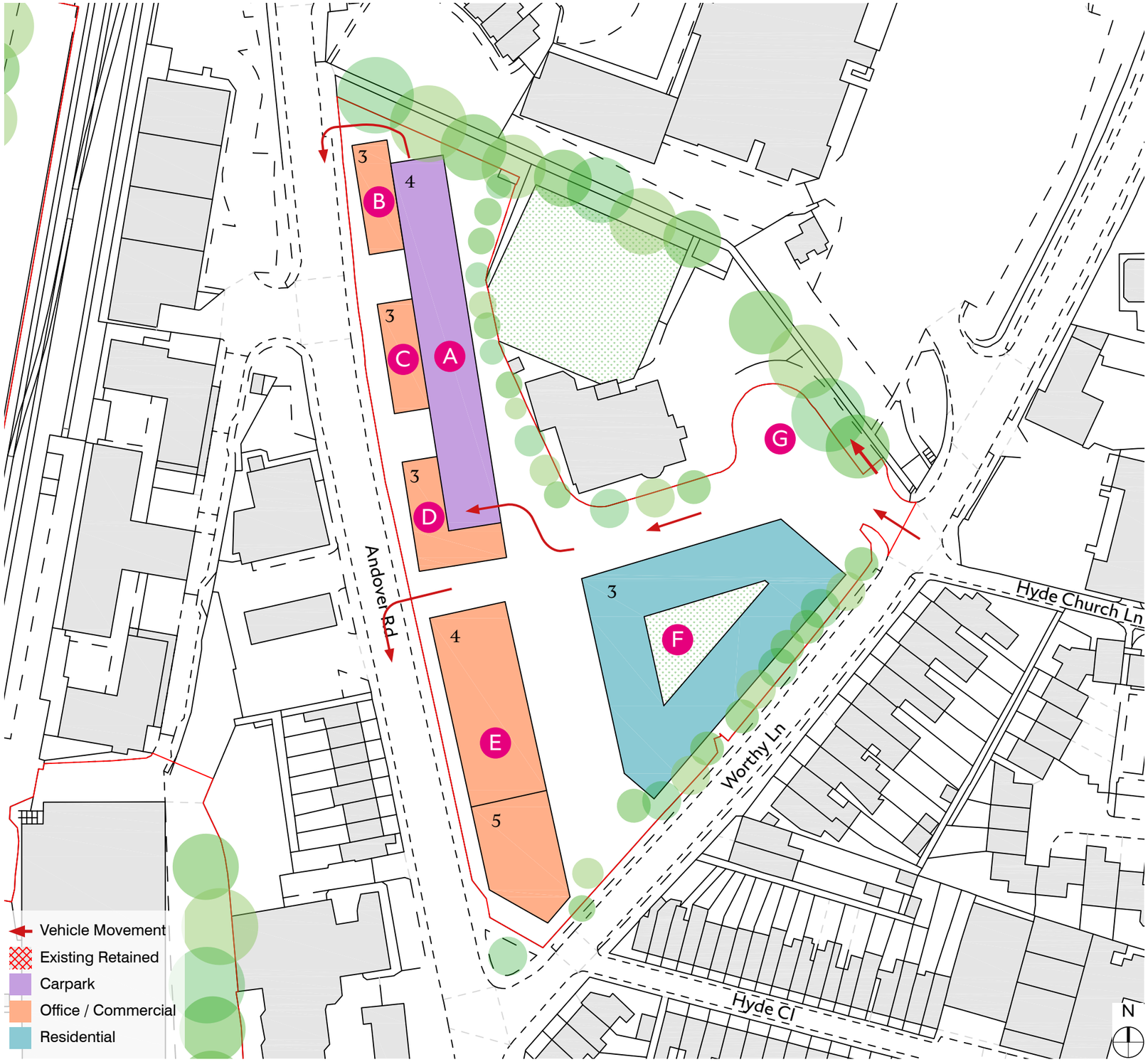
C. Whole block is extended east and west to create a courtyard block with lightwell.

D. Northern section of block increases to 4 storeys

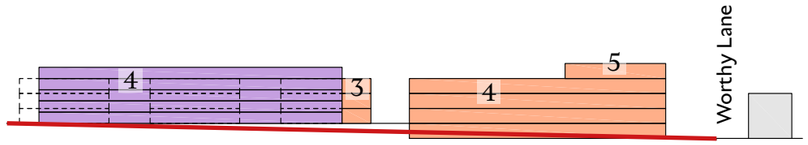
Plan 1:1000 @ A3

HaworthTompkins

CATTLEMARKET SITE - OPTION 2B



Plan 1:1000 @ A3



Approx 75 - 100 residential units per hectare.

Cattlemarket 02B

	Block A	Block B	Block C	Block D	Block E	Block F	Total
Level	Carpark	Workspace	Workspace	Workspace	Workspace	Residential	GEA (sqm)
G+0	1009	200	200	296	1205	1686	4596
G+1	1009	200	200	296	1205	1686	4596
G+2	1009	200	200	296	1205	1686	4596
G+3	1009	200	200	296	1205		2910
G+4					441		441
Totals	4036	800	800	1184	5261	5058	17139

Resi units: 54

A. 4 storey carpark, approx 180 spaces
B. 4 storey office
C. 4 storey office
D. 4 storey office
E. 4-5 storey office / commercial
F. 3 storey courtyard apartment block
G. Approx 20 parking spaces

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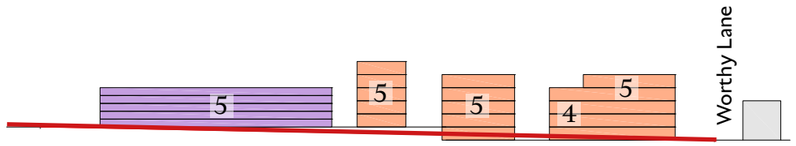
CATTLEMARKET SITE - OPTION 2A v2

Plan 1:1000 @ A3



Cattlemarket 02A v2

Level	Block A Carpark	Block B Workspace	Block C Workspace	Block D Workspace	Block E Residential	Total 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 within 5th storey stepping up on the corner

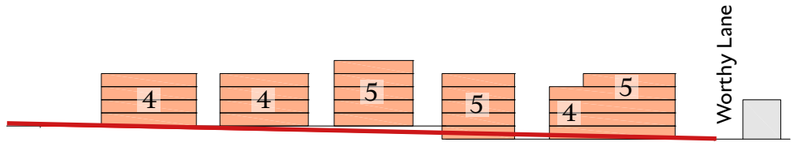
E. 3 storey residential block

- 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

HaworthTompkins

CATTLEMARKET SITE - OPTION 2A v2 COMMERCIAL



Cattlemarket 02A v2 Commercial

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Block E Workspace	Block F Residential	Total 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

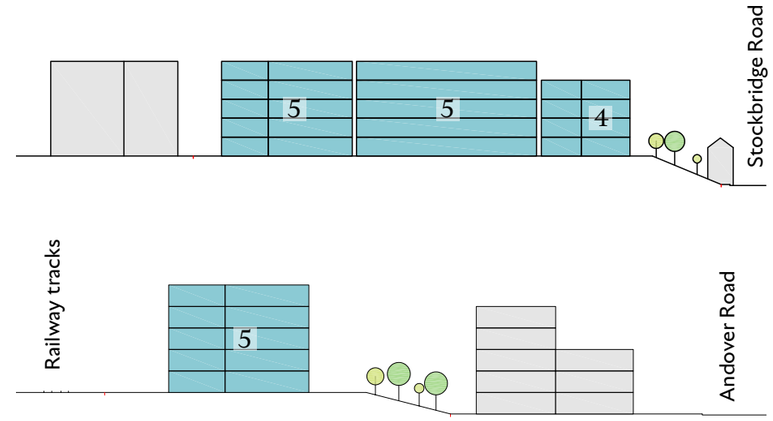
Potential for carparking along Worthy Lane

Plan 1:1000 @ A3

HaworthTompkins

STATION EAST SITE - OPTION 01

Plan 1:1000 @ A3



Station East 01A

Level	Block A Residential	Block B Residential	Block C Residential	Total GEA (sqm)
G+0	369	546	268	1183
G+1	369	546	268	1183
G+2	369	546	268	1183
G+3	369	546	268	1183
G+4	369	546		915
Totals	1845	2730	1072	5647

Student Housing

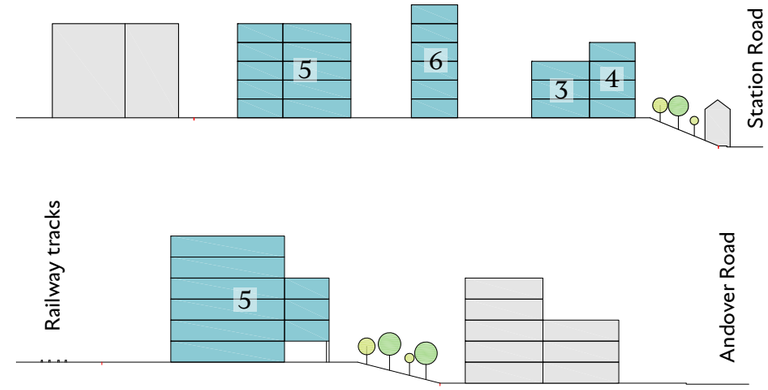
Continuation of existing typology to the north

A. 5 storey resi

B. 5 storey resi

C. 4 storey resi

STATION EAST SITE - OPTION 01 v2



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 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

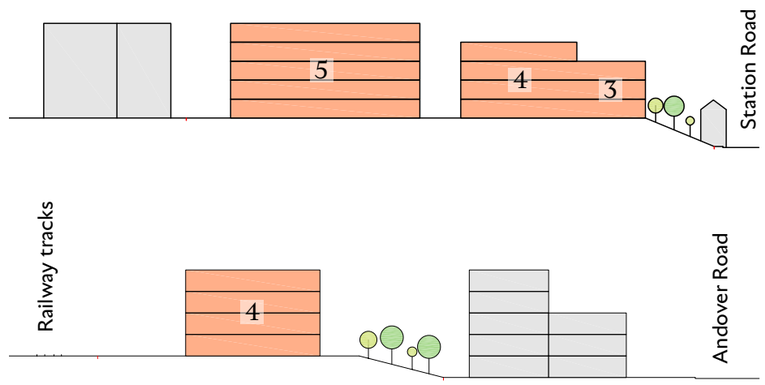
C. 3 - 4 storey student housing

- Small amount of parking provided at north edge of site, including a van loading bay, approx. 5 spaces

Plan 1:1000 @ A3

STATION EAST SITE - OPTION 02A

Plan 1:1000 @ A3



Station East 02A

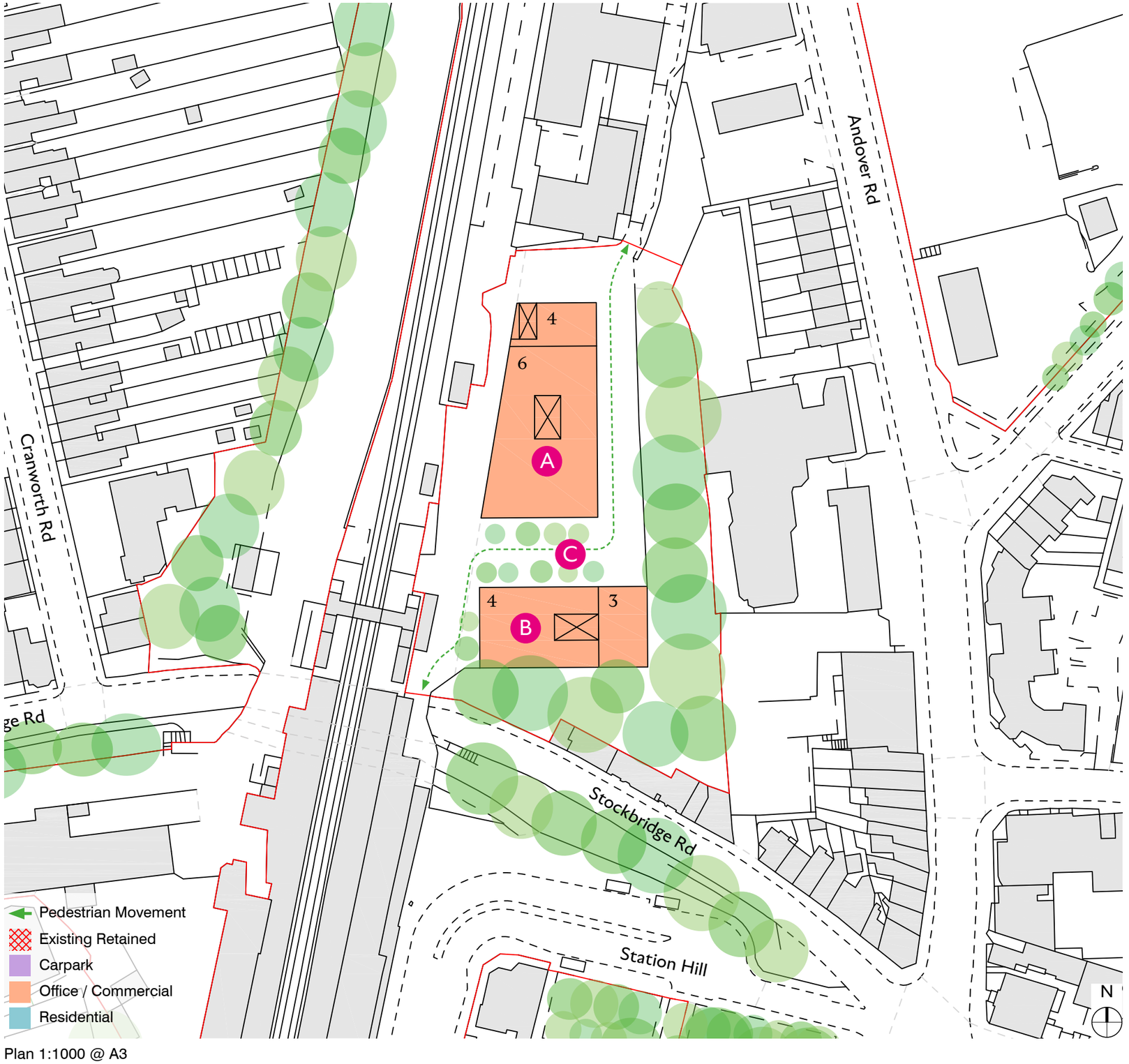
	Block A	Block B	Total
Level	Workspace	Workspace	GEA (sqm)
G+0	955	975	1930
G+1	955	975	1930
G+2	955	975	1930
G+3	955	613	1568
G+4	955		955
Totals	4775	3538	8313

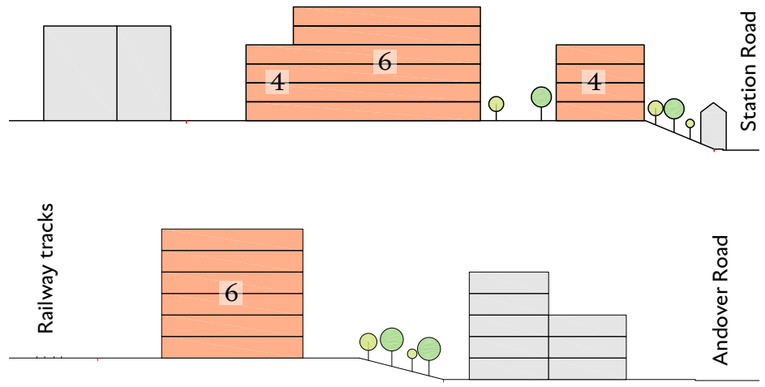
A. 5 storey office / commercial with ground floor parking, approx 30 spaces

B. 3-4 storey office / commercial

HaworthTompkins

STATION EAST SITE - OPTION 02B





Station East 02B

	Block A	Block B	Total
Level	Workspace	Workspace	GEA (sqm)
G+0	1120	720	1840
G+1	1120	720	1840
G+2	1120	720	1840
G+3	1120	510	1630
G+4	928		928
G+5	928		
Totals	6336	2670	8078

A. 4-6 storey office / commercial with ground floor parking, approx 30 spaces

B. 3-4 storey office / commercial

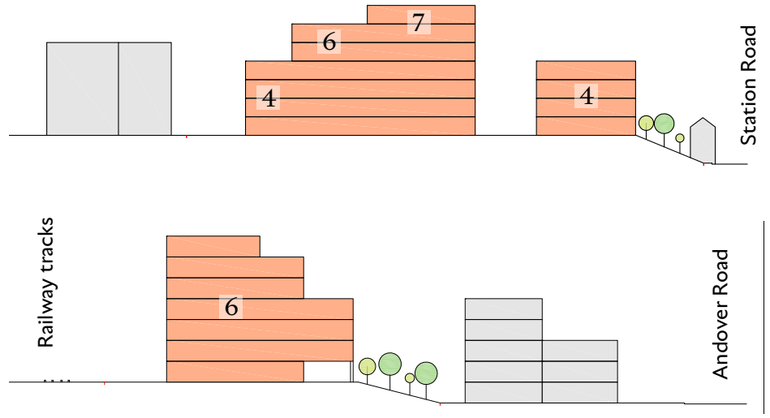
C. Shared landscape area

Plan 1:1000 @ A3

HaworthTompkins

STATION EAST SITE - OPTION 02B v2

Plan 1:1000 @ A3



Station East 02B v2

	Block A	Block B	Total
Level	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 office / commercial with ground floor parking, approx 18 spaces

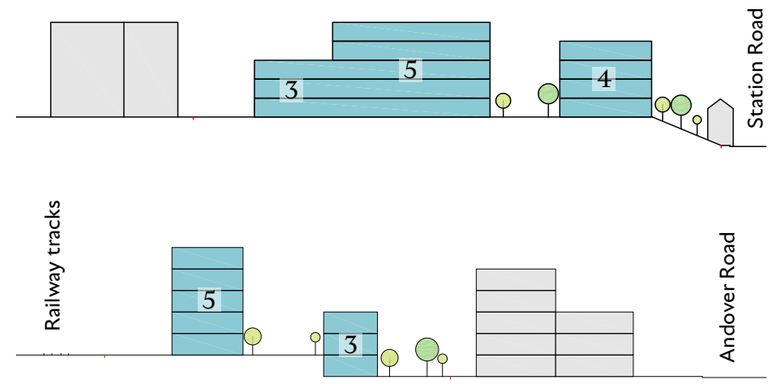
- A 3 storey section extends over and covers the pedestrian route

B. 3-4 storey office / commercial

C. Shared landscape area

HaworthTompkins

STATION EAST SITE - OPTION 03



Station East 03

Level	Block A Residential	Block B Residential	Block C Residential	Total GEA (sqm)
G+0	511	660	682	1853
G+1	511	660	682	1853
G+2	511	660	682	1853
G+3	511		298	809
G+4	380			380
Totals	2424	1980	2344	6748

A. 4-5 storey student housing or apartment block

B. 3 storey Terraced houses with gardens

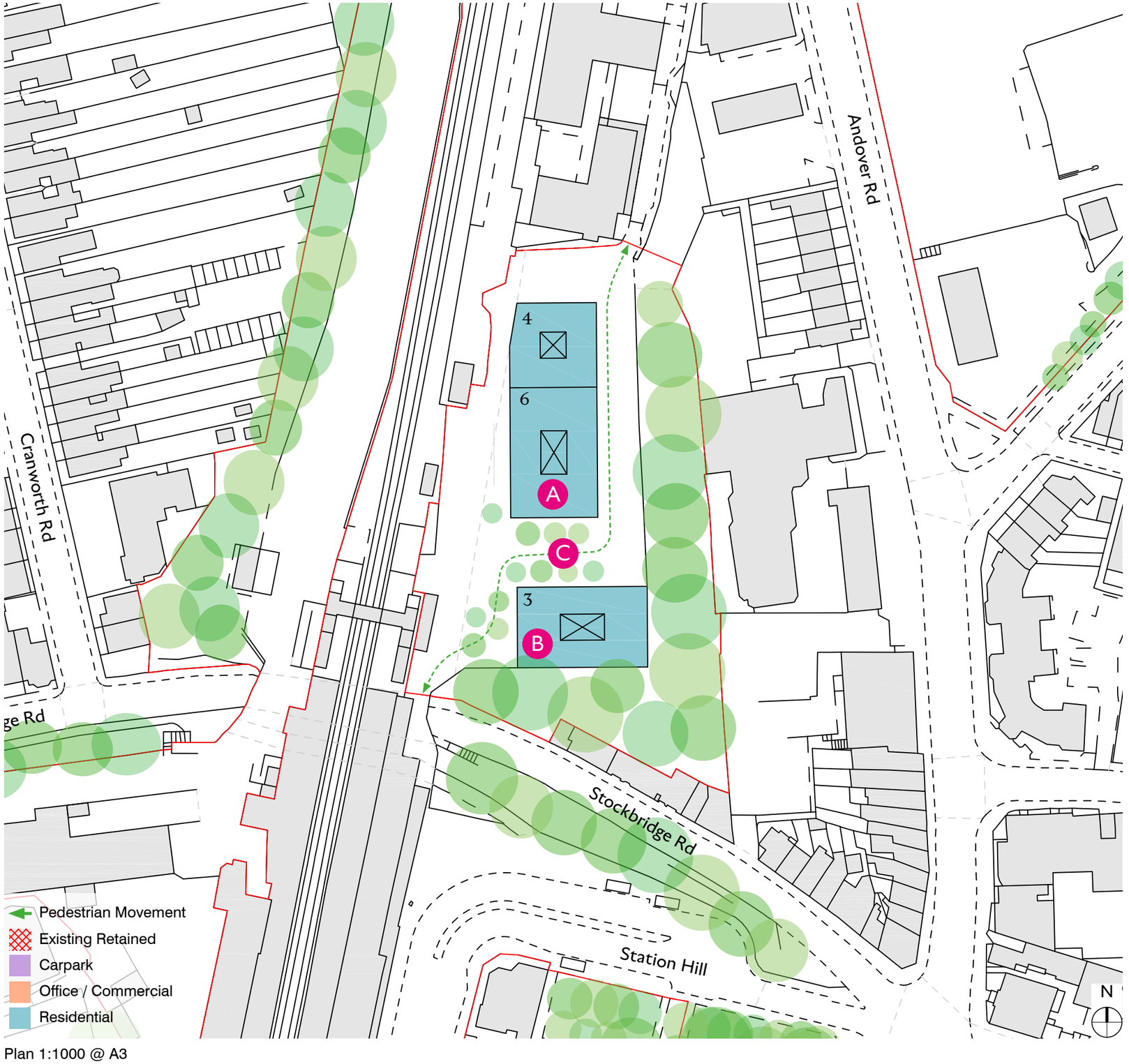
C. 3-4 storey apartment block

D. Shared landscape area

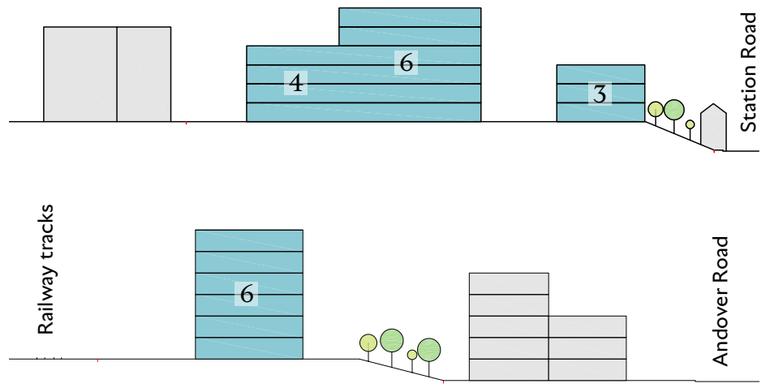
Plan 1:1000 @ A3

HaworthTompkins

STATION EAST SITE - OPTION 04



Plan 1:1000 @ A3



Station East 02B Resi

Level	Block A Residential	Block B Residential	Total GEA (sqm)
G+0	984	558	1542
G+1	984	558	1542
G+2	984	558	1542
G+3	984		984
G+4	601		601
G+5	601		601
Totals	5138	1674	6812

A. 4-6 storey resi block with ground floor parking, approx 30 spaces

B. 3 storey resi

C. Shared landscape area

HaworthTompkins

STATION WEST - NORTH - COMMERCIAL / WORKSHOPS OPTION 01

Level	Block A Workspace	Block B Workspace	Block C Workspace	Block D Workspace	Block E Workspace	Total GEA (sqm)
G+0	171	189	201	209	313	1083
G+1	171	189	201	209	313	1083
G+2			201	209	313	723
Totals	342	378	603	627	939	2889

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - RESIDENTIAL OPTION 02 - MEWS UNITS WITH GARDENS

Station West - North - 02

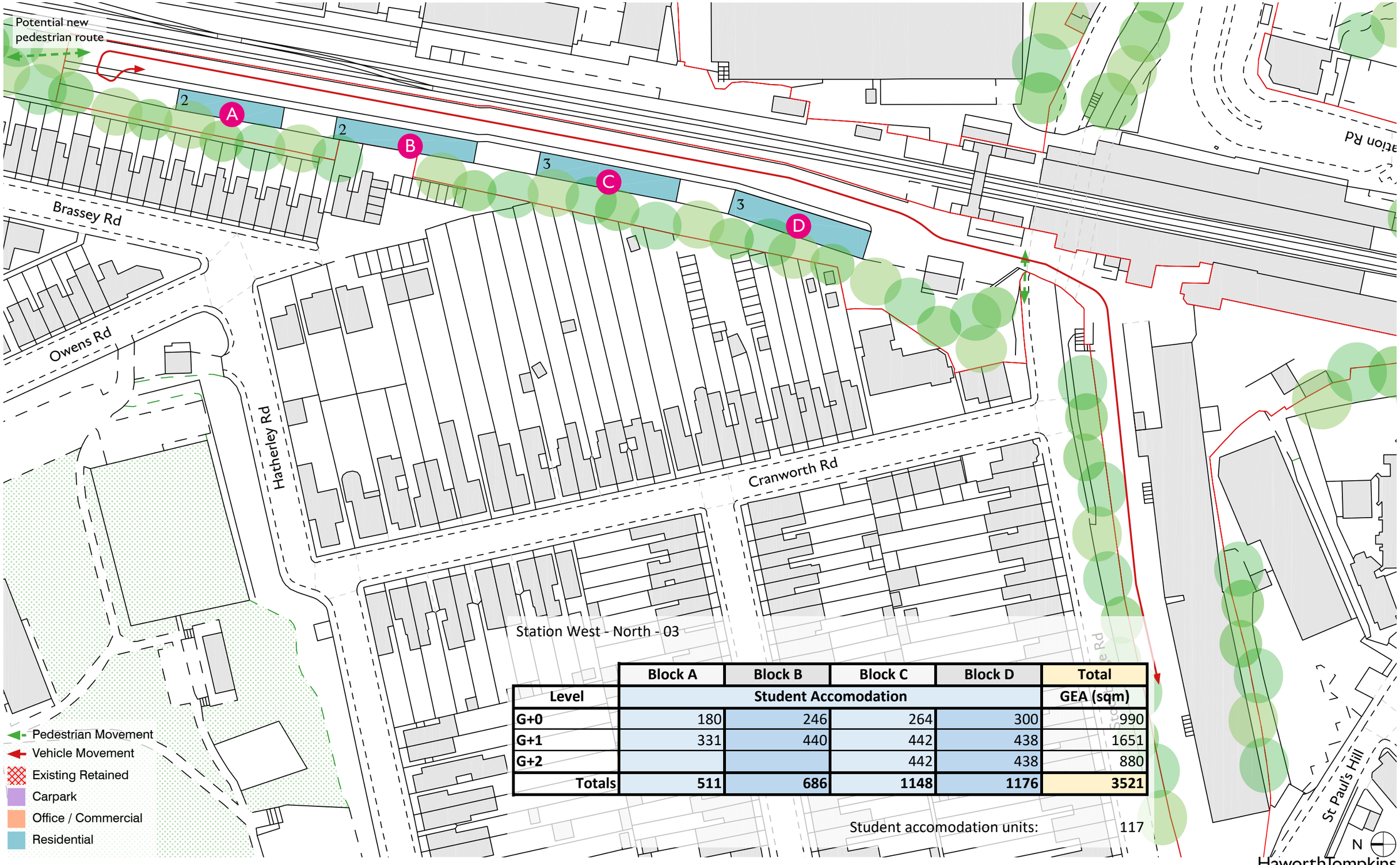
Level	All Blocks Residential	Total GEA (sqm)
G+0	704	704
G+1	704	704
G+2	459	459
Totals	1867	1867

Resi units: 20

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - STUDENT ACCOMODATION OPTION 03 - GROUND



Station West - North - 03

Level	Block A	Block B	Block C	Block D	Total
	Student Accomodation				GEA (sqm)
G+0	180	246	264	300	990
G+1	331	440	442	438	1651
G+2			442	438	880
Totals	511	686	1148	1176	3521

Student accomodation units: 117

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - NORTH - STUDENT ACCOMODATION - UPPER

Plan 1:1000 @ A3

A. 2 storey student accomodation
B. 2 storey student accomodation
C. 3 storey student accomodation
D. 3 storey student accomodation

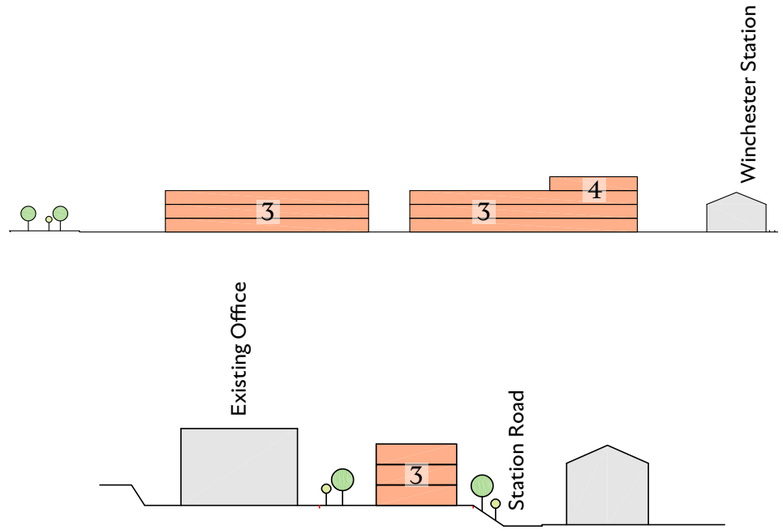
- In all cases, the upper levels extend to 11m in width and extend to overhang part of the road
- Vehicle access is maintained across the site

Station West - North - 03

	Block A	Block B	Block C	Block D	Total
Level	Student Accomodation				GEA (sqm)
G+0	180	246	264	300	990
G+1	331	440	442	438	1651
G+2			442	438	880
Totals	511	686	1148	1176	3521

Student accomodation units: 117

STATION WEST – SOUTH – OPTION 01A



Station West 01A

Level	Block A Workspace	Block B Workspace	Total GEA (sqm)
G+0	636	666	1302
G+1	961	1008	1969
G+2	961	1008	1969
G+3		388	388
Totals	**2558**	**3070**	**5628**

A. 3 storey office block with ground floor parking to southern third of footprint
Approx. 50 spaces

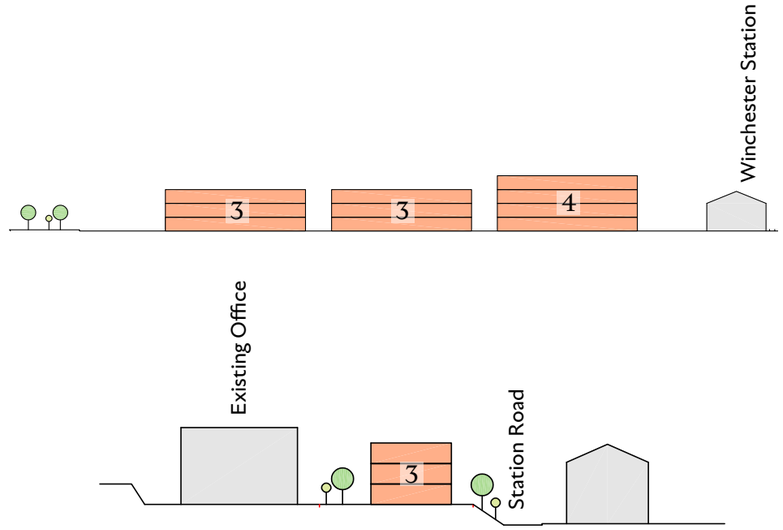
B. 3-4 storey office with ground floor parking, end pops up to 4 storeys where less buildings are adjacent

- Vehicle access is maintained across the site

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST – SOUTH – OPTION 1B



Station West 01B

Level	Block A Workspace	Block B Workspace	Block C Workspace	Total GEA (sqm)
G+0	451	410	410	1271
G+1	682	620	620	1922
G+2	682	620	620	1922
G+3			620	620
Totals	1815	1650	2270	5735

A. 3 storey office block with ground floor parking to southern third of footprint

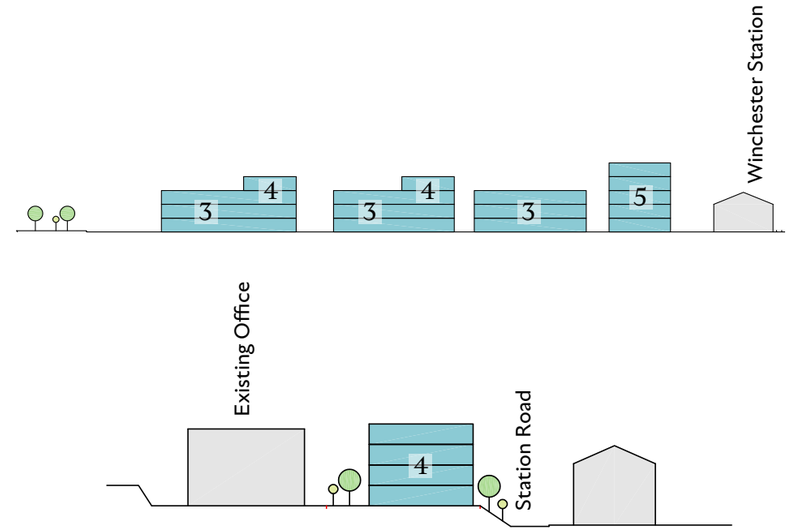
B. 3 storey office block with ground floor parking to southern third of footprint

C. 4 storey office block with ground floor parking to southern third of footprint

- Vehicle access is maintained across the site

Plan 1:1000 @ A3

STATION WEST – SOUTH – OPTION 2



Station West 02

	Block A	Block B	Block C	Block D	Total
Level	Residential	Residential	Residential	Residential	GEA (sqm)
G+0	515	580	365	341	1801
G+1	682	580	365	341	1968
G+2	682	580	365	341	1968
G+3	682	287		341	1310
G+4				341	341
Totals	2561	2027	1095	1705	7388

Resi units: 79

A. 3-4 storey resi or student accomodation with some parking at ground floor, approx 10 spaces

B. 3-4 storey resi or student accomodation

C. 3 storey resi or student accomodation

D. 5 storey resi or student accomodation

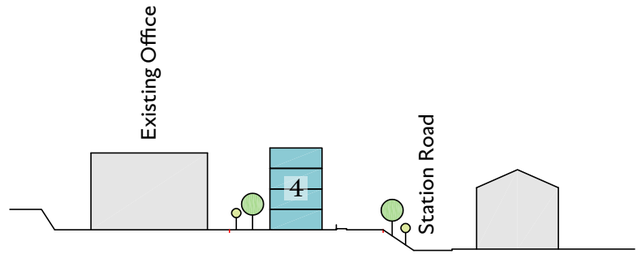
- Vehicle access is maintained across the site
- Potential to be a car free development

Plan 1:1000 @ A3

HaworthTompkins

STATION WEST - SOUTH - OPTION 3

Plan 1:1000 @ A3



Station West - South - 03

Level	Block A Residential	Total GEA (sqm)
G+0	1220	1220
G+1	1220	1220
G+2	1220	1220
G+3	1220	1220
Totals	4880	4880

Resi units: 52

A. 4 storey terraced houses with front and back gardens

- Vehicle access is maintained across the site
- Car free development

4.2 HERITAGE

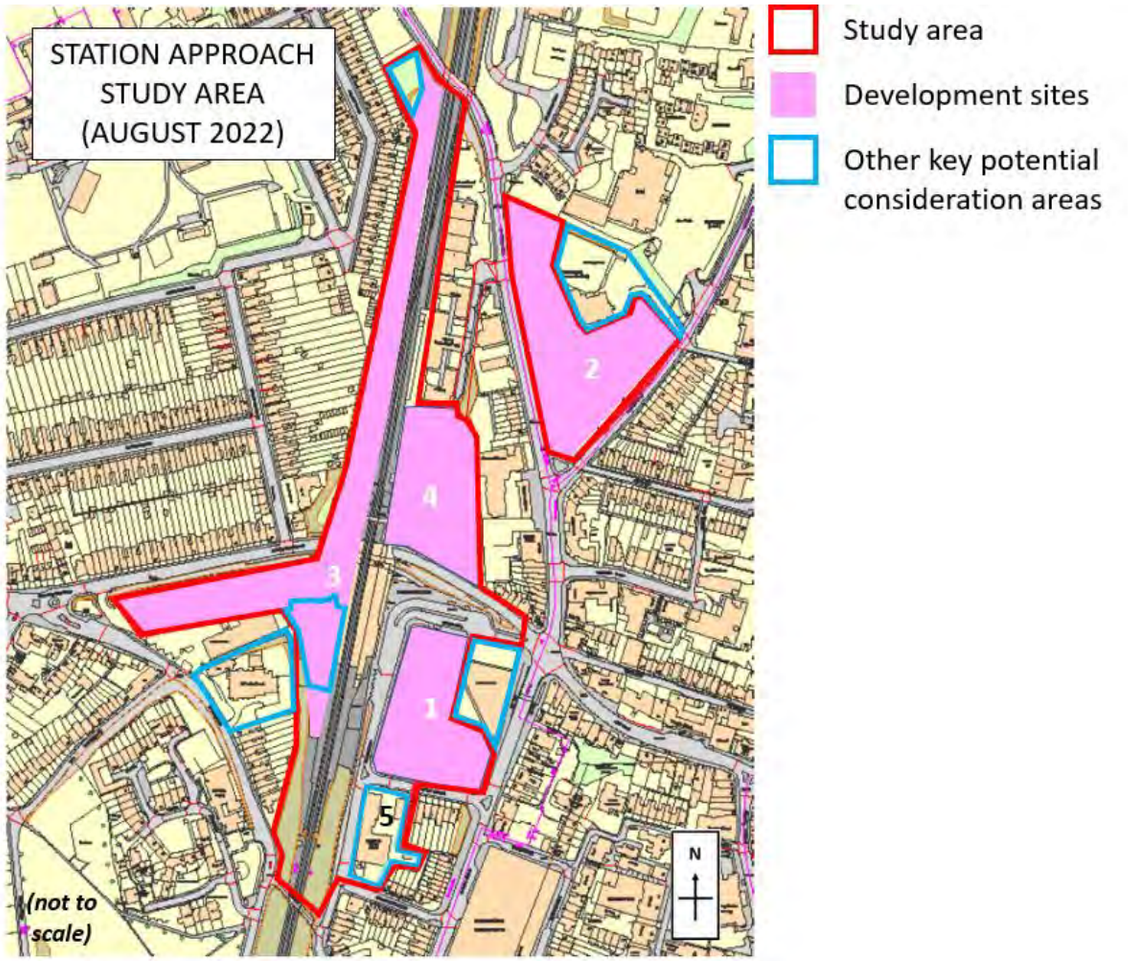
Stephen Levrant Heritage Architecture Ltd

WINCHESTER RAILWAY STATION APPROACH

CAPACITY STUDY – HERITAGE & TOWNSCAPE ASSESSMENT

April 2023

SITES & BRIEF



Heritage Architecture are assisting Haworth Tomkins on a three-month capacity study for Station Approach, which encompasses four sites close to the train station.

The aim of the study is to test the development capacity of the various sites, both in terms of design and viability which will provide the basis for strategic decisions and for future stages of masterplanning or design.

Due to the nature of the previous high-court challenge, understanding the heritage and impact on the heritage assets is a key component of the capacity study.

Heritage Architecture Ltd are providing high-level advice for the four identified sites, building on our knowledge of the area and the experience of working on the previous Station Approach scheme in 2019.

DESIGNATED HERITAGE ASSETS ADJACENT TO THE RAILWAY STATION

Key:

- Four identified sites
- Listed buildings
- Scheduled Monuments
- 250m radius
- Winchester Railway Station

List of Heritage Assets all sit within 250m radius of the Railway Station (marked by red oval with dotted line)

- Church of St Paul (Grade II)
- Hampshire Record Office (Grade II)
- 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)

Listed Buildings are buildings objects or structures that are included on the National Heritage List for England ('NHLE' or 'the List'). The List offers statutory protection and is the only official, up to date, register of all nationally protected historic buildings and sites in England - listed buildings, scheduled monuments, protected wrecks, registered parks and gardens, and battlefields.

Scheduled Monuments are nationally important above or below ground archaeological sites that are included on the List.

Winchester Railway Station and the four identified sites (ovals with blue dotted lines) are located in close proximity to a number of listed buildings (blue triangle) and scheduled monuments (red shading), 250m radius is shown by red oval with dotted line.

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.

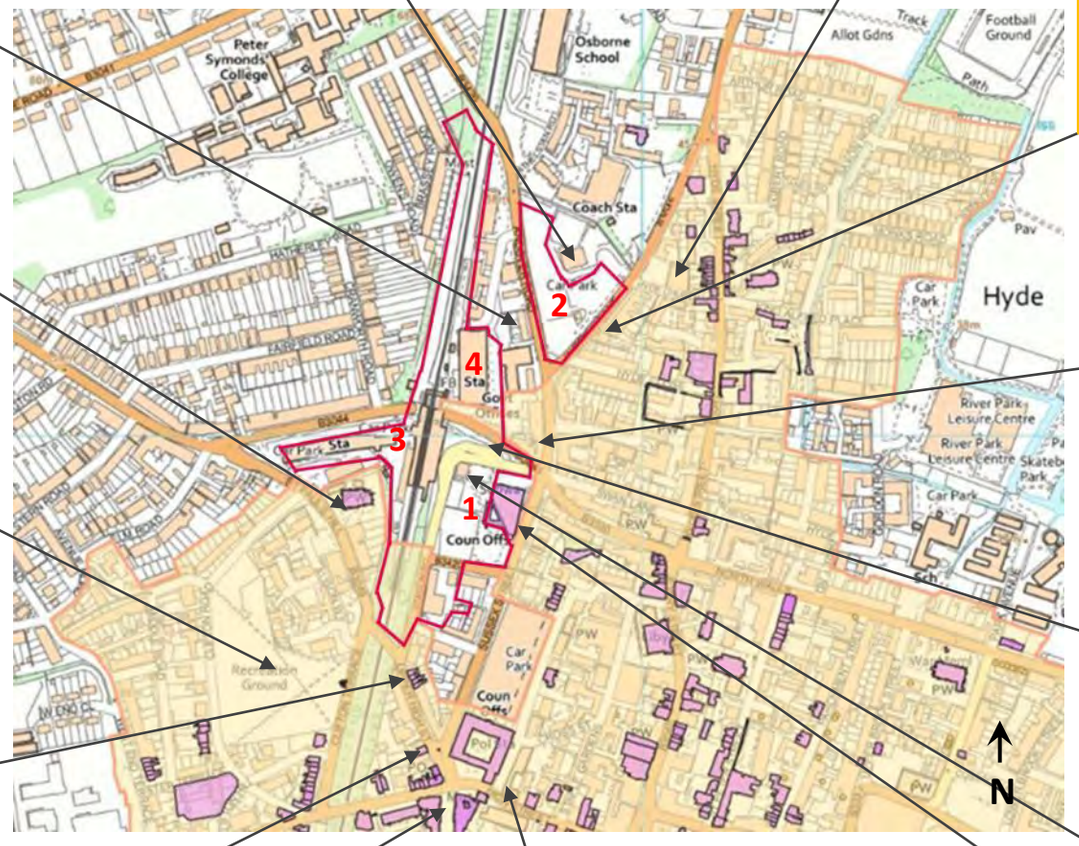
HERITAGE CONTEXT (SNAPSHOT)

16-24 Andover Road, unlisted*

Winchester Club (formerly Highfield House), unlisted*

Lido Building

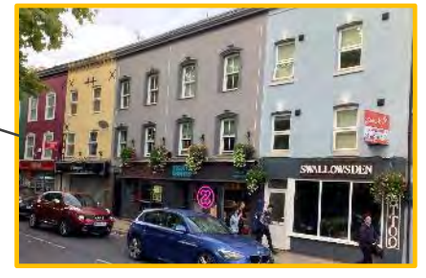
St Paul's Church Grade II



Worthy Lane

Oram's Arbour

Stockbridge Road / Andover Road



Stockbridge Road

19-22 Upper High Street Grade II

Winchester Castle and associate buildings Grade I – Grade II

Westgate Hotel Grade II

Queen Elizabeth Court Grade II

Hampshire Archives Grade II

Former Registry Office, unlisted*

Key:

Listed Building

Buildings within Conservation Area

(unlisted but which make a positive contribution)

* Positive, unlisted buildings, not in the conservation area

(these are of local interest / make a positive contribution to the townscape)

MAP REGRESSION

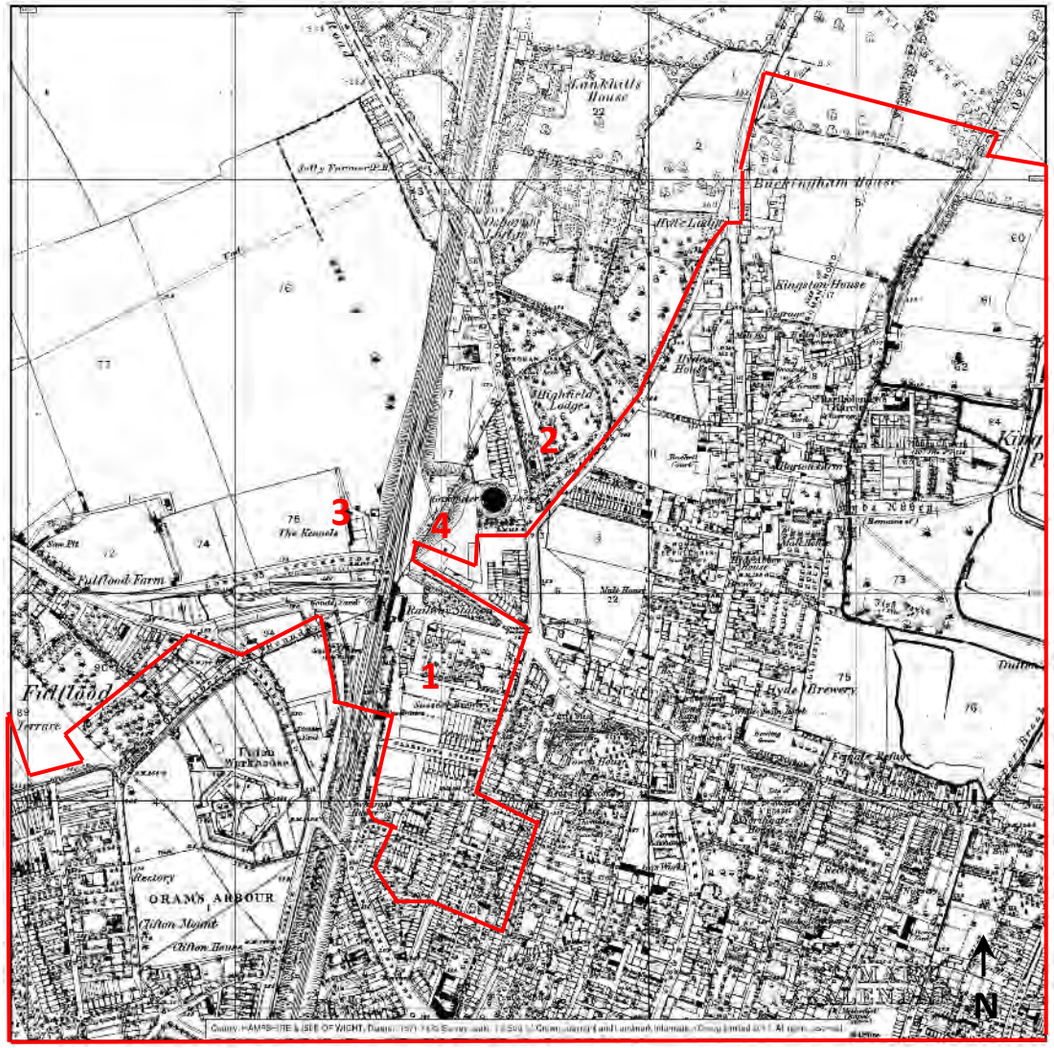
Conservation Area

1810

The sites fall within the ancient parish of Weeke which ran up to the city wall from the west gate to the north gate and was a farming community. These sites may have been occupied as suburbs outside the city during the medieval period before the 14th C plague shrank the population.

Andover Road and Worthy Road are clearly visible. Swan Lane crosses from west to east, the modern Stockbridge Road had not yet been laid but a more historic, winding road is visible.

The Gladstone's Road Site is depicted to the west of the line of the city walls and ditch and south of Swan Lane and buildings are visible.



1871 – 1872

The railway was constructed in 1839. Following this, a lot of development began to spring-up on the east of the railway near site 1 and along Andover Road near sites 2 and 4.

Highfield House (sometimes called 'Highfield Lodge') has been constructed on Site 2, a gas works with one cylinder has appeared adjacent to site 4.

Site 3 Stockbridge Road West is used as a goods yard, the northern part of Site 3 seems to have a road and some small plots set-out on it, but there is no development on the site. Site 4 remains largely open land next to the railway, although some plot boundaries have been marked-out.

MAP REGRESSION

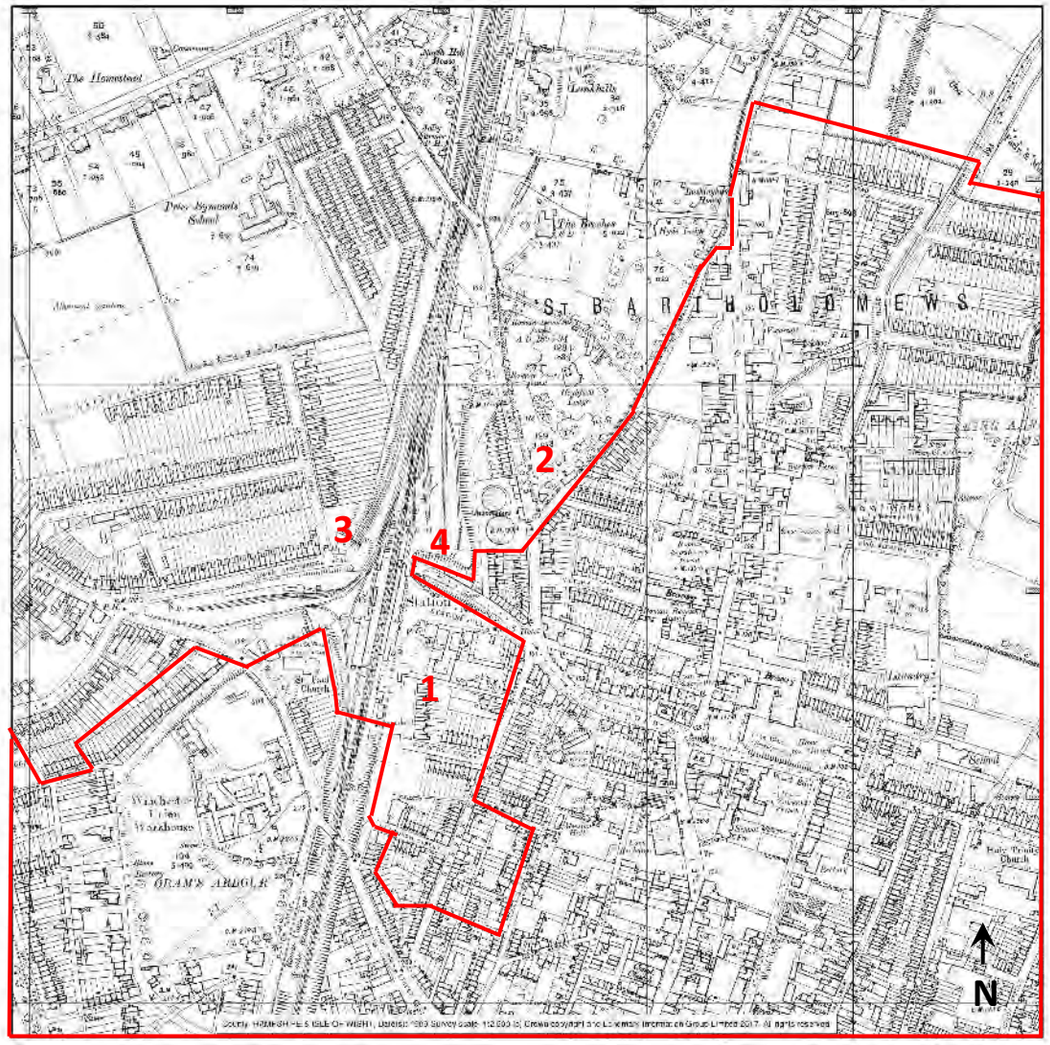
Conservation Area

1896 – 1897

Development in what is now the Winchester Conservation Area continued in the late-19th century, and some residential houses started to spring up to the west of the railway, on St Paul's Hill and to the north west of the station near site 3.

St Paul's Church is visible now, it was built to accommodate the increasing population of the western suburbs and was designed by local architect John Colson (surveyor to the Dean and Chapter of Winchester). Work had started on the church in 1870s, but was not completed until 1889.

The maps indicate that Roman artefacts were found in the grounds of Highfield House/Lodge (the northwest corner of Site 2). An additional gas cylinder has been added to the gas works. Sites 3 north and Site 4 remain open, at this time. The western branch of Site 3 is still in use as a goods yard.



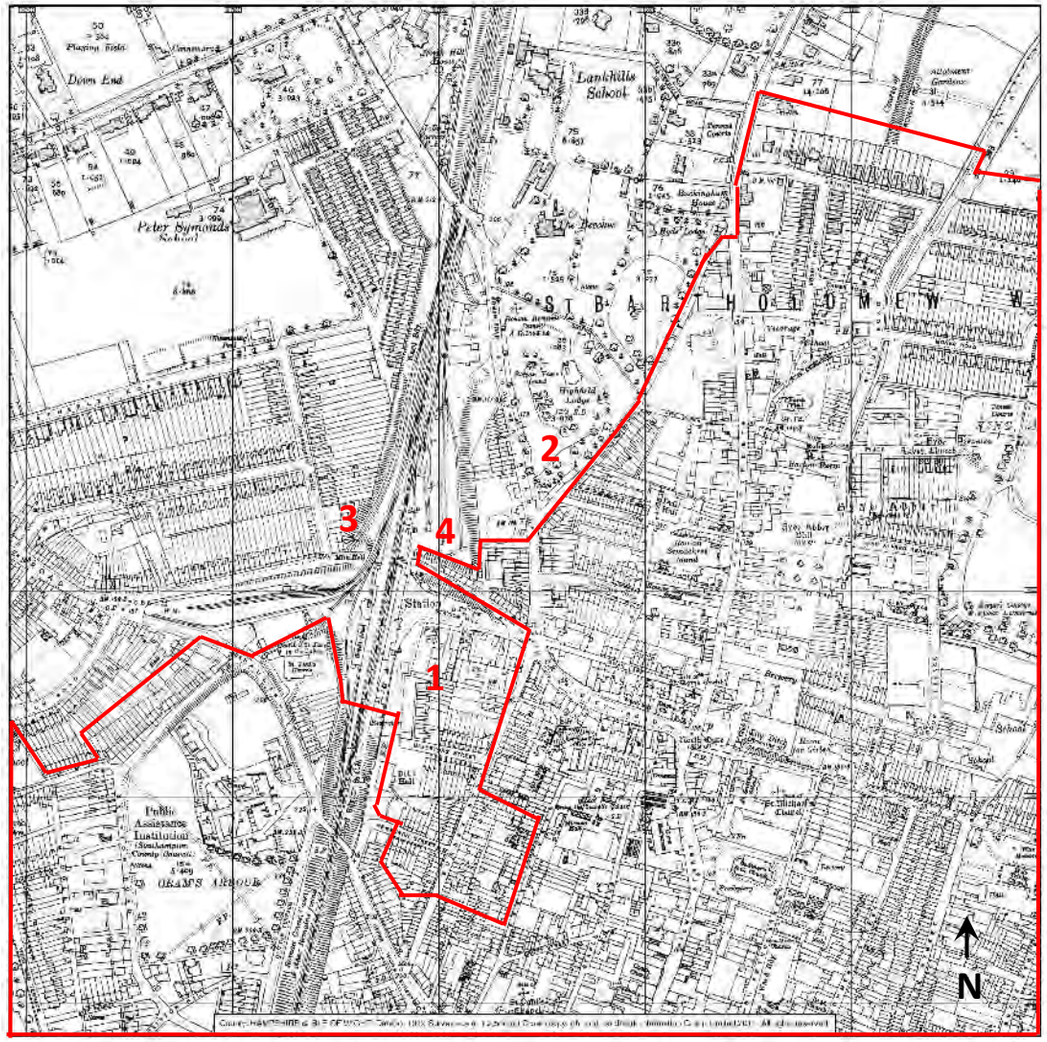
1909

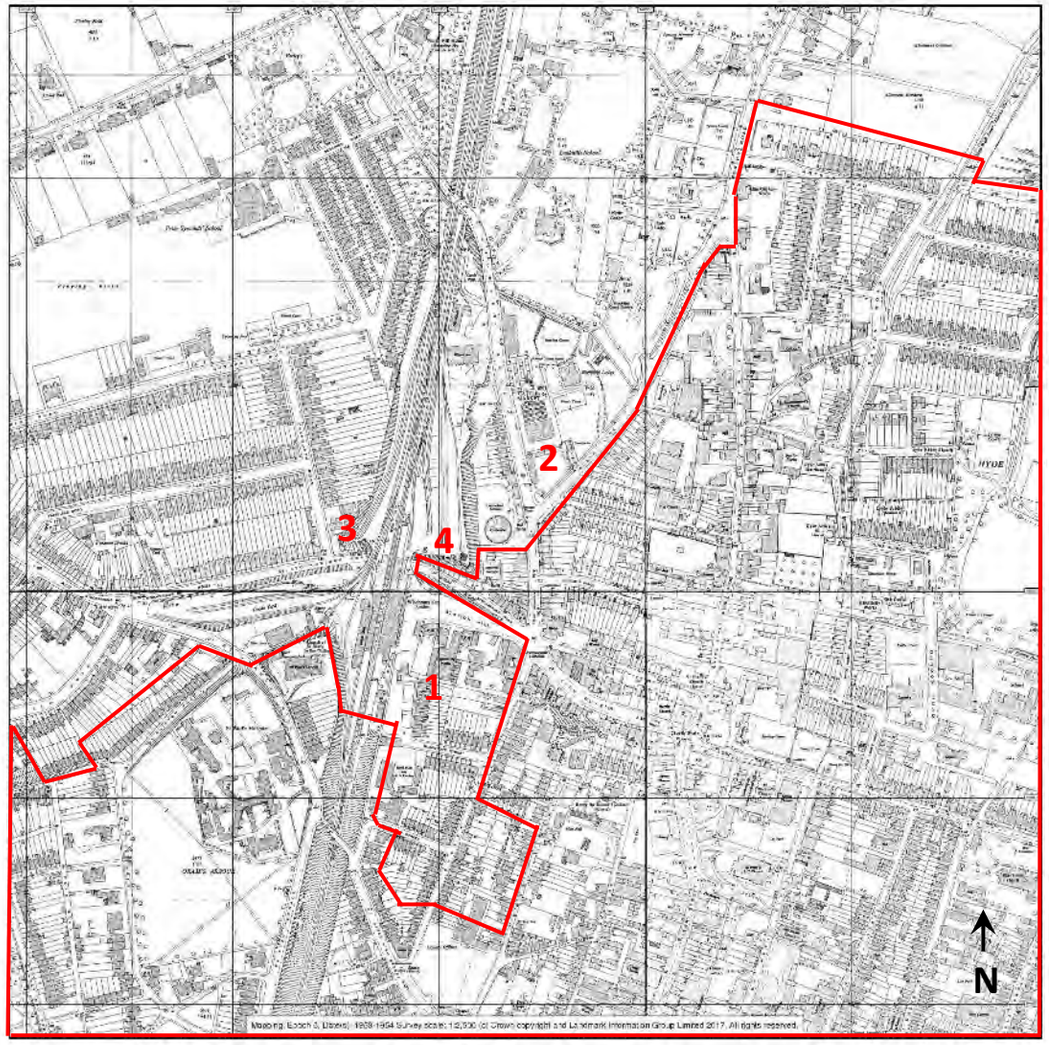
By 1909, the approach to the station (the historic line of Swan Lane) had been named Station Hill.

The western suburbs have continued to develop to the north west of Site 3, but the western branch of Site 3 appears to still be in use as a goods yard, and Site 4 remains open.

MAP REGRESSION

Conservation Area





1939

Public and civic buildings start to appear in and around the suburbs to serve the local community, such as the Drill Hall to the south of site 1 and the swimming pool to the north west of site 3 on Hatherley Road.

The gas cylinders near site four have been reduced to just one cylinder in operation.

The 19th Century building opposite the railway station (that remains today) is identified as a pub. The western suburbs have now fully enclosed the northern part of Site 3, although the site itself remains open land, possibly railway sidings or an embankment. As with the previous map, the western branch of Site 3 appears to still be in use as a goods yard, and Site 4 remains open.

1953-1954

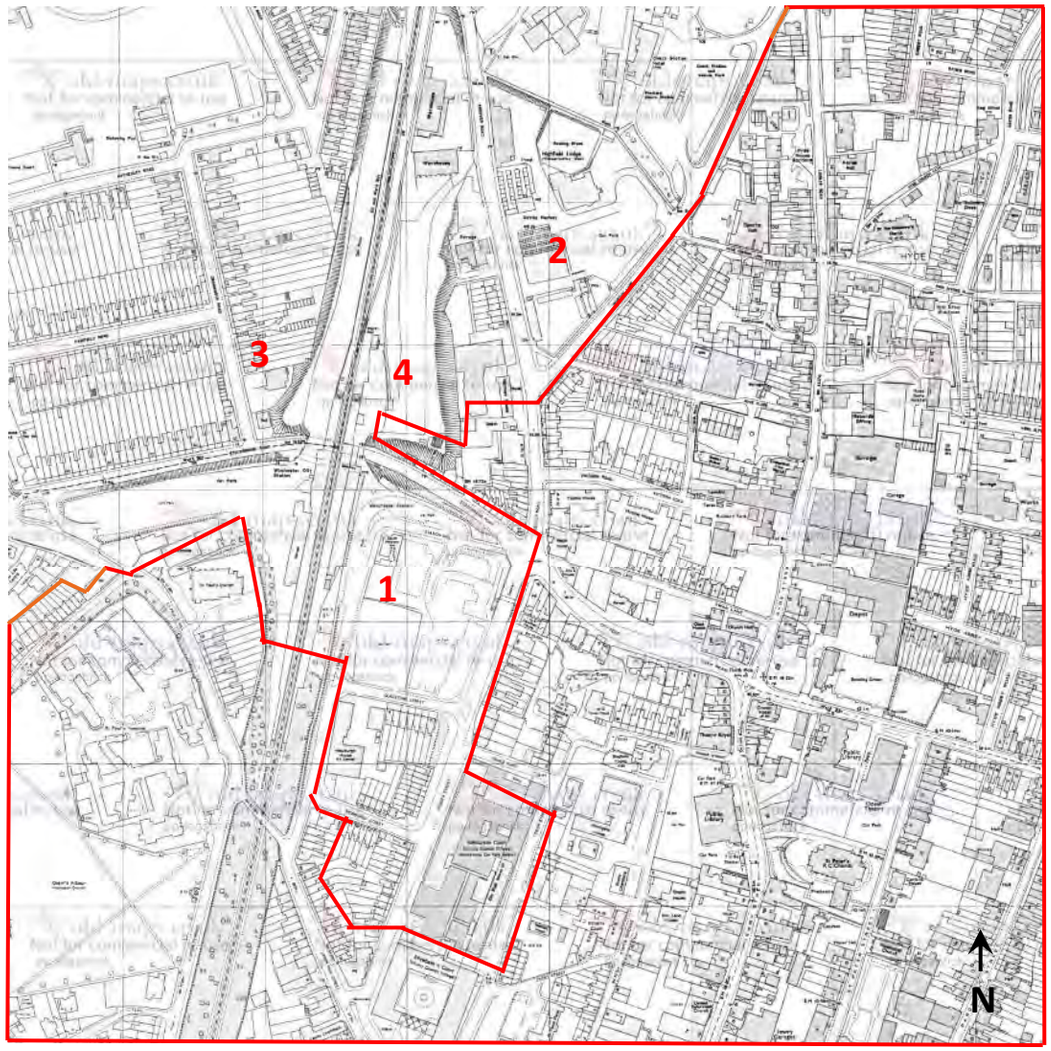
Part of the grounds of Highfield House (site 2) have been given over to Cattle Market by 1950s, as well as a bowling green and tennis court.

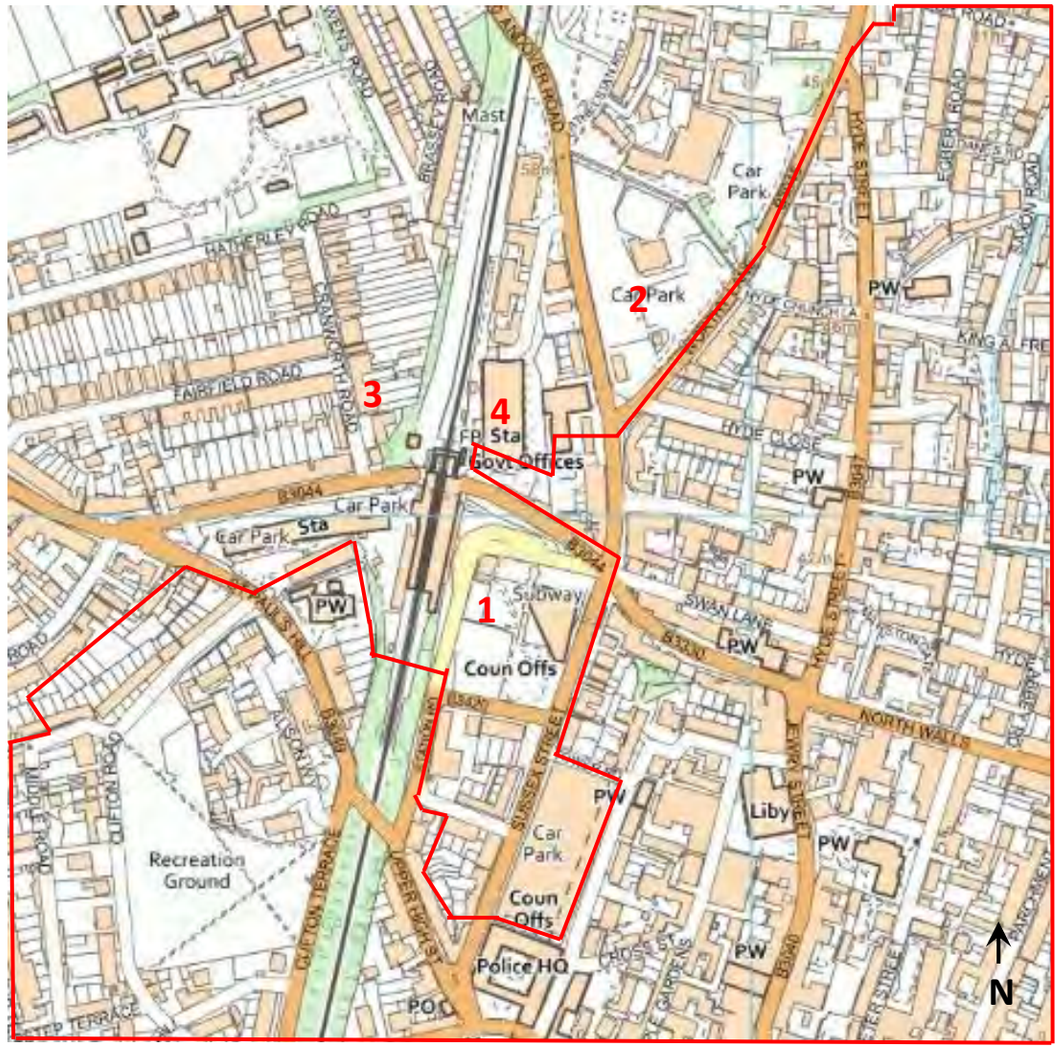
To the west of Andover Street in a similar location (north of site 4), two buildings that were constructed in the 19th are identified as warehouses, adding testament to the industrial / commercial function of the area.

Sites 3 and 4 are all in the same uses as they were in 1930s, a goods yard (Site 3, western branch), railway sidings / embankment (Site 3 north branch), and open land, Site 4.

MAP REGRESSION

Conservation Area





1967 – 1975

Larger footprint buildings are starting to be constructed in the vicinity of the sites 1, 2 and 4 to the west of the railway: the gas works has now been replaced by a modern, large-footprint building on Andover Road and Andover Court (city council offices) has been constructed on Sussex Street. Site 2 still partially shows the cattle market, although this is partly cleared.

Some of the historic buildings to the north of site 1 on Gladstone Street have been cleared.

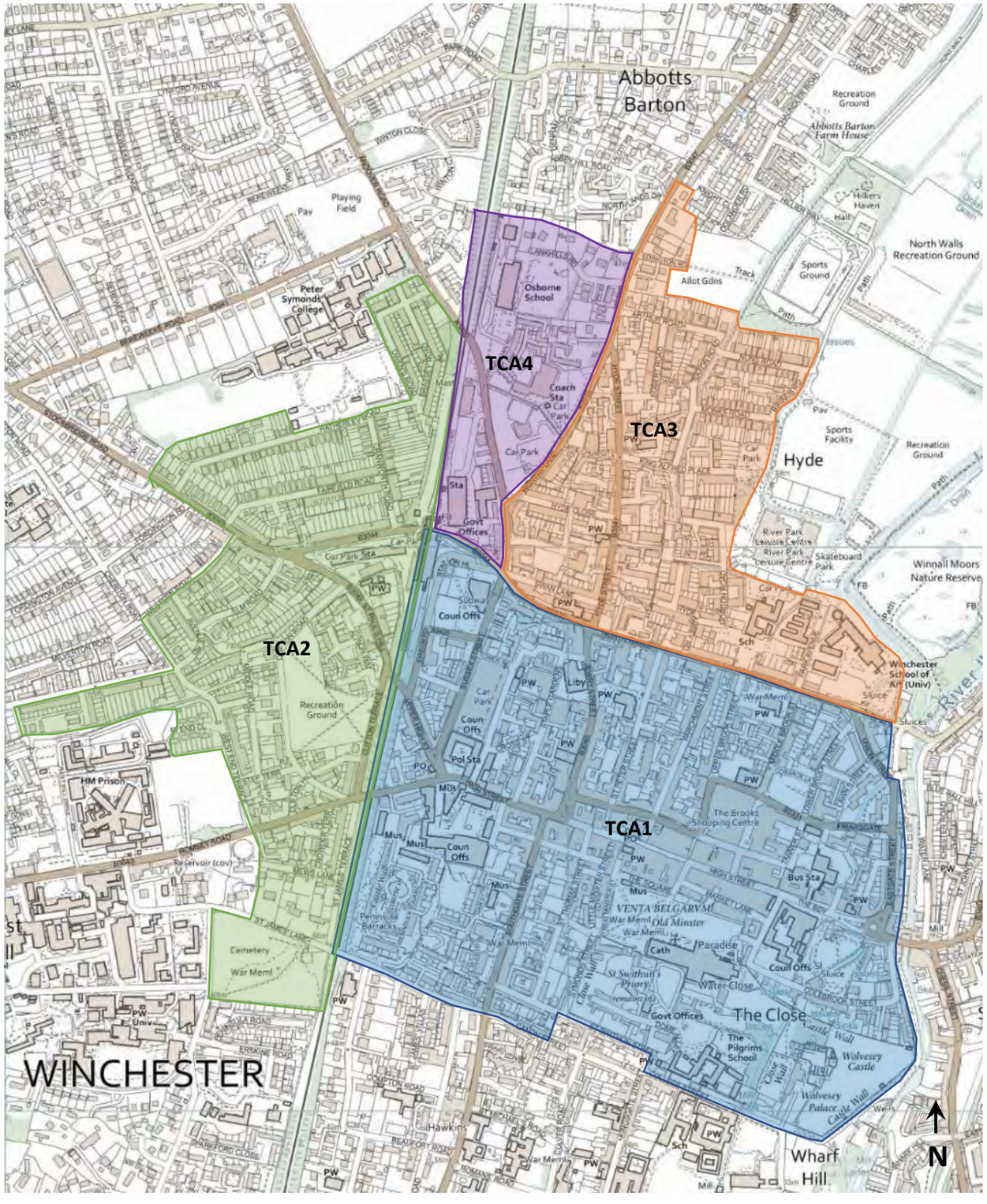
The area covered by site 1 has now become at least in part, a car park. Similarly, the area of Site 3 is now occupied by car parks on the west of the railway and along the south side of the western branch of Stockbridge Road. Site 4 is also a large, vacant site in this map.

2023

Today, all four sites are predominantly in car park use and on sites 3 (Stockbridge Rd west) and 4 multi-storey car parks have now been constructed.

The Hampshire Record office has been constructed adjacent to site 1, introducing more, large-footprint modern buildings. There has been relatively little change in the built fabric otherwise.

TOWNSCAPE CHARACTER AREAS



Map illustrating the locations and extents of the identified townscape character areas.

Townscape Character Areas ('TCAs')

Townscape Character Areas are zones that have common characteristics, these can be commonalities in building typology (such as residential housing), building age, use of materials or pattern of development, to name a few.

- TCA1: 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.

Information about TCAs was provided to the design team during the design process and the options that have been prepared have considered the character and sensitivities of each TCA.

TCA1: Winchester Historic Core

TCA1 covers the historic core of Winchester (the city centre). It has a strongly defined by the progressive layering of historic town planning which have produced a tight and fine-grained urban grid of streets on a historic route network. It includes important buildings such as the Cathedral Precinct and Close, the Peninsular Barracks area and the Abbey Gardens environs (including the Guildhall). There are a significant number of statutory listed buildings, many of which are of Grade I and II* status. Predominant building materials are red/orange bricks, sometimes with grey/flared headers, some painted brick, render and stucco, exposed and re-fronted timber-framing.

As the majority of TCA1 is covered by Winchester Conservation Area and includes numerous important historic buildings, its overall townscape value is **high,** and its overall sensitivity is also **high.** However, it is acknowledged that the northwest corner of TCA1, which includes the Site and Ashburton Court and lies outside of the Conservation Area boundary, is of low townscape value and is of low sensitivity.

TCA 2: Oram's Arbour and Environs

TCA2 is centred on the historic open space at Oram's Arbour and the surrounding residential streets. Oram's Arbour forms a historic open space on the western edge of the city centre and is surrounded by distinct Regency, Victorian and Edwardian periods of development, clearly defined by their domestic architecture.

The area has developed on a tight hierarchy of streets, roads, lanes and footpaths producing a medium to fine urban grain throughout. The buildings immediately surrounding Oram's Arbour including a former workhouse, now converted to private housing and a local health centre. This development encloses the sizeable open and steeply inclined green space of Oram's Arbour.

The landform rises steadily west out of Winchester city centre and this is sometimes dramatic with steeply stepped development to roadsides. The steeply undulating topography to this area is an important part of its underlying character, with Oram's Arbour in particular having an elevated feel, with views over surrounding rooftops and towards the city centre.

TCA2 is partially included within the Winchester Conservation Area, has some listed buildings and covers a predominantly residential area which is in good condition, its overall townscape value is **medium,** and its overall sensitivity is also **medium.**

View Across Oram's Arbour towards 19thC buildings on Alison Way - TCA 2

TCA 3: Historic Northern Suburbs

TCA3 covers the historic suburbs to the north of the historic core of Winchester. The vast majority of TCA3 is included within the Winchester Conservation Area and includes a number of listed buildings, principally grouped around Hyde Street. This character area comprises the remnant of the medieval Hyde Abbey and its later development as a working residential suburb along Hyde Street (immediate post-medieval and later development) and Saxon Road environs (late Victorian development).

The houses are laid out in regular streets and span a period between the 16th- and late-19thC, Edwardian and modern re-development (mostly of former industrial sites); terraces, semi-detached and detached houses. Some older houses form rows which read as terraces. Many older houses and some walls are statutory listed and display key local materials such as flint and red brick. Stone is also seen, often re-used from earlier buildings. Victorian and Edwardian houses in the Saxon Road environs are of a more consistent period and form a cohesive group.

Victoria Road, off Hyde Close - TCA 3: Historic Northern Suburbs

TCA 3: Historic Northern Suburbs (continued)

The buildings are predominantly 2 and 3-storeys and the area has a tight urban feel due to the relatively narrow carriageways and almost continuous built form with consistent building line on the streets throughout.

As the majority of TCA3 falls within Winchester Conservation Area and includes numerous important buildings, its overall townscape value is **high**, and its sensitivity is also **high.**

TCA 4: Andover Road and Environs

TCA4 covers the area surrounding Andover Road to the north of the city centre. With the exception of the southern tip of the character area which includes historic buildings on Stockbridge Road and the corner of Andover Road, TCA4 lies outside of the Winchester Conservation Area and does not contain any listed buildings.

This area contains a mix of uses including residential, school, hotel, care home, student accommodation and large areas of car parking. The majority of the buildings have large floorplates and are relatively spread out, resulting in a coarse urban grain which is markedly different to the surrounding residential suburbs and city centre. Both Andover Road and Worthy Lane are important routes into the city. Mature trees and vegetation are present on both routes and a number of historic buildings within TCA3 are visible from Worthy Lane.

TCA4 has few townscape features of note and as such the overall townscape value is **low**, and its overall sensitivity is also **low.**

View looking north on Andover Rd showing larger footprint buildings of irregular plots – TCA 4

HERITAGE/TOWNSCAPE ASSESSMENT – Winchester Core

Winchester's historic core is defined by the tight, fine grained urban grid of streets, roads, lanes, courtyards and alleys within the former walled part of the City.

The line of the High Street dates to Roman times and is still the spine of the town.

The present street layout dates from the late 9thC when the street grid was set out aligned to the city walls.

Narrow plots are accentuated by the diverse and juxtaposing architectural treatments.

Continuous building line throughout (either built form or boundary treatment), provides strong enclosure.

The steady slope of the High Street down to the river contributes to the City's picturesque qualities.

From the other direction, the rise in level gives prominence to large local government buildings on the south side of Sussex Street which dominate the roofscape.

The juxtaposition of medieval, 19th century, post-war and modern buildings at the west end of the High Street.

The west end of the High Street showing variations of 19th and 20th century architecture and detailing and established heights of three to four storeys.

The Peninsula Barracks showing early 20th century buildings and sympathetic modern addition (left).

The late 19th-century Castle site showing council offices and law courts of traditional vernacular materials looking towards 20th century buildings on Sussex Street.

HERITAGE/TOWNSCAPE ASSESSMENT – Winchester Core

Materials:

- Brick (orange and red with some flared headers and buff and yellow stocks) sometimes painted (mostly white).
- Render, some plaster and stucco
- Stone (ashlar and rubble stone) generally older buildings
- Flint on early buildings and revived in 19th C and on boundary/garden walls which are in themselves quite and important features in the historic core
- Exposed timber-framing.
- Near-ubiquitous use of timber vertical sliding sash windows. Occasional casement windows on secondary elevations or upper floors

The Brooks area showing substantial post-war redevelopment and 1980s shopping centre.

The Broadway looking west showing significant landmark historic buildings and structures and the rise in topography emphasising the very mixed architectural character of the historic core.

The east end of the High Street showing predominant Georgian proportions and uniform use of materials, fenestration and roofscape.

Historic lanes link the High Street with its back lane (St George Street) showing the survival of medieval timber framed buildings behind later facades and alongside 20th century redevelopment.

HERITAGE/TOWNSCAPE ASSESSMENT – Long distance key viewpoints to consider

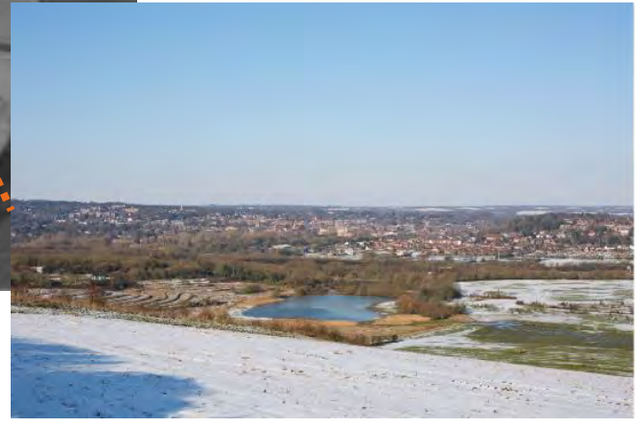
These long distance views are relevant for all 4 sites. These views, and the short-distance once featured within the sections relating to each site in this document, were factored-in to the design when preparing the options for each site.

Looking west from Joyce Gardens, Blue Ball Hill

Looking north-east from Oram's Arbour

Looking west from St Giles Hill

Looking north-west from St Catherine's Hill



Looking north-west from Morestead Road

SITE 1: CARFAX

(GLADSTONE'S STREET CAR PARK)

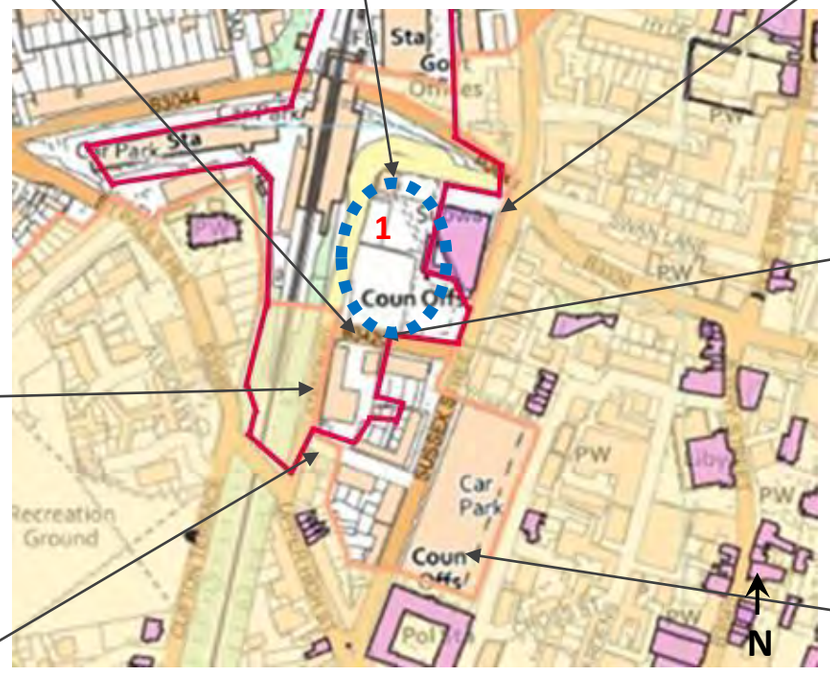
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 1 Gladstones Street Car Park / 'Carfax'

The framed view of the railway station, the Site to the left.

Former Registry office, unlisted

Hampshire Archives, Grade II

The site from the south is largely screened by the topography and 1960s TA Centre. The Grade II St Paul's church is to the left screened by the dense greenery in summer, but less so in winter.



The contrast between the site (left) and the tight grain of the adjoining streetscapes.

The early-mid 19th century buildings on Sussex Street.

Key Considerations:

- There is inter-visibility between the site and the Grade II Listed St Paul's Church in the winter. In summer, 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.

The dominating presence of Ashburton on Court on Sussex Street.

HISTORICAL BACKGROUND: SITE 1 Gladstones Street Car Park / 'Carfax'

The earliest detailed cartographic evidence of the Carfax site and its enrivons dates from 1750 (Godson Map). Andover Road is clearly visible from the north with its distinctive junction with Worthy Road. The Carfax site is depicted to the west of the line of the city walls and ditch and south of Swan Lane. It comprised gardens at this time (depicted as two large enclosures) and there was one building fronting Sussex Street within the larger enclosure.

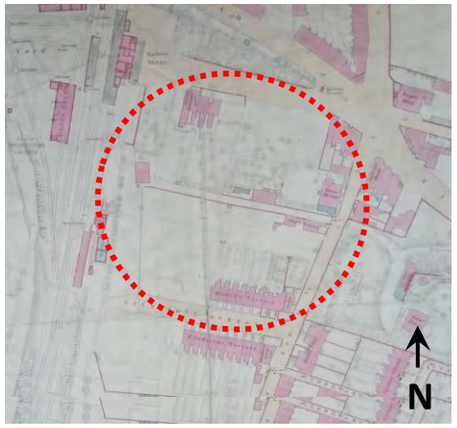
Godson Map, 1750

Tithe Map, 1844

The most significant development during the early 19th century was the coming of railway in 1839, depicted on the Tithe Map of Weeke in 1844. The line bisected the historic Swan Lane and the recently laid Stockbridge Road immediately to its north. There were two building on the plot within the Carfax site, described as "two houses and garden". The southern part of the Carfax site remained an undeveloped meadow at this time. Some development had occurred on the east side of Sussex Street by this time, including terraces south of the recently laid out Tower Road.

The following thirty years witnessed substantial development of the area following the arrival of the railway. By the 1870s, a number of buildings had been built fronting the approach to the station on the south side and within the plot to the south. The Railway Refreshment Inn located opposite the station first appeared on the 1871 census and so was probably built during the 1860s. Gladstone Street had been laid out to the southern boundary of the plot with a terrace of eight houses on the north side (known as Queen's Terrace) with rear gardens and enclosed front gardens

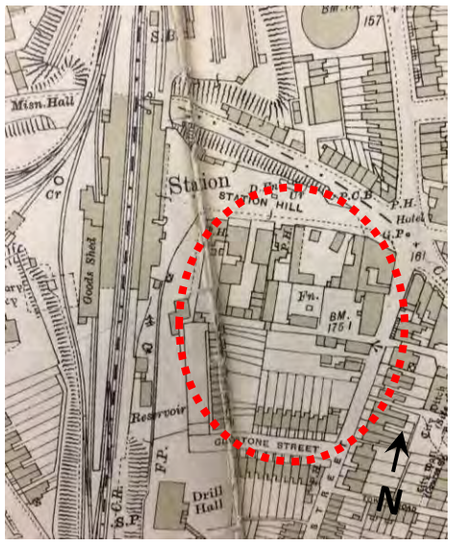
The surrounding area had also experienced substantial growth, with the Albion Inn and Eagle Hotel (built c.1850) constructed either side of the junction with Andover Road, as well as houses either side of the junction with City Road. A planted area was located between the station approach and the Stockbridge Road, with a drinking fountain located at the junction. The area between the original branch of the Stockbridge Road and the railway line had been developed with a terrace of houses and St Paul's Church. The south-west side of Gladstone Street remained undeveloped at this time. By 1909, the approach to the station (the historic line of Swan Lane) had been named Station Hill. No changes had occurred on the Carfax site since 1897.



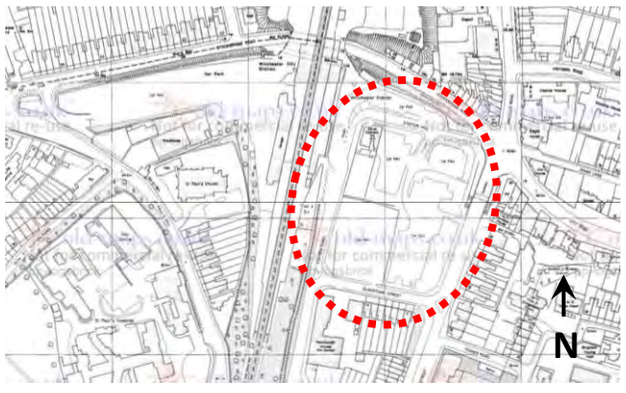
OS Map, 1878

OS Map, 1897

By 1932, the Carfax site remained a mixture of residential and commercial uses. The Carfax Hotel on the corner of Sussex Street and Station Hill had been formed out of the three original buildings on this location with extensions to the rear. The name Carfax was probably used at this location because it was the meeting of roads from the French 'carrefours'.



OS Map, 1932



OS Map, 167-75

By 1967, however, the first of the major changes had occurred with the demolition of Ashley Terrace, the post-war building adjacent to the South Western Inn, and the house to the west of Sussex Cottage first depicted on the 1810 map adjacent to the railway line. The open space was used as a car park, probably for the railway station A contract for the construction of the car park was issued in 1964, HRO W/G1/1122. The following decade witnessed the comprehensive clearance of the Carfax site with the exception of the South Western Inn; by 1975 the entire area was laid to car parking, with three interconnecting car parks accessed from Sussex Street and Station Hill. Since 1975, the Carfax site has remained largely open space for car parking. The South Western Inn remained as a pub until 1992 until it was converted for use as a Registry Office; it is now vacant. In 1993, the Hampshire County Record Office was constructed on part of the footprint of the demolished Carfax Hotel and Sussex House to designs by Colin Stansfield Smith.

HISTORICAL BACKGROUND: SITE 1 Gladstones Street Car Park / 'Carfax'

Aerial Photograph of the Carfax Site looking south, 1960, showing the mixed architectural styles of the buildings but overall uniformity of scale.

Station Hill looking north in c.1900, showing boundary enclosures to the buildings fronting Station Hill.

The Carfax Hotel, formerly on the west side of Sussex Street, pictured just prior to its demolition and subsequent widening of Sussex Street in 1971. The photograph shows the tight grain and rhythm of the Sussex Street streetscape.

Station Hill looking south in c1955 showing distinctive architectural variations in style and detailing.

SIGNIFICANCE ASSESSMENT: SITE 1 Gladstones Street Car Park / 'Carfax'

As recommended by NPPF, proposals for the alteration or redevelopment of heritage assets should be considered and be based on an understanding of the Site's significance.

Archaeological Interest

This value emphasizes the 'physical remains' of a place and the extent of their completeness. In the case of the Carfax Site, this would derive from the ability to interpret the 19th and early 20th century commercial and residential history of the area following the arrival of the railway in 1839. The only surviving physical remains which enable an understanding and appreciation of the history and uses of the Site is the former South Western Inn (the Registry Office). The external appearance of this building is largely unaltered to the street elevations, although it has been altered extensively internally and to the rear. There is little to suggest its historic uses as a 'refreshment room', although the architectural style and materials have a close relationship with the railway station and other contemporary buildings in the surrounding area which enhances to some extent an understanding of this part of the Site. All other built fabric on the Site was cleared during the late 1960s and early 1970s, thereby obliterating any potential to interpret the residential and commercial history of the Site, part of which is known to date back to at least the 18th century (Sussex Cottage). The location of the 19th century residential terraces and brewery have been laid to car parking, whilst the landscaping associated with the building the Record Office during the early 1990s and the 1970s widening of Sussex Street makes an understanding of the previous commercial uses and human activities on the Site extremely difficult, if not impossible. The archaeological interest of the Carfax Site is therefore considered to be low to medium.

Architectural and artistic Interest

The Carfax Site possesses some aesthetic qualities which contribute positively to its significance. This includes the group value which the Registry Office building possesses with the railway station and other surviving nearby 19th-century development in terms of its age, architectural style and use of materials. The tree-lined avenue to the north of the Site parallel to Station Hill is an attractive feature, although its existing use as car parking is highly unsympathetic. The landscaping to the west of the County Record Office has no sense of connectivity with the buildings or spaces and has no connection with the commercial nature of this part of the Site. The southern part of the Site has little if any aesthetic qualities; the somewhat desolate environment of the car parks is devoid of any visual or architectural interest. Furthermore the poor sense of enclosure to Gladstone Street, Sussex Street and Station Road breaks the rhythm and cohesion of the streetscapes which is detrimental to an appreciation of the dense urban grain which historically characterised this area. The aesthetic value of the Carfax Site is therefore considered to be low.

Historic Interest

The historical value of the Carfax Site is derived from its embodying the 19th-century expansion of Winchester following the arrival of the railway in 1839; the railway acted as a catalyst for the westward growth of the city. The historic uses of the Site, including terraced housing for workers, two public houses, a mews (later garage), stores and hotel, were all connected closely with the railway and are part of an overall appreciation of the expansion social and economic development of the historic city in the Weeke area at that time. None of these historic uses and associations are now readable following the wholesale clearance of the Site during the late 1960s and early 1970s; they can only be understood through documentary research. The surviving Registry Office building therefore has some historical value as the last surviving building within the Site dating from the mid-19th century period as a former public house. The existing car parking to the south part of the Site provides no reference to the historic uses and character of the Site. The historical value of the Carfax Site is therefore considered to be medium.

Conclusion

The primary focus of heritage significance of the Carfax Site is therefore considered to lie in its historic interest. The subject site is considered to possess some archaeological interest, but this has been limited substantially owing to the extensive clearances during the late 1960s and early 1970s which obliterated most or all previous fabric and uses. The existing uses and poor-quality landscaping has also meant the aesthetic interest of the site is severely compromised.

SIGNIFICANCE ASSESSMENT: HAMPSHIRE ARCHIVES GRADE II

Archaeological Interest

The Historic England listing description page for this heritage asset does not identify archaeological interest in this site. Cotswold Archaeology's Archaeological Assessment of the area in August and September 2015 identified potential for Iron Age, Roman-British, Saxon and Medieval deposits in the area. Yet, the construction of the Hampshire Archives would have uncovered archaeological finds, if there were any, and it is agreed that the heritage asset derives none of its significance from archaeological interest.

Historic Interest

The Hampshire Archive building derives significance from its innovative design that references the High-tech (or structural expressionism) architectural movement of the 1980s and 1990s. It was opened by the Queen in 1993 and was Grade II listed in honour of her Platinum Jubilee in May 2022.

The architect, Colin Stansfield Smith, designed an innovative thermal inertia technology system which enabled the archival strong rooms to be environmentally controlled for the protection of artefacts.

The building also has historic interest due to associations with Stansfield Smith who was the renowned County Architect for Hampshire in the latter half of the 20th Century and who won the RIBA Gold Medal in 1991 and was Knighted for his longstanding services to architecture.

Architectural and Artistic Interest

The Hampshire Archives' architectural interest is derived from its innovative design, which takes cues from the High-tech architectural movement with aspects of its structure, on the upper levels, visible on the exterior of the building. The lower levels of the building are constructed in masonry which connects with the changing topography. The use of brick responds to the materiality of the local vernacular buildings in the area, whilst also contrasting with the use of metal and glazing, above.

The innovative design is intended to be considered a stand-alone piece of architecture. It is distinct but also corresponds with the townscape and heritage assets in the vicinity. Its detailing, particularly in the masonry with recessed windows and articulated staircase provides the finer-level detailing and human scale that enables it to respond to the Victorian terraced houses in the area.

**Significance Assessment Criteria is based on Historic England's HEAN 12 'Statements of Heritage Significance'*

SIGNIFICANCE ASSESSMENT: HAMPSHIRE ARCHIVES GRADE II

Group Value

The Hampshire Archives is listed, in part for its group value with the nearby remains of north-west corner of City Wall (Grade II-listed) and scheduled Winchester City Wall and associated monuments, meaning that each asset benefits from the inter-relationship with the other.

Setting

The Hampshire Archives does derive significance from its setting, particularly the heritage assets that it is group listed with, but also the smaller-scale residential buildings both inside and outside of the conservation area, to which its design partially responds. The building also derives significance from the topography and public realm which surrounds it, some of which falls within the building's curtilage, and some of which is incidental to the sloping nature of the streets and footpaths around the building on the way to the Railway Station.

Considerations

The northern and eastern elevations of the heritage asset are intended to be viewed from some distance, standing tall over the junction enabling views towards the saw-tooth roof form (previous page).

The southern façade and south western (angled) façade are both intended to relate more directly with pedestrians and interact with the ground level with hard landscaping at the southern entrance that works with the topography and the western glazed elevation provides active frontage on three levels with open space in front of it (this page). This south-western elevation particularly needs to be given sufficient space so that the elevations can be appreciated and to avoid harm to the hard and soft landscaping which forms part of the setting and curtilage.

The western elevation could be considered the 'rear' elevation, with plant room on this side. It is three-storeys heigh here, and future development should be mindful of the risks of causing a canyoning effect over the footpath at ground level (image, above right).

**Significance Assessment Criteria is based on Historic England's HEAN 12 'Statements of Heritage Significance'*

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 1 Gladstones Street Car Park / 'Carfax'

Potential key viewpoints to consider

These are the immediate townscape views for site 1. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

Looking South from the Train Station entrance

Looking east from St Paul's Church

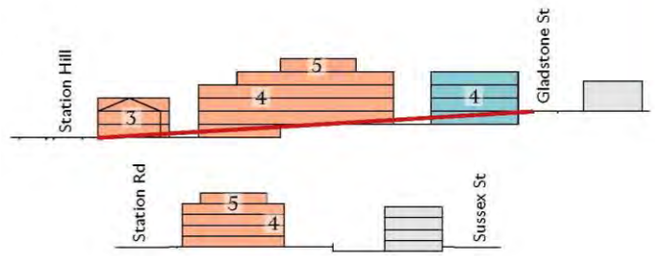
Looking north on Station Road

Looking north-west from bottom of Station Hill

Looking north from junction of Sussex St and Gladstone St

HERITAGE/TOWNSCAPE: IMPACT ASSESSMENT COMMENTS

3.5 CARFAX - PREFERRED OPTION 3B v2



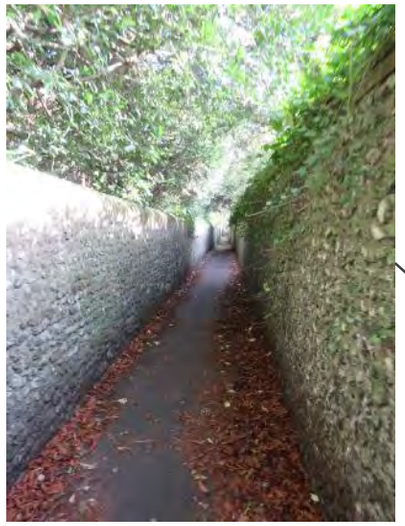
A. Office 3-4 storeys
B. Office 3-5 storeys, northern tip drops to 3 storeys where facing old registry office, a set-back fifth storey has been added
C. Residential block, 3-4 storeys
D. Some parking to be retained, approx. 11 spaces
E. Row of silver birches to be retained in the center of the site
Central Islands to be removed to allow for bus movements

HaworthTompkins

- General: Diagonal route network helps to give the former pub / record office (non-designated heritage asset - unlisted building of local significance) some presence within the site.
- General: Diagonal route through the site connecting the town centre to the station is positive.
- Block A: The western elevation of the Hampshire Record Office (Grade II) is the elevation most able to accommodate a relatively close building. Block A also steps-back from Hampshire Record Office to reduce the impact on the setting of the listed building, but the risk of impact should be carefully considered in forthcoming schemes.
- Block A: The step-down from 4 storeys to 3 storeys towards the non-designated heritage asset and the station is positive.
- Block B: Overall footprint responds to the form and landscaping around the Hampshire Record Office (Grade II).
- Block C: Residential scale development on Gladstone St is positive as it responds to existing fine-grain housing opposite in terms of scale, detail and design.
- Point D: Retention of some trees will have a positive interaction with the fine-grain buildings and those which sit in the conservation area opposite.

SITE 2: CATTLEMARKET

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 2 Cattlemarket / Worthy Lane Car Parks

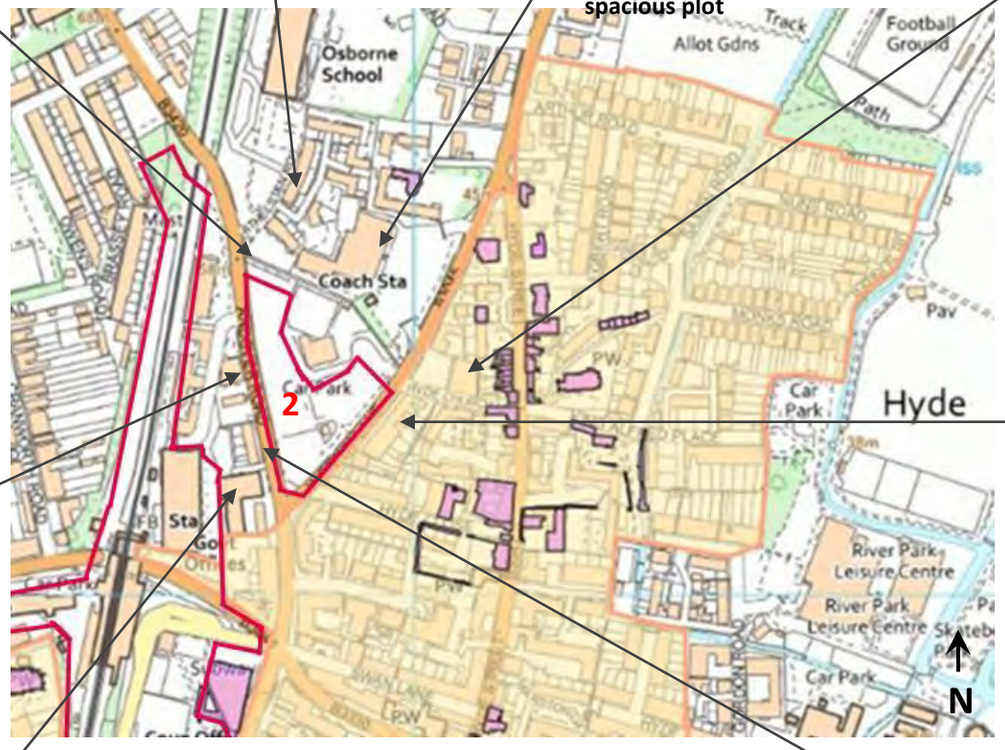


Historic lane to the north of site 2 with high, flit walls

Modern residential development north of the site

Hotel on Andover Road, large footprint, spacious plot

Swimming pool (unlisted)



Residential, fine-grain buildings on Worthy Lane, within the conservation area

Late- 20th Century building, large footprint on Andover Road

Mid- 20th Century building, large footprint on Andover Road

Key Considerations:

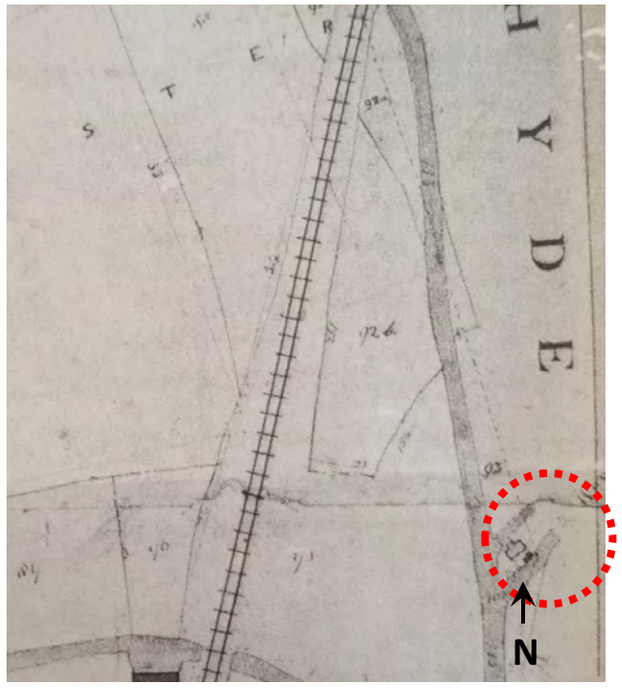
- There is intervisibility between northwest corner of the Cattlemarket site and the Cathedral. The site has always been open historically, and the view needs to be considered from northwest corner of Andover Road coming into the city (this is a Roman Road and historic entrance to city – an important 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

16-24 Andover Road, unlisted, remnants of the small scale residential Victorian development along Andover Road

HISTORICAL BACKGROUND: SITE 2 Cattlemarket / Worthy Lane Car Parks

The cattle market site was located within the ancient parish of St Bartholomew, Hyde. The earliest detailed cartographic evidence for the site dates from 1750 (Godson Map). No buildings are depicted on the site which appears to have comprised fields. There had been very little change by 1810, with some built form still depicted on the south-east side of Worthy Lane; a toll date had been erected at the junction of Worthy Lane and Andover Road by this time.

Godson Map, 1750



Tithe Map, 1844

The date of construction for Highfield Lodge is uncertain. In 1842, it was reported that in forming a plantation within a recently enclosed piece of ground near Highfield Lodge, Roman pottery and many human bones were found. It certainly appears on the Weeke Tithe Map in 1844 which depicts the lodge house and driveway entrance within the intersection of Andover Road and Worthy Lane

The arrival of the railway in 1839 stimulated the residential growth of the surrounding area during the following thirty years. By the 1870s, two terraces had been constructed on the west side of Andover Road together with a gasometer opposite the junction with Worthy Lane, the site of which seems to have included several associated buildings.

Highfield Lodge and its grounds are depicted clearly on the 1878 OS map within the V-Shaped area of land north of the junction of Andover Road and Worthy Lane. A curving driveway led from the just north of the junction, passed a lodge house and through the grounds to the house and stables beyond; the stables building had its own yard which also included a large service building. A secondary entrance was located to the north of the site onto Andover Road, adjacent to which were two further service buildings. An additional large domestic building was located to the south-east of the site fronting Worthy Lane.

The grounds were probably terraced in front of the south and west elevations of the house which were likely its principal garden aspects, whilst the principal entrance was located to the east elevation and the service areas to the north elevation.

OS Map, 1878

OS Map, 1939

Minor changes occurred during the early 20th century. In 1936, Highfield Lodge had come into the possession of the Corporation of Winchester and the west side of the grounds adjacent to Andover Road became the new location for the cattle market. The cattle market was to be separated from Highfield Lodge by a close-boarded fence.

The site comprised for vans and covered stalls to the north, stock pens and sale ring to the centre, 130 sheep pens and 136 pig pens, and poultry and produce sheds and car parking to the south behind a newly constructed retaining wall. A further retaining wall with tethering rail was constructed to the north side of the site.

The principal access was created to the centre of the site from Andover Road, with secondary access utilising the historic driveway entrance to Highfield Lodge within the south-west corner. A new two-storey building was constructed to the south-east corner comprising lavatories to the ground floor and a corn exchange to the first floor.

The layout of the cattle market is clearly shown on 1939 OS Map. Other wider developments since 1932 included the building of the swimming baths on the north side of Hyde Church Lane.

More substantial change occurred during the 1960s and early 1970s. The tennis courts and former open landscaping to the south of the house was obliterated and converted to a car park accessed the east corner of the site opposite Hyde Church Lane. All the outbuildings (former stables, potting shed and greenhouses) had been demolished by this time. The cattle market closed in 1989 and the site was largely cleared of all pens and stalls; only the lavatories and corn exchange building were left within the lower southern part of the site. The remainder of the site was given over to car parking.

SIGNIFICANCE ASSESSMENT: SITE 2 Cattlemarket / Worthy Lane Car Parks

As recommended by NPPF, proposals for the alteration or redevelopment of heritage assets should be considered and be based on an understanding of the Site's significance.

Archaeological Interest

In the case of the Cattle Market site, archaeological potential has been raised in previous investigations relating to potential Roman burials, although the substantial changes made to the site during the mid-20th century are likely to have had a negative impact on any surviving remains. Regarding above-ground remains, the survival of the Conservative Club building (originally Highfield Lodge) is physical evidence for the former uses of the site as a 'country' villa located on the slopes above the historic core of the city; despite substantial 20th century extensions and internal alterations, the architectural form remains clearly readable. No other built fabric within the site dates from the 19th century, with the demolition of all the associated service buildings and outbuildings during the mid-20th century. The layout of the original site is still largely readable as it has historically been constrained by the two historic routes of Andover Road and Worthy Lane to the west and east, and the public right of way to the north. There has however been a complete destruction of the historic landscaping and pleasure grounds, firstly with the separation of the western part of the site as the cattle market during the 1930s and then the conversion of the remainder associated with the Conservative Club to hard landscaping and a bowling green during the second half of the 20th century. The original landscaped setting of Highfield Lodge comprising dense planting, trees and terracing has been obliterated. The only surviving built fabric dating from the cattle market period is the former lavatories/corn exchange building and the concrete retaining walls, the rest having been cleared after 1989; whilst these structures provide some evidence for a more commercial and utilitarian use of the site, they add little or nothing to an appreciation of its former uses. The evidential value of the Cattle Market Site is therefore considered to be low to medium.

Architectural and artistic Interest

The Cattle Market site has poor aesthetic and townscape qualities. The open desolate hard landscaping of the car parks is the residue of the obliteration of the 19th century pleasure gardens and clearing of trees and planting, as well as the demolition of almost all of the 1930s structures associated with the cattle market. Whilst the Conservative Club building dominates the site (which it was clearly designed to do set on a raised terrace), various unsympathetic extensions and alterations have been detrimental to the balance of the original design, whilst the setting has been totally lost as it now sits isolated within the car park. The close-boarded fencing which encloses the site to Andover Road is a poor-quality feature on a primary route into the city, emphasising the bland character of the site largely devoid of any interest. The vestiges of planting to the Worthy Road boundary contribute positively to the character of the area, though undermined by the close-boarded fencing set over a concrete plinth. The surviving 1930s public lavatories and corn exchange building to the south of the site possesses limited aesthetic qualities, made worse by the deteriorating condition and boarding of the ground-floor openings. The 1930s concrete retaining wall which divides the lower south part of the site from the north is a utilitarian and unattractive feature. The aesthetic value of the Cattle Market Site is therefore considered to be low.

Historic Interest

The historical value of Cattlemarket site is derived from its historic use a 'country' villa with associated pleasure grounds, one of a number on the east side of Andover Road built during the early 19th century. This is now embodied only by the surviving house (now the Conservative Club). The site is located within an important historic gateway location to the city from the north along Andover Road and Worthy Lane and would likely have been an important landmark from the 19th century when its boundaries adjacent to the public highways were planted densely with trees set on an embankment; this would have enclosed and concealed the house, but the site would have had a distinctive green character amongst its surroundings of 19th century terraced housing and commercial buildings. Although the surviving 1930s fabric associated with the cattle market has little or no historical value in its own right, the change from a private domestic use to a more commercial and public use of the site is a significant aspect of its historical development and played an important role in the 20th century economic history of Winchester. The existing car parking to the south part of the site provides no reference to the historic uses and character of the site. The historical value of the Cattle Market Site is therefore considered to be medium.

Conclusion

The primary focus of heritage significance of the Cattlemarket Site is therefore considered to lie in its historic interest. The subject site is considered to possess some archaeological interest, but this has been limited substantially owing to the extensive clearances during the late 1960s and early 1970s which obliterated most or all previous fabric and uses. The existing uses and poor-quality landscaping has also meant the aesthetic interest of the site is severely compromised.

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 2 Cattlemarket / Worthy Lane Car Parks

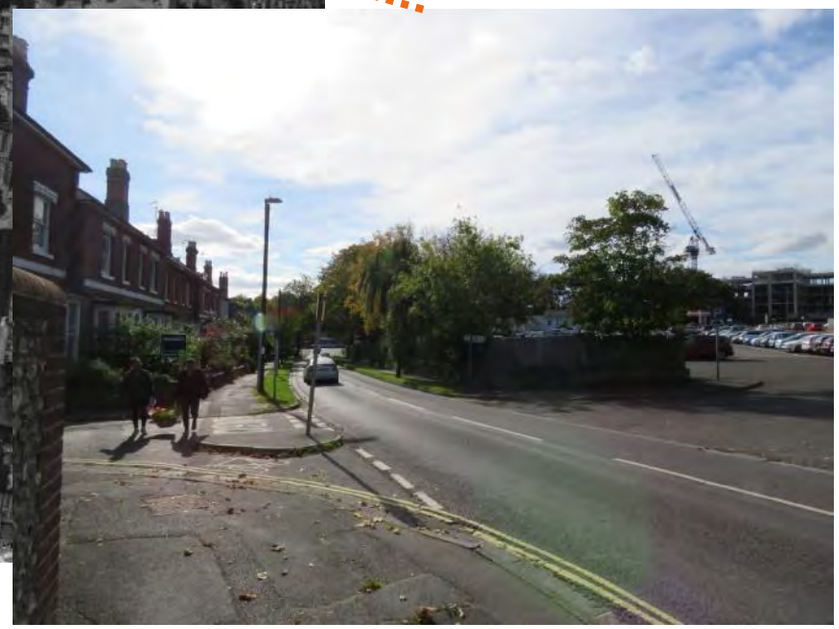
Potential key viewpoints to consider

These are the immediate townscape views for site 2. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

Looking south-east on Andover Road

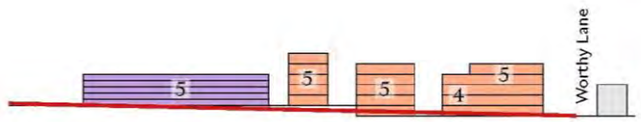
Looking west from Worthy Lane

Looking north from junction of Andover Road and Worthy Lane



Looking south-west on Worthy Lane

3.6 CATTLEMARKET - OPTION 2A v2 - PREFERRED OPTION



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 within 5th storey stepping up on the corner
E. 3 storey residential block

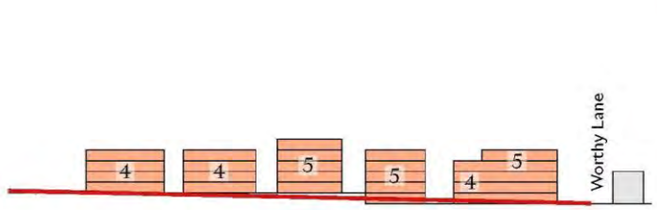
- All blocks set back 4m from redline to create pedestrian area with planting.
- One-way vehicle access across the site with loading bay north of block C

Potential for carparking along Worthy Lane

HaworthTompkins

- General: Permeability through the site and opening of the views toward the clubhouse is beneficial in responding to the conservation area and pedestrian experience along both Worthy Lane and Andover Road.
- Block A: 5-storey height is a concern for visibility from views from northwest, and doesn't allow visual permeability into the site.
- Block A: use of car park and large footprint could be acceptable in relation to the larger footprint buildings further north on Andover Road, but the car park will not allow active street frontage either.
- Block D: Street facing elevation risks being tall, dominating small 19th C houses in the conservation area. Set-backs of upper storeys should be considered to relieve the street elevation.
- Block E: 3 storeys is a more acceptable height and residential use will encourage a domestic scale which is positive and will relate to the 19th C houses opposite.

3.6 CATTLEMARKET SITE - OPTION 2A v2 COMMERCIAL



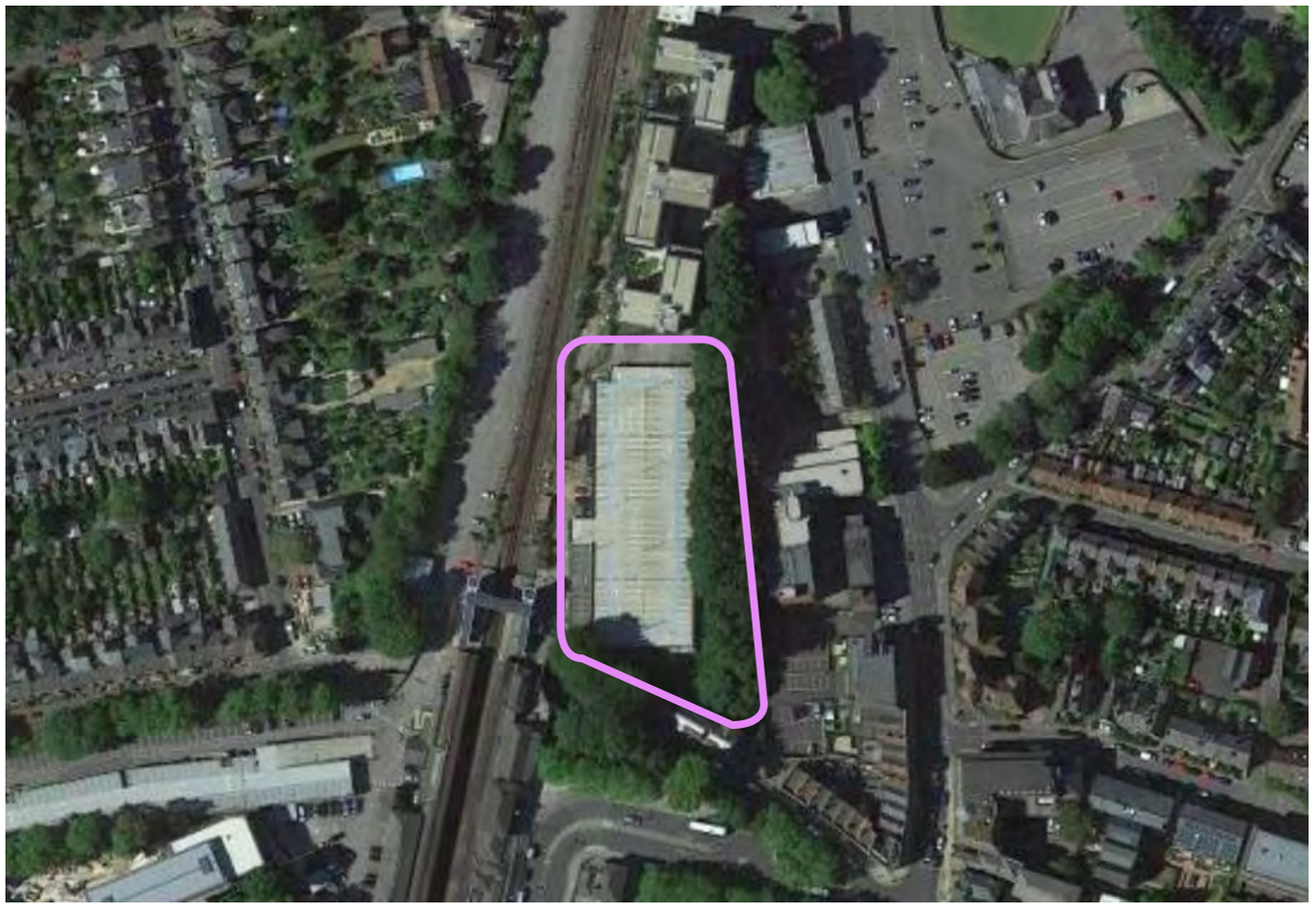
A. 4 storey commercial block
B. 4 storey commercial block
C. 5 storey commercial block
D. Commercial block, 4 storeys with set back 5th storey
E. 4 storey commercial block within 5th storey stepping up on the corner
F. 3-4 storey residential block
- All blocks set back 4m from redline to create pedestrian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

Potential for carparking along Worthy Lane

HaworthTompkins

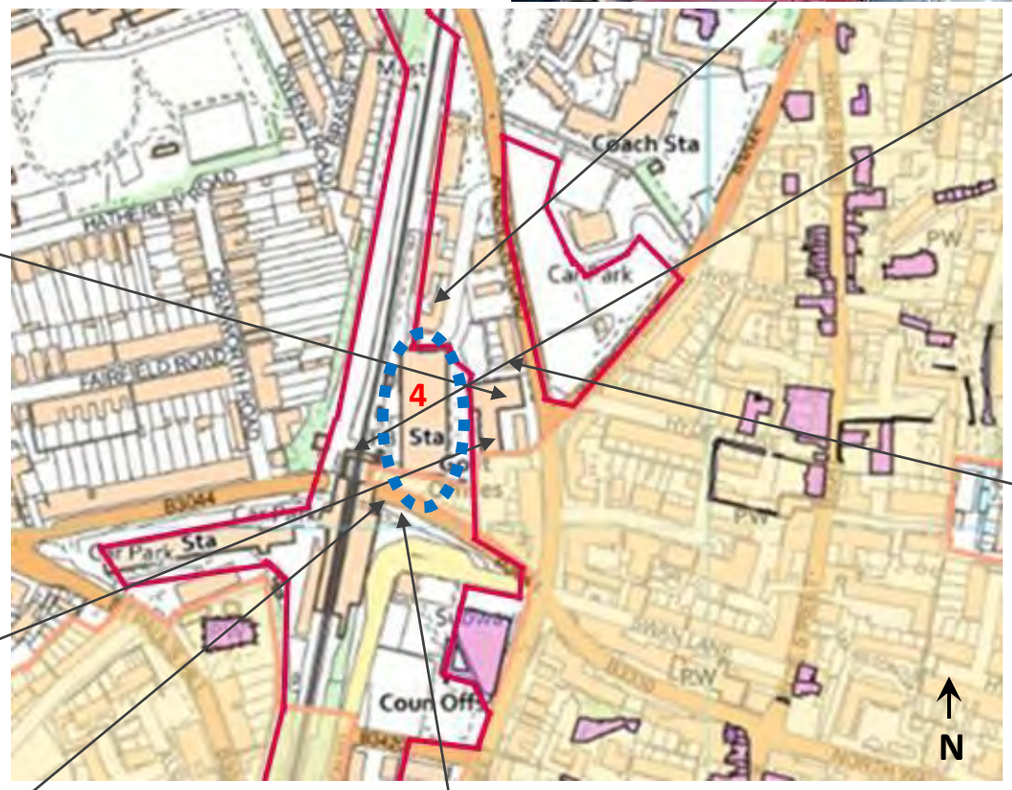
- General: Permeability through the site and opening of the views toward the clubhouse is beneficial in responding to the conservation area and pedestrian experience along both Worthy Lane and Andover Road.
- Blocks A, B and C: Separate blocks which allow for visual permeability into the site is more positive than a single, large block along Andover Road. 4 storey heights on north west corner of the site may be acceptable, but care should be taken to preserve views into Winchester City Centre.
- Block C: 5-storey height on this one, smaller block will be more acceptable in townscape terms.
- Block E: Street facing elevation risks being tall, dominating small 19th C houses in the conservation area. Set-backs of upper storeys should be considered to relieve the street elevation.
- Block F: 3 storeys is a more acceptable height and residential use will encourage a domestic scale which is positive and will relate to the 19th C houses opposite.

SITE 4 – STATION EAST



HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 4 Station East

16-24 Andover Road, unlisted



View towards car park on site 4 from the railway bridge

Petrol Garage and new student accommodation block border the site to the north

Buildings further north on Andover Road which border the site transition from 19th Century to mid-late 20th C and are of no significance

19th C buildings of fine\ urban grain within the conservation area

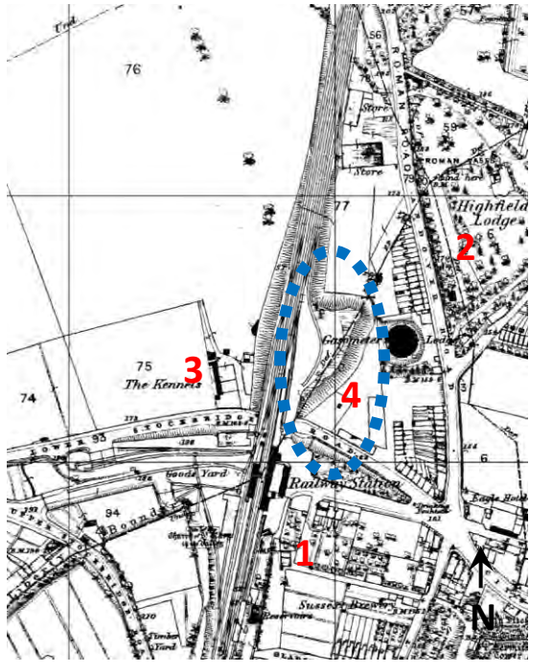
Elevated viewpoint from the station towards the site over Stockbridge Road

Key Considerations:

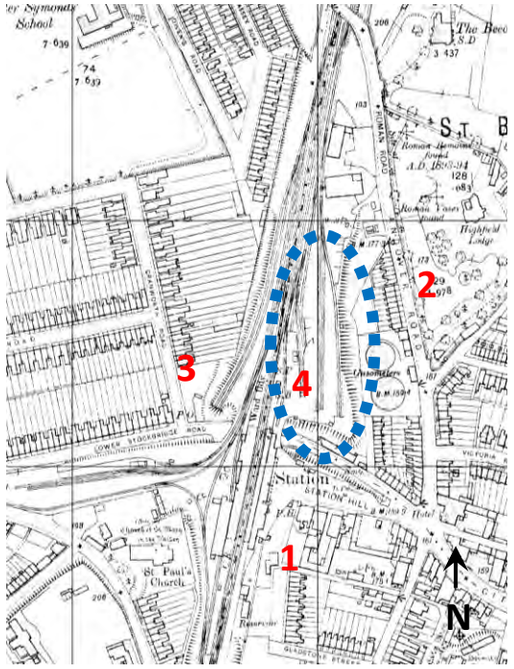
- This site is comparatively more sheltered and isolated, with fewer immediate heritage constraints.
- There are some potential views from the elevated railway station into this site.
- The Andover Road has an uphill gradient to the north of the site, which would allow for views into the site. But, the 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.

HERITAGE/TOWNSCAPE ASSESSMENT: SITE 4 Station East

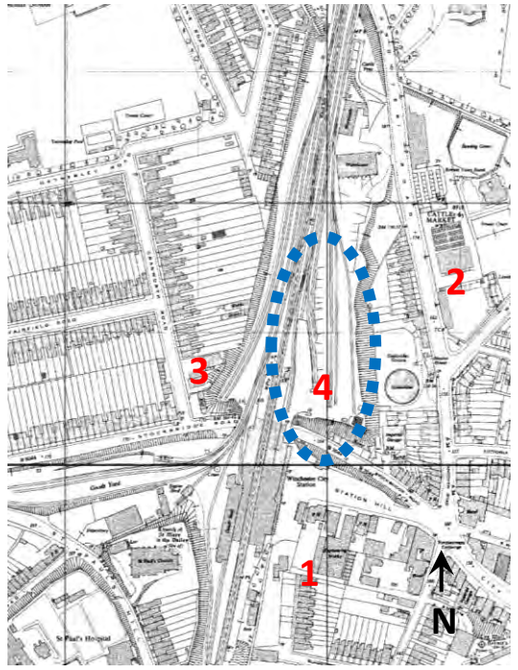
Northern Car Park



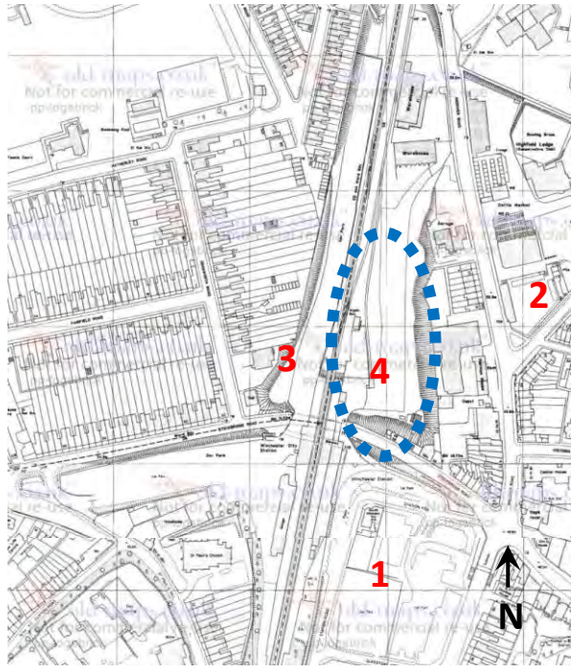
1871-1872



1909



1953 – 1954



1967 – 1975

Significance and Summary:

As demonstrated in the Map Regression and summary, above, Site 4 was historically open and had not been developed prior to the construction of the car park in the latter half of the 20th Century. As such, the site itself does not have any great historic. It has a longstanding use as fields and the proximity to the railway means that if there had been any potential for archaeological finds in the area, these may well have been disturbed during construction of the railway. As such, its significance is low.

The only heritage constraints relating to this site come from the proximity to the Conservation Area, even then, the site is largely screened from direct intervisibility.

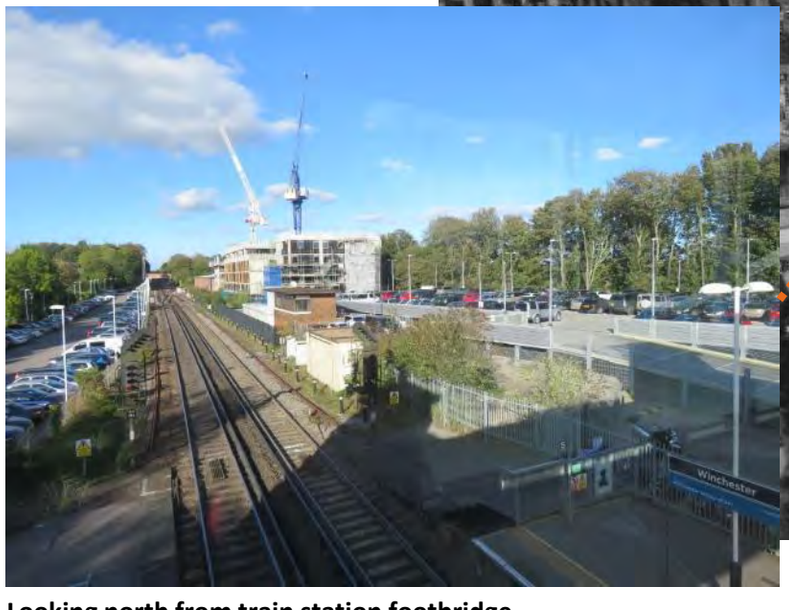
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 4 Station East

Potential key viewpoints to consider

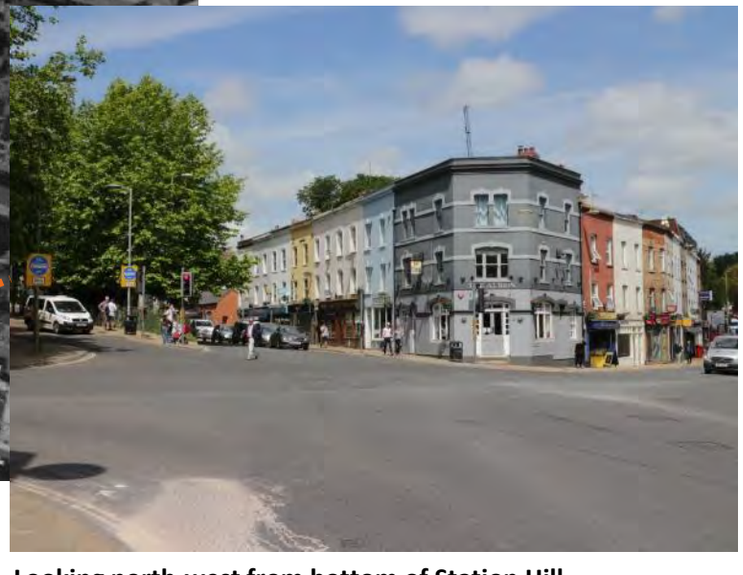
Looking south on Andover Road

Looking west from Worthy Lane, across Cattlemarket site

These are the immediate townscape views for site 4. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

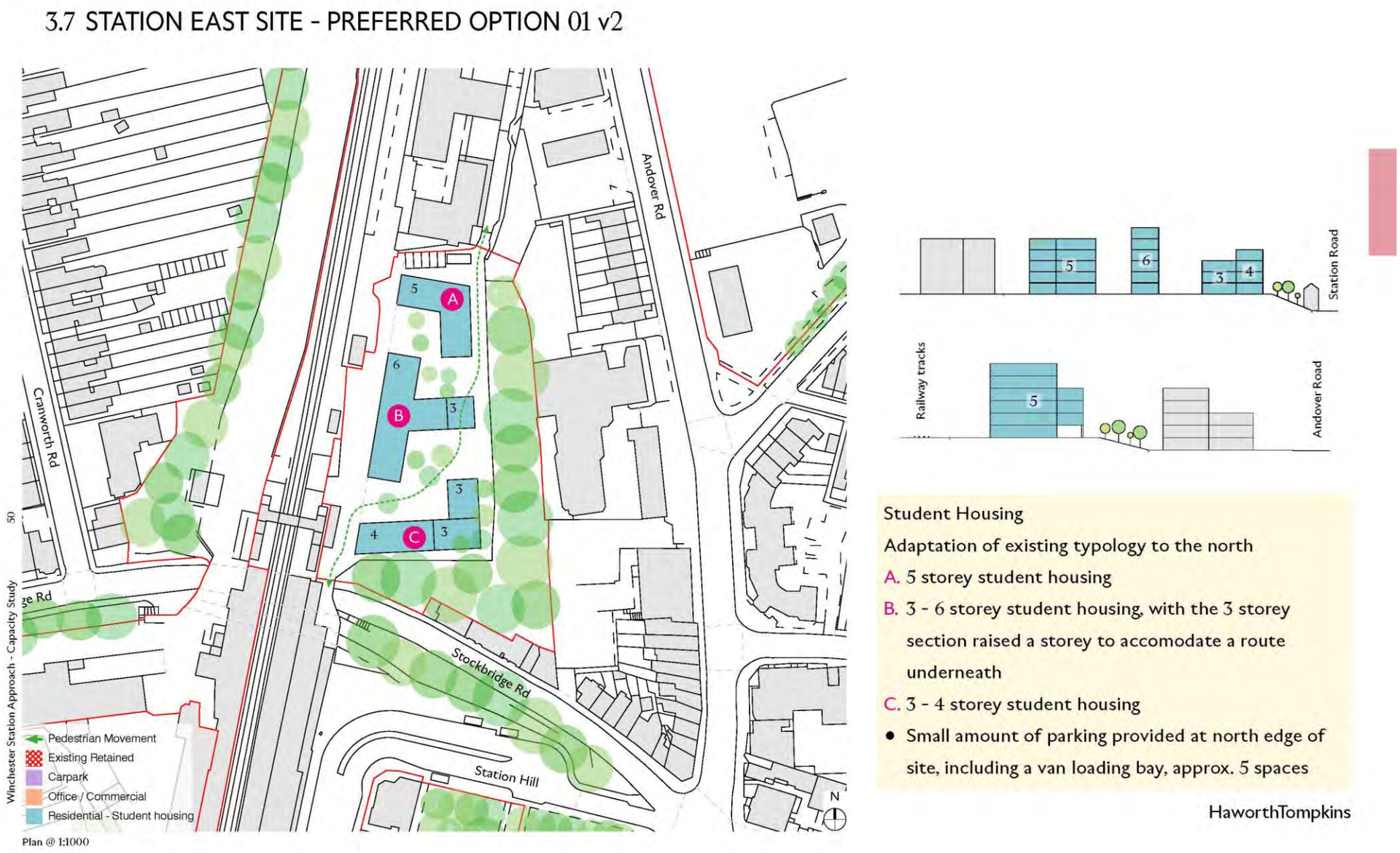


Looking north from train station footbridge



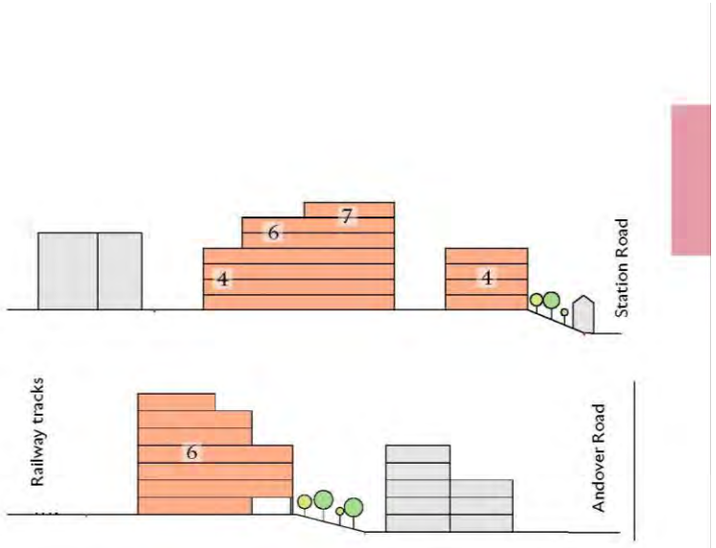
Looking north-west from bottom of Station Hill

HERITAGE/TOWNSCAPE: IMPACT ASSESSMENT COMMENTS



- Due to location along the railway line, set back from the main road and screening with trees, topography and other buildings, this site has fewer constraints.
- The broken-up mass and continuation of built form to the north is appropriate and student housing is also a suitable, established use for the area.
- Block B: forthcoming schemes should be mindful of how the elevations interact with the railway as an arrival point into Winchester.
- Block B: the angled elevation that follows the line of the railway is a more positive articulation than option 2A.
- Block C: due to topography, development of 3+ storeys on the southern point of the site might be visible from the conservation area, but in this instance it is not thought this is not a great risk and could be mitigated with appropriate design and materials.

3.7 STATION EAST SITE - PREFERRED OPTION 02B v2



A. 3-7 storey office / commercial 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

HaworthTompkins

Winchester Station Approach - Capacity Study 51

- Due to location and screening, this site has fewer constraints
- We recommend being mindful of how the elevations interact with the railway as an arrival point into Winchester
- Block A: 7 storeys on the central building might be visible above the 3-storey building on Worthy Lane from the conservation area, given the modern built form on Andover Road this could be acceptable, but the impact on smaller townscape would have to be tested in views assessments. This height could also appear dominant from the railway.
- Block A: the mass of Block A appears to be quite bulky and it will be important to visually break-up the mass in forthcoming schemes.
- Block A: the angled elevation that follows the line of the railway is a more positive articulation than option 2A.
- Block B: 4 storeys might be visible from the conservation area, especially in a building of this bulk, built against the site boundary, and this should be given consideration.

SITE 3 – STATION WEST

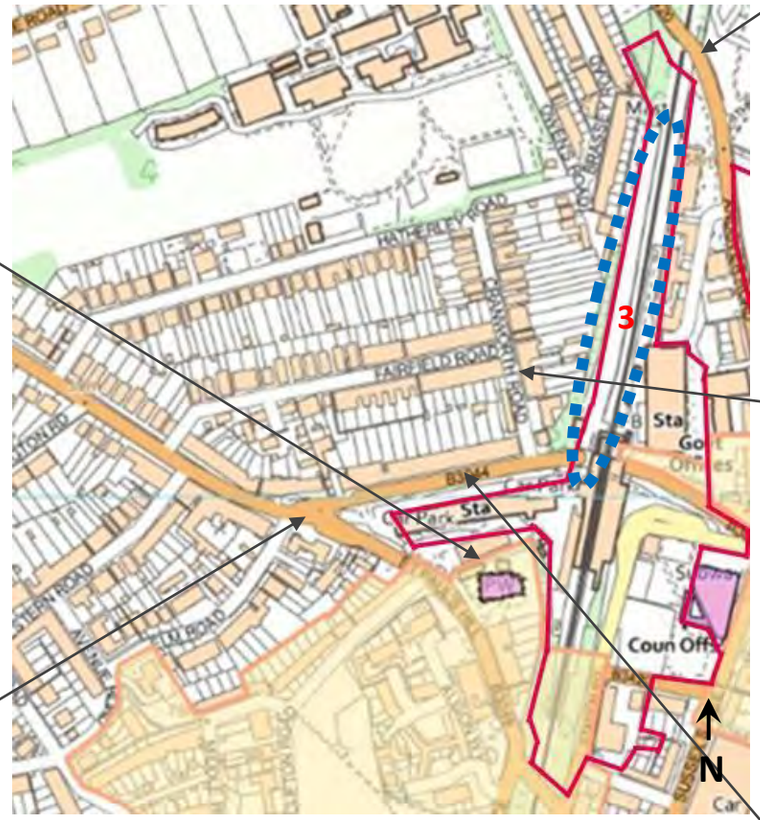
(BRASSEY ROAD AND STOCKBRIDGE ROAD)

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 – Station West (Brassey Road)

Northern Car Park

St Paul's Church, Grade II

Residential small scale houses and fine urban grain at the junction of Stockbridge Road and St Paul's Hill



Key Considerations:

- Elevated position of northern car park may means it has increased visibility
- Future development needs to relate to the domestic scale urban fabric nearby
- There is some screening from local houses due to greenery along the boundary
- St Paul's Church in the vicinity with likely inter-visibility topography and dense greenery on its boundary mitigating factors potentially
- The large scale building between the church and the site may offer possible screening

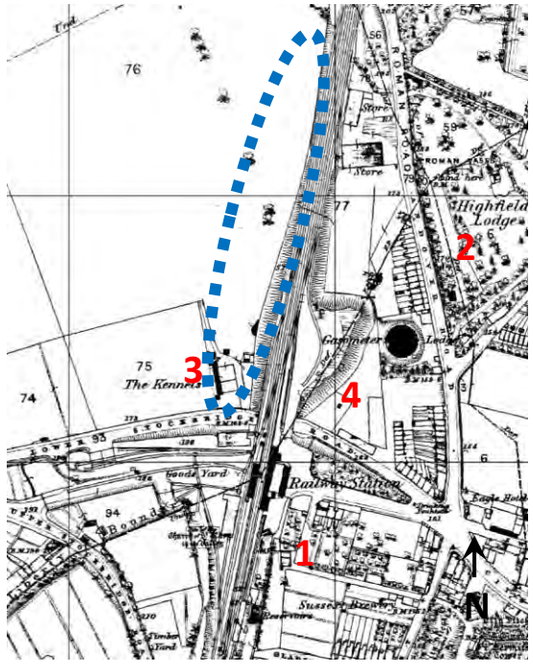
Northern Car Park viewed from Andover Road Railway Bridge to the north

Residential small scale houses and fine urban grain along Cranworth Road

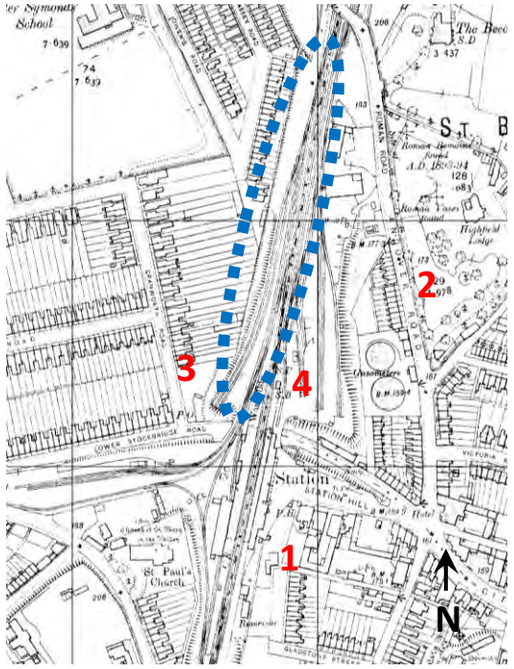
Residential small scale houses and fine urban grain along Stockbridge Road

HERITAGE/TOWNSCAPE ASSESSMENT: SITE 3 Station West (Brassey Road)

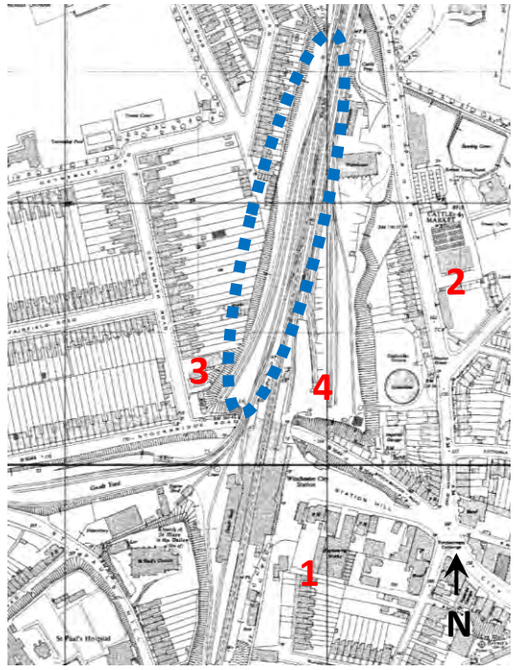
Northern Car Park



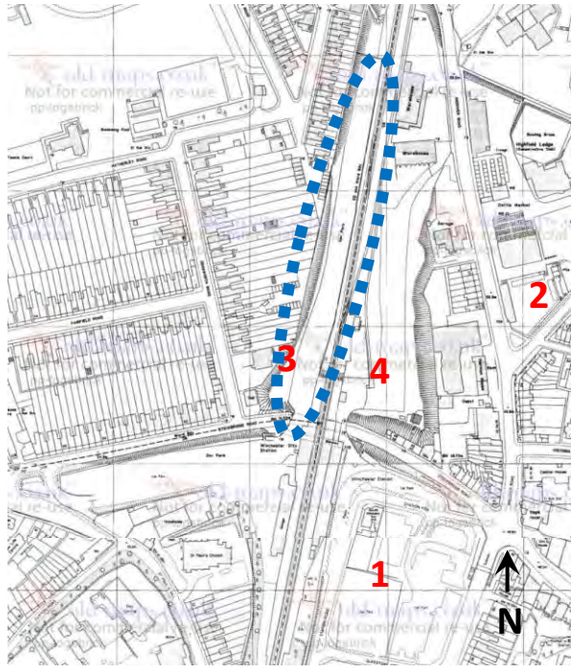
1871-1872



1909



1953 – 1954



1967 – 1975

Significance and Summary:

As demonstrated in the Map Regression and summary, above, Site 3, northern car park (near Brassy Road), was historically open. There is some evidence of a path and some small plots demarcated in 1870s, and following this it became railway sidings for the railway until the 1967 – 1975 map, which is the first time a car park appears on the maps.

As such, the site itself does not have any great historic. It has a longstanding use as fields and the proximity to the railway means that if there had been any potential for archaeological finds in the area, these may well have been disturbed during construction of the railway. As such, its significance is low.

The only heritage constraints relating to this site come from its elevated position and the possible inter-visibility with the Conservation Area and St Paul's Church but this is expected to be limited due to screening from trees along the boundary.

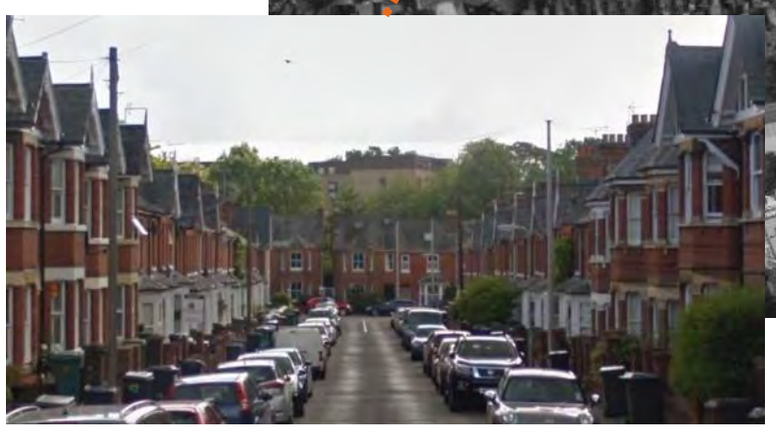
HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 - Station West (Brassey Road)

Potential key viewpoints to consider

Looking Southeast on junction of Brassey & Owens Rd

Looking south from Andover Rd Railway Bridge

Looking north from train station footbridge



Looking East on Fairfield Road

These are the immediate townscape views for site 3. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

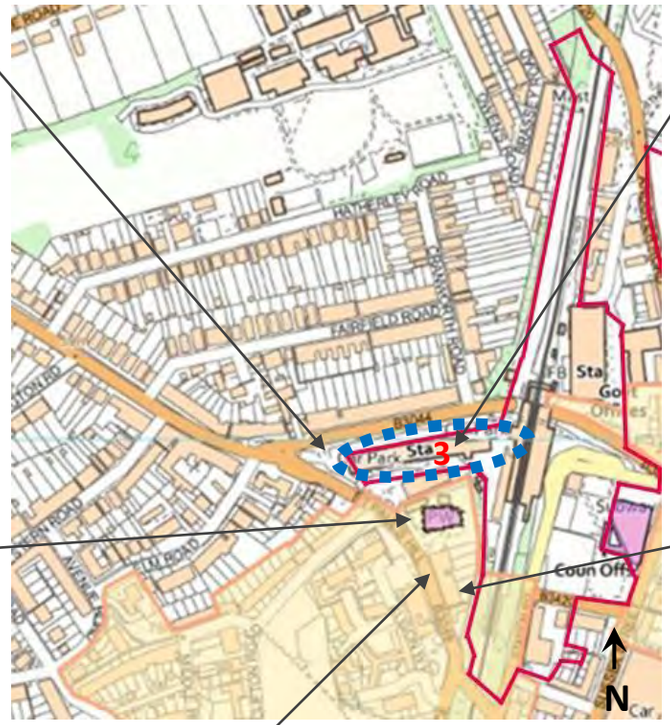
Looking north from the back of train station / Stockbridge Rd bridge

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 Station West (Stockbridge Road)

Western Car Park

Direct intervisibility between Winchester Station Car Park and St Paul's Church in Winter months

St Paul's Church, Grade II



View of western car park, ground level and part elevated

Raised houses on St Paul's Hill

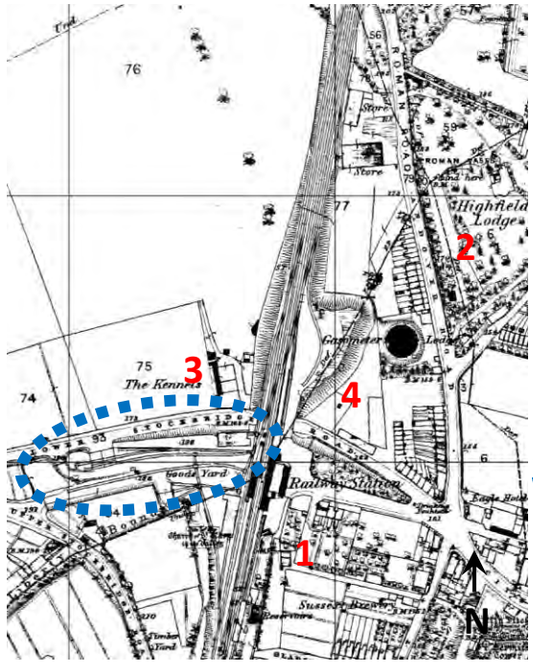
Organic curve to the road on St Paul's Hill

Key Considerations:

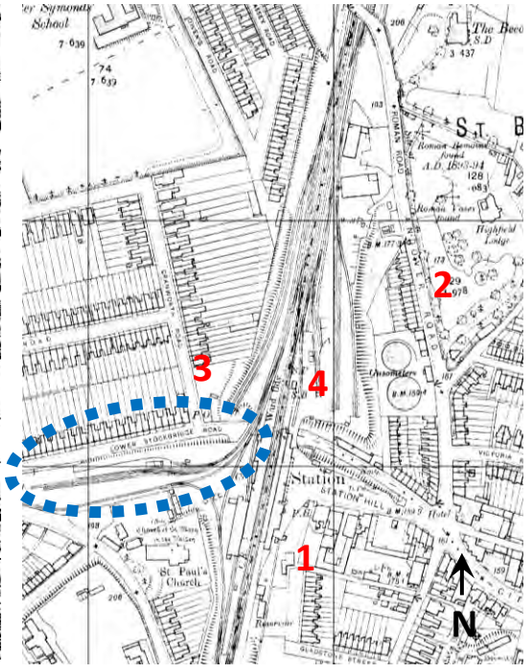
- Northern car park has enhanced visibility due to elevated position.
- Impact on St Paul's Church GII (e.g. direct intervisibility between site 3 and St Paul's)
- How a development would relate to small, fine grain buildings to the north which have a sensitive, low-rise suburban character
- Proposals should consider that whilst the site sits outside of the CA, it could obstruct views into the CA from streets to the north and west.

HERITAGE/TOWNSCAPE ASSESSMENT: SITE 3 Station West (Stockbridge Road)

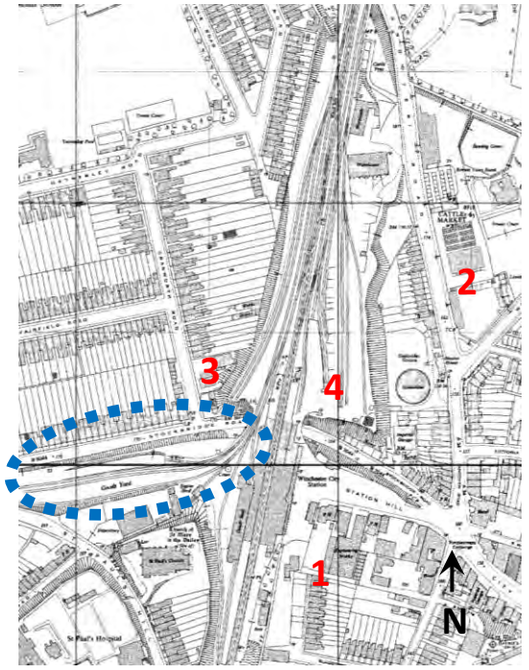
Northern Car Park



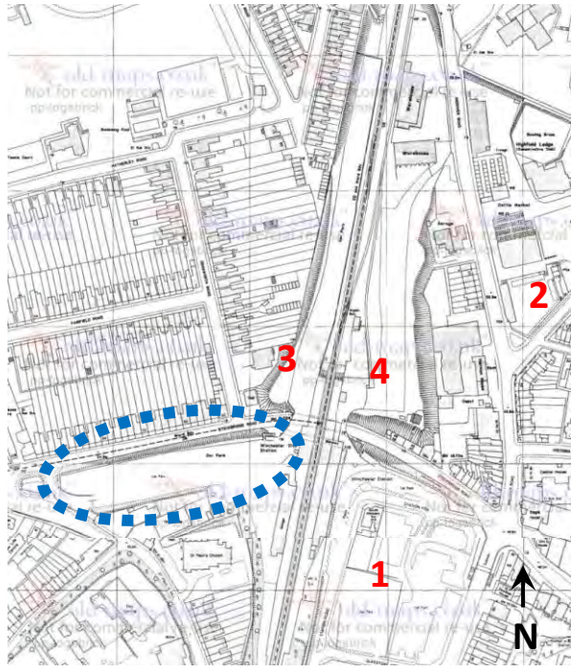
1871-1872



1909



1953 – 1954



1967 – 1975

Significance and Summary:

As demonstrated in the Map Regression in this document, Site 3 (Stockbridge Road, Western car park) was open land until the construction of the railway, and was then in use a goods yard to serve the railway until the construction of the car park, which first appears on the site in the latter half of the 20th Century (in the 1967 – 1975 map). There has never been any other kind of development on this site, historically.

As such, the site itself does not have any great historic interest. Prior to this the site was believed to have been open land which means there is not great potential for archaeological interest either. As such, its significance is low.

The heritage constraints relating to this site are associated with its proximity to the St Paul's Church (Grade II) and the Conservation Area, as set-out on this page.

HERITAGE/TOWNSCAPE CONSTRAINTS: SITE 3 Station West (Stockbridge Road)

Potential key viewpoints to consider

These are the immediate townscape views for site 3. The long distance views above will be relevant for all 4 sites. These views were provided to the team and were-factored into the design when preparing the options for each site.

Looking east on junction of Stockbridge Rd and St Paul's Hill

Looking east on Stockbridge Rd

Looking west from bottom of Station Hill

Looking North from St Pauls Hill in front of LCP building

Looking north from St Paul's Church

CONCLUSION

The part of Winchester which has been assessed as part of this appraisal is a rich and varied area with numerous listed buildings of various ages and sits in close proximity to the north-western edge of the Winchester Conservation Area. The townscape character of the area includes zones of residential typology (historic and modern), areas with larger commercial and civic buildings, open spaces and the railway station itself and associated car parks.

Each of the four sites assessed each has its own specific heritage and townscape constraints and this appraisal has set-out these in relation to each of the four identified sites. There are some factors which apply to all four sites, such as visibility from certain long-distance viewpoints, and some factors which are overlapping but do not apply to all sites, such as the impact on the conservation area.

Site 1 has to consider the impact on the conservation area and the fine-grain housing in any forthcoming schemes as well as the relationship that any forthcoming built form might have on the newly designated Hampshire Record Office (Grade II). Views to and from St Paul's Church (Grade II) will also be a consideration for this site.

Site 2 will have to consider how future development interacts with the conservation area boundary on Worthy Lane, especially given the elevated position of the site, and should endeavour to protect long views on the approach into Winchester City Centre.

Site 4 is the most sheltered and has the fewest constraints, although impact on the conservation area should still be considered from the southern end of the site.

Options for Site 3 were scoped-out during the design process as it was not possible to meet the requirements of the brief whilst balancing the constraints. However, the baseline assessment of the site constraints carried out in this appraisal indicate that the development on these sites could be possible in heritage and townscape terms, providing that appropriate consideration is given to the residential areas around Brassey Road and views from the conservation area and St Paul's Church on that part of Site 3 which extends along Stockbridge Road West.

The heritage and townscape considerations set-out in this appraisal have been taken-into account during the design process. The options have evolved in consideration of these constraints and balance heritage and townscape requirements with other constraining factors from other disciplines such as traffic movement, the loss of car parking spaces and anticipated viability.

The Winchester Station Approach options would help to create a gateway into Winchester through new build regeneration and extensive public realm improvement. It is felt that the options for all sites have the potential to have a beneficial impact in heritage and townscape terms, subject to the evolution of appropriate and responsive designs which are sensitive to the constraints set out in this appraisal.

4.3 TRANSPORT

Winchester Station Approach – Site Option Development
Transport Comments

SYSTRA has prepared a concise commentary with regards to transport matters relating to the different site development option concepts which have been prepared by Haworth Tompkins for the current Winchester Station Approach study.

Comments are offered in relation to the following transport topics:

- Site access (pedestrians, vehicles and servicing activity, including access for the less mobile and disabled)
- Connectivity (including site through-movement where appropriate)
- Estimated trip generation calculations (using TRICs) for each land use within the option
- Commentary on parking requirements (car and cycle) based on the TRICS data as evidence of future demand
- Public Transport access (Bus, rail and taxi)
- Hampshire County Council (HCC) Highways initial comments and feedback

These comments are not intended to be exhaustive and further topics will be addressed depending on the feedback received from project team members, external stakeholders and the client.

Comments which are relevant to the site are presented first, with additional comments relating to specific options then made as appropriate.

Context – Winchester Movement Strategy

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) which was adopted by both Hampshire County Council and Winchester City Council as the transport strategy for the city in spring 2019. The current strategy has three priorities:

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

As such, the examination of different types of use for each site has sought to consider 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 provided at present, as this would in principle contribute directly towards the reduction of traffic not just in the immediate vicinity of the sites, but on the routes through the city which vehicles currently use to reach the existing car parks. 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) mean that they are highly accessible by public transport and therefore, there is a very strong case that the different site development option concepts should 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 demonstrate reduction would not adversely impact on station customers. It is noted that any reduction on Station Car Parks would require formal approval from the Office of Road and Rail along with supporting occupancy justifications. 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 car park to another (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 interdependencies with complementary 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.

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 including a proposed strategic Northern Park & Ride site on the Andover Road corridor and proposed traffic management measures and active travel improvements. One aspiration is to develop a multi-modal "mobility and interchange hub" for sustainable transport in and around the station area, which would seek to improve facilities, support easier interchange between rail and local bus, provide capacity for a potential increase in the bus services that serve the station, as well as improve parking and access provision for cyclists and make improvements to the pedestrian networks which connect both sides of the station into onward walking routes to key destinations via the surrounding local road network. It is acknowledged that this would be expected in future to increase overall demand for bus usage and that certain changes to traffic circulation via 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 below.

Carfax Site (Site 1)

<u>General Comments:</u>

The Carfax part of the Station Approach area lies in very close proximity to the rail station; as such, it also has potentially very good access to bus and taxi services via the existing bus stop and taxi rank provision (via the bus stops on Station Hill and on nearby City Road), and there are established walking routes into the city centre. There is little dedicated or segregated cycling infrastructure on the

surrounding highway network – limited to short sections of contraflow cycle lane to the south of the site, and for the most part cyclists would need to ride unsegregated on the carriageway. 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.

Site Access: The redevelopment site has frontages on to Gladstone Street, Station Road and Station Hill. The presence of the registry office on the north-west corner of the site limits the potential for vehicular access from Station Hill, therefore vehicular access to the site is expected to be via Gladstone Street or Station Road.

Whilst all of the Gladstone Street car park would be redeveloped under all of the options, a majority of the redevelopment options seek to retain a limited part of the existing unsurfaced car park situated to the east of Gladstone Street car park that is currently leased to HCC 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, it has been noted that servicing arrangements will need to be agreed with the relevant commercial service providers; 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. An ANPR enforced bus gate is to be introduced at the bottom of Station Hill to ensure that only buses and taxis use the access and egress from City Road, so any arrangements for servicing will need to factor this in. Further movement into the site is expected to be limited to essential access for the emergency services (i.e. for compliance with fire regulations).

Connectivity: The principle of allowing and encouraging through-movement for non-vehicular modes is supported by the option designs. The existing pedestrian and cycle routes to and from the station via Station Road, Station Hill, Gladstone Street and Sussex Street/Tower Street would potentially be improved substantially via the creation of new through-routes and would be able to work in tandem with the wider improvement proposals being developed as part of the Winchester Movement Strategy as set out in the draft City of Winchester LCWIP. The proposed significant reduction in the level of vehicle parking at the Carfax development site would also be expected to result in a reduction in vehicle trips associated with the site, which would benefit pedestrians and cyclists using the existing street networks.

Trip Generation: Trip Rates have been calculated using TRICS to broadly represent the office and residential uses which make up the Carfax development site options. The office trip rates are based around selection of sites which have town or city centre locations and good access to public transport services; it is noted that central London sites have been screened out for the initial trip generation work. It is further noted that whilst the selected sites have been screened to remove those with high levels of car parking provision, most of the available sites within TRICS do have some associated car parking, either specific to the site or available publicly within the local area. This is reflected in the proportion of

vehicle trips observed within the TRICS calculations. In reality, it is expected that providing less car parking on site would lead to some car-based trips within TRICS actually being undertaken by other means; the TRICS calculations should therefore not be viewed as a direct measure of parking "need".

For the residential trip generation, the initial exercise has used data from the "flats privately owned" category within TRICS. Town and City Centre locations have been selected, with a preference for car parking provision of 0.5 spaces per unit or less. Again, it is noted that there are presently very few truly "car free" sites which have been surveyed for the purposes of TRICS, and therefore, as is the case with the office trip rate calculations, the resulting car trip rates should be viewed as indicative and a starting point for discussions.

Trip calculations are presented for each of the options below.

Parking Requirements: Comments are provided for each of the options below.

Public Transport Access: The Carfax site has excellent access to both bus and rail services within a short walking distance. It is noted from the initial discussions with HCC that there is potential for the range of bus services serving the rail station to increase in future, depending on possible amendments to the existing one way routing system in place on certain streets in the vicinity of the station.

Other HCC comments: It has been noted by HCC that the existing one-way systems in operation at and in proximity to the Carfax junction (the signal controlled junction of Station Hill, Stockbridge Road, Andover Road, City Road (including Swan Lane) and Sussex Street) will influence which of the servicing options for the Carfax site are most practical to implement. It is noted specifically that there is a bus gate on Station Hill which is not presently enforced (but which will become enforced through ANPR cameras in the near future). The ANPR enforcement would prevent any vehicles other than buses or taxis entering or exiting from Station Hill at the Carfax junction; and this would therefore potentially impact on the routing of larger vehicles seeking to access servicing provision on Station Road.

HCC has internally examined options to allow right-turns for buses at the western end of Gladstone Street, to improve accessibility to the station for buses as part of wider potential changes to traffic circulation in the area south of the Carfax development site; this aspiration could potentially require a small quantity of land within the Carfax site's red line boundary. It is proposed that SYSTRA will carry out a preliminary tracking test to identify the additional land requirement, so that the building footprints within the options can be adjusted if required to enable HCC to progress this change in future.

<u>Option Comments:</u>

Option 1a LDS "Redux": An initial trip generation calculation for this option is shown in the table below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office Use – 12,922sqm):

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	93	66	36	5	212
	Dep	8	2	6	0	13
	Total	101	68	42	5	225
17:00 – 18:00	Arr	13	2	12	0	26
	Dep	96	97	49	5	257
	Total	109	98	61	5	283
Daily 07:00 - 19:00)	Arr	585	359	925	41	1963
	Dep	565	313	972	39	1914
	Total	1150	671	1897	80	3877

The TRICS data indicates that the "uncapped" demand for vehicle trips to and from the site would be around 100 two-way vehicle trips in the AM and PM peaks. As has been noted above, the initial TRICS analysis has excluded major city centre sites (which typically operate with no on-site parking) and it is considered that the site's excellent accessibility by non-car modes makes it reasonable to consider that the "actual" trip generation patterns for this site would incorporate a higher proportion of public transport trips in particular. The vehicle trip counts also include drop-offs where on-site parking is not necessarily required. It is noted that the TRICS analysis for these types of sites typically shows relatively low numbers of cycle trips, however in the case of Winchester city centre it is expected that cycling generally will be considerably more attractive as a mode, particularly when the proposed measures within the Movement Strategy are taken into account.

It is noted that, even using this initial TRICS calculation, the number of predicted vehicle trips to the site is still well below that associated with the previous 2015 application (quashed in 2019).

Option 1b LDS "Redux" Office and Residential: An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office Use – 6,889sqm):

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	50	35	19	3	113
	Dep	4	1	3	0	7
	Total	54	36	23	3	120
17:00 – 18:00	Arr	7	1	6	0	14
	Dep	51	52	26	2	137
	Total	58	52	32	2	151
Daily 07:00 - 19:00)	Arr	312	191	493	22	1047
	Dep	301	167	518	21	1020
	Total	613	358	1011	43	2067

Trip Generation (Residential – 30 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	3	0	2	0	5
	Dep	7	5	7	1	24
	Total	10	5	9	1	29
17:00 – 18:00	Arr	5	3	5	0	15
	Dep	3	1	3	0	7
	Total	8	4	7	1	23
Daily 07:00 - 19:00)	Arr	41	13	34	3	106
	Dep	44	15	39	4	117
	Total	85	28	73	7	223

The mixed-use option is notable in that it has significantly fewer vehicle trips associated with it than Option 1a; the residential use would be expected to generate very few vehicle trips relative to its footprint and this initial data indicates that the proposed parking provision would almost certainly be sufficient, even before expected higher use of sustainable modes is taken into account. As noted previously, it is also expected that cycling uptake would be significantly higher than suggested by the trip generation calculations and cycle parking provision should reflect this, providing a minimum of one secure (preferably internal) cycle parking space per unit, and two spaces for any dwelling of two or more bedrooms.

Option 2 Cross Streets: An initial trip generation calculation for this option is shown in the table below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 11,075sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	80	57	31	5	182
	Dep	7	2	6	0	11
	Total	87	58	36	5	192
17:00 – 18:00	Arr	11	2	10	0	22
	Dep	82	83	42	4	220
	Total	93	84	52	4	242
Daily 07:00 - 19:00)	Arr	502	308	793	35	1683
	Dep	484	268	833	34	1640
	Total	986	575	1626	69	3323

As would be expected, the initial trip generation information for this option is similar to that for option 1a, and similar observations can therefore be made regarding expected uptake of sustainable modes.

The spacing of blocks B and C may require some minor adjustment if the preferred servicing strategy involves on-site parking for larger vehicles (this is so that the necessary "reverse in" manoeuvre can be conducted safely and with adequate visibility).

Option 3A Diagonal Route: An initial trip generation calculation for this option is shown in the table below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 11,238sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	81	58	31	5	184
	Dep	7	2	6	0	11
	Total	88	59	37	5	195
17:00 – 18:00	Arr	11	2	10	0	22
	Dep	83	84	42	4	223
	Total	94	86	53	4	246
Daily 07:00 - 19:00)	Arr	509	312	805	36	1708
	Dep	491	272	845	34	1664
	Total	1000	584	1650	70	3372

Also as would be expected, the initial trip generation information for this option is similar to that for options 1a and 2, and similar observations can therefore be made regarding expected uptake of sustainable modes.

It is further noted that options 3a and 3b provide potentially the most direct and attractive through-route for pedestrians and cyclists.

The spacing of blocks B and C may require some minor adjustment if the preferred servicing strategy involves on-site parking for larger vehicles (this is so that the necessary "reverse in" manoeuvre can be conducted safely and with adequate visibility).

Option 3b (Office and Residential): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 7,665sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	55	39	21	3	126
	Dep	5	1	4	0	8

	Total	60	40	25	3	133
17:00 – 18:00	Arr	8	1	7	0	15
	Dep	57	57	29	3	152
	Total	64	58	36	3	168
Daily 07:00 - 19:00)	Arr	347	213	549	24	1165
	Dep	335	185	576	23	1135
	Total	682	398	1125	48	2300

Trip Generation (Residential – 32 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	3	0	2	0	6
	Dep	8	5	8	1	26
	Total	11	5	10	1	31
17:00 – 18:00	Arr	6	3	5	0	16
	Dep	3	1	3	0	8
	Total	9	4	8	1	24
Daily 07:00 - 19:00)	Arr	44	14	36	3	113
	Dep	47	16	42	4	125
	Total	91	30	78	7	238

The second of the mixed-use options presents a similar outcome to option 1b in terms of the relative demands for different travel modes associated with the office and residential elements of the scheme.

The spacing of blocks B and C may require some minor adjustment if the preferred servicing strategy involves on-site parking for larger vehicles (this is so that the necessary “reverse in” manoeuvre can be conducted safely and with adequate visibility).

Cattlemarket (Site 2)

General Comments

Site Access: The site currently takes vehicular access from Worthy Lane at its south-eastern corner. The option development process has explored the potential for an additional access/egress 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). 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.

It is noted that the 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.

It is noted that 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 servicing within the site itself.

Connectivity: At present, vehicular 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 of the site – which is narrow and has walls on both sides along the majority of its' length and passes through the adjacent car park for the Winchester Hotel, however opportunities to connect to this footpath are currently limited due to the walls. Pedestrians and cycles do pass through the current car park, east-west, using an access point mid-way along the western boundary opposite the Esso petrol station and Tesco Express store. Some continued provision catering for movement through the site for pedestrians and cyclists would ensure that access to Hyde Church Lane (and onwards to the city centre via the recreation grounds and Park Avenue and Wildlife reserves to the east of the site is retained.

Trip Generation: The previously described trip generation exercises for residential and employment floor space options have been applied to the Cattlemarket development site option sketches, based on the estimates of floor space provided by the wider project team. It is considered that there remains scope for a range of approaches to car parking and sustainable transport provision to be tested – the site is in a highly accessible location but additionally benefits from the existing public car park provision which has potential to be re-worked or partially re-purposed to assist with facilitating additional options for other sites within the study area (in particular, options around the existing Station East site).

Parking Requirements: Comments are provided on each of the options below.

Public Transport Access: There is a southbound bus stop directly to the south of the site adjacent to Worthy Lane; the rail station and its associated bus stops are a 5 minute walk from the centre of the site. It is noted from the initial discussions with HCC that there is potential for the range of bus services serving the rail station to increase in future, depending on possible amendments to the existing one way routing system in place on certain streets in the vicinity of the station.

Other HCC Comments: HCC have identified that the short distance between the existing Worthy Lane and Victoria Road junctions and the limited space available and lack of gaps in traffic flow to enable right turn movements out of Worthy Lane currently results in increased congestion and delay for traffic on both Worthy Lane and Andover Road, as well as for local residents using these side streets. There may be options to improve and or modify junction arrangements to benefit pedestrians and cyclists and this will be considered further as part of the ongoing Movement Strategy

It is noted that HCC have developed proposals for a new bus lane on the southbound corridor of Andover Road from the junction with Athlestan Road in the north to the Worthy Lane junction in the south. Whilst the initial work has been based on utilising the existing adopted highway corridor, there is potential for the Cattlemarket site to provide an additional "strip" of land on its frontage to Andover Road, which could be used to upgrade provision for pedestrians and provide carriageway space to deliver an northbound (uphill) on-road segregated cycle lane on the west side of Andover Road in

tandem with the introduction of the southbound bus lane. This would clearly provide benefits to both users of the redeveloped Cattlemarket site and others using Andover Road, but would reduce the overall developable area of the site. The loss of developable area, if this concept is also combined with the replacement street for Worthy Lane, could be significant and would need to be carefully considered in terms of both general viability and constraints on the layout of buildings within the redeveloped site.

Option Comments:

Option 1a (Residential and Office): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 5,099sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 – 09:00	Arr	37	26	14	2	84
	Dep	3	1	3	0	5
	Total	40	27	17	2	89
17:00 – 18:00	Arr	5	1	5	0	10
	Dep	38	38	19	2	101
	Total	43	39	24	2	112
Daily 07:00 – 19:00)	Arr	231	142	365	16	775
	Dep	223	123	383	15	755
	Total	454	265	749	32	1530

Trip Generation (Residential – 120 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 – 09:00	Arr	12	0	7	0	21
	Dep	29	19	29	4	96
	Total	41	19	36	4	117
17:00 – 18:00	Arr	21	13	19	1	60
	Dep	11	2	10	1	30
	Total	33	15	29	2	90
Daily 07:00 – 19:00)	Arr	165	53	136	11	424
	Dep	175	61	157	15	469
	Total	340	114	293	26	893

The combined trip generation calculations indicate that, without accounting for the site's very close proximity to the city centre and the rail station, trips by mode would be relatively evenly split between active modes (walking and cycling), public transport use and car use. As has been discussed in relation to the Carfax site, the same high levels of accessibility by public transport and active travel also apply for

the Cattlemarket development site and therefore it is expected that in practice demand for car-based travel would be lower, and would be supported by appropriately limited on-site car parking provision. Cycle parking would be provided at a ratio of at least one space per residential unit; for the office use the provision would be based on a "per x sqm" figure to be agreed with WCC and HCC, cross-checked against the expected typical occupancy of the office space in terms of people present at any given time. We would estimate that a reasonable starting point for discussions would be 1 space per 100sqm; discussions should be informed by local experience and knowledge of WCC and HCC officers.

Option 1b (Residential with potential Office option): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Residential – 146 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	14	0	8	0	26
	Dep	35	23	35	5	116
	Total	49	24	44	5	142
17:00 – 18:00	Arr	26	16	23	1	73
	Dep	14	2	13	2	36
	Total	40	18	36	2	110
Daily 07:00 - 19:00)	Arr	201	64	166	14	516
	Dep	213	74	191	18	571
	Total	414	138	356	32	1087

As this option combines residential and office uses in a similar manner to Option 1a, the comments made on that option regarding the expected splits between modes and trip types, and provision of car and cycle parking, remain relevant to this option; the trip generation table shows the "max resi" version of the scheme, which would be expected to have less impact in terms of total trips in the peak periods than a version incorporating office space alongside the residential.

Option 2a (Office and Residential with new multi-storey car park): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office use – 4,499sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	32	23	13	2	74
	Dep	3	1	2	0	4
	Total	35	24	15	2	78
17:00 – 18:00	Arr	4	1	4	0	9

	Dep	33	34	17	2	89
	Total	38	34	21	2	98
Daily 07:00 - 19:00)	Arr	204	125	322	14	684
	Dep	197	109	338	14	666
	Total	400	234	660	28	1350

Trip Generation (Residential – 60 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	6	0	3	0	11
	Dep	15	9	15	2	48
	Total	20	10	18	2	59
17:00 – 18:00	Arr	11	6	9	0	30
	Dep	6	1	5	1	15
	Total	16	8	15	1	45
Daily 07:00 - 19:00)	Arr	83	26	68	6	212
	Dep	87	30	78	7	235
	Total	170	57	146	13	447

The trip generation tables above account for the "new" development on the site. The multi-storey element of this option is assumed to represent retained (i.e. existing) trips associated with part of the current parking provision being re-provided; it is noted that this would require some further consideration (potentially using data from the recent parking surveys) to confirm the overall "in/out" movements associated with this option. The comments made previously regarding the provision of residential and office elements for options 1a and 1b are also relevant here, though it is noted that option 2a skews more toward the office element and its overall impacts will therefore be closely tied to how much on-site parking specifically for office users is provided.

It is noted that Option 2b has been discounted on design grounds and therefore has not been examined further.

Station East (Site 3)

General Comments

Site Access: The site that currently contains a multi-storey commuter car park for rail station users, 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 – accommodating this would be difficult to achieve if the southbound bus lane is provided and is discussed further under HCC comments below. There is pedestrian access to the station forecourt (Station Road/ Station Hill) to the south of the site.

Connectivity: The site is at present seemingly relatively self-contained as it lies behind commercial and residential properties on Andover Road and on Stockbridge Road and is bounded by the railway on its western side. Notwithstanding this, it is understood that there is some 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.

Trip Generation: The previously described trip generation exercises for residential and employment floor space options have been applied to the Station East option sketches, based on the estimates of floor space provided by the wider project team; new calculations have been undertaken for the options containing student housing. As with the other sites on the eastern side of the railway, it is considered that there remains scope for a range of approaches to car parking and sustainable transport provision to be tested – this can potentially include re-provision of some existing station car parking on other sites, which is commented on further below.

Parking Requirements: Comments are provided on each of the options below. With regard to overall distribution of parking, it is noted that the most recent feasibility work in relation to a new strategic northern park and ride site on the Andover Road corridor has indicated that this may not be delivered until the late 2020s. This would increase the likelihood of some existing public car parking needing to remain on the Cattlemarket site, and also increase the benefits of retaining or expanding parking on the Station West site if Station East were to be re-developed.

Public Transport Access: The nearest bus stops to the site are the southbound bus stop adjacent to Worthy Lane, and the rail station and its associated bus stops. The Worthy Lane stop requires users to walk up and around the access road to reach Andover Road, whereas the rail station stops are a 5 minute walk from the centre of the site. It is noted that at present the existing station car park is used as a “cut through” by pedestrians and it is assumed that pedestrian connectivity to the station would be maintained as part of any redevelopment. It is noted from the initial discussions with HCC that there is potential for the range of bus services serving the rail station to increase in future or of service frequencies to be increased, which would potentially replace the need to access the Worthy Lane stops for certain southbound services. This would be done in partnership with bus operators.

Other HCC Comments: A significant proportion of vehicle trips to and from the Station East site are understood to currently route to it from the north, principally via the B3420 Andover Road. Releasing this site for development would be likely to require a degree of re-provision of commuter car parking elsewhere; doing so on the nearby Cattlemarket site would require only minimal additional travel distance, however, increased provision at the Station West site would require vehicles to re-route and either re-cross the railway via Stockbridge Road or divert before crossing to the eastern side. Due to the current road layouts (which have banned right turns from Andover Road onto Andover Road) and one-way restrictions on the street network, this would either require a significant detour via Newburgh Street and Gladstone Street to reach Stockbridge Road via the existing road underbridge, or alternatively vehicles would need to route via Boscobel Road, Brassey Road, Hatherley Road and Cranworth Road (all residential streets that are not suited to through car movements) from Andover Road before it crosses over the railway. HCC have indicated that there would be concerns with either of these outcomes as it would increase traffic movement in the streets near the station on the eastern side, or would result in

increased traffic on residential streets where access to the existing Station West site is already considered to have a negative effect.

With regard to the re-development of the Station East site, any reduction in vehicle demand for access (particularly for right-turns from Andover Road) would be anticipated by HCC to have a positive impact, particularly in the context of the previously discussed plans for the new bus lane which would pass directly opposite the access point.

Option Comments:

Option 1 (Student Housing): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

It is noted that the trip rates for Student Housing returned very low overall numbers of trips, as evidenced by the calculation tables below. An alternative calculation has therefore been undertaken using the calculated residential trip rates for flats and this is also shown below.

Trip Generation (Student Housing – 90 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	0	1	1	0	1
	Dep	0	5	4	0	9
	Total	0	6	4	0	10
17:00 – 18:00	Arr	0	5	4	0	9
	Dep	0	2	4	0	7
	Total	0	7	8	0	15
Daily 07:00 - 19:00)	Arr	5	35	41	2	85
	Dep	6	37	41	2	85
	Total	11	73	81	4	170

Trip Generation Alternative Calculations (Flats – 90 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	9	0	5	0	16
	Dep	22	14	22	3	72
	Total	31	14	27	3	88
17:00 – 18:00	Arr	16	10	14	1	45
	Dep	8	2	8	1	22
	Total	24	11	22	2	68
Daily 07:00 - 19:00)	Arr	124	40	102	9	318
	Dep	131	46	118	11	352
	Total	255	85	220	20	670

Options 2a and 2b (Office): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips). It is noted that Options 2a and 2b propose the same amount of floor space but in a different physical configuration.

Trip Generation (Office use – 10,000sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	72	51	28	4	164
	Dep	6	1	5	0	10
	Total	78	53	33	4	174
17:00 – 18:00	Arr	10	1	9	0	20
	Dep	74	75	38	4	199
	Total	84	76	47	4	219
Daily 07:00 - 19:00)	Arr	453	278	716	32	1520
	Dep	437	242	752	30	1481
	Total	890	520	1468	62	3000

Option 3 (Student Housing with Residential Houses): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

It is noted that the trip rates for Student Housing returned very low overall numbers of trips, as evidenced by the calculation tables below. An alternative calculation for this element of the proposal has therefore been undertaken using the calculated residential trip rates for flats and this is also shown below.

Trip Generation (Residential – 16 Units, Houses)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	2	0	0	0	3
	Dep	5	0	3	0	9
	Total	7	0	3	0	11
17:00 – 18:00	Arr	4	0	2	0	7
	Dep	2	0	1	0	4
	Total	6	0	3	0	12
Daily 07:00 - 19:00)	Arr	31	2	16	2	59
	Dep	32	2	19	2	62
	Total	63	4	35	3	121

Trip Generation (Student Housing – 50 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person

08:00 - 09:00	Arr	0	0	0	0	1
	Dep	0	3	2	0	5
	Total	0	3	2	0	6
17:00 – 18:00	Arr	0	3	2	0	5
	Dep	0	1	2	0	4
	Total	0	4	4	0	9
Daily 07:00 - 19:00)	Arr	3	20	23	1	47
	Dep	3	21	23	1	47
	Total	6	40	45	2	95

Trip Generation Alternative Student Calculations (Flats – 50 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	5	0	3	0	9
	Dep	12	8	12	2	40
	Total	17	8	15	2	49
17:00 – 18:00	Arr	9	5	8	0	25
	Dep	5	1	4	1	12
	Total	14	6	12	1	38
Daily 07:00 - 19:00)	Arr	69	22	57	5	177
	Dep	73	25	65	6	196
	Total	142	47	122	11	372

Station West (Site 4)

General Comments

Site Access: The site currently takes vehicular access from Stockbridge Road immediately to the east of 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 by rail users 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 by rail users.

Connectivity: The site is presently primarily accessed via the surrounding residential street network on the western side of the railway (as described above). 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 (although pavement widths are very narrow) or the separate pedestrian underpass which cyclists can use if dismounted. In April 2022, a new set of stairs from the southern end of site 4a connects down to the northern side of Stockbridge Road, catering for high flows of students walking to the nearby Peter Symonds sixth form College. Due to the more residential nature of the streets to the west, and on-street parking bays along Stockbridge Road there is no formal provision for cyclists on the western side of the railway north of the site.

Option Generation: Due to the constraints of Site 4a, option generation has been limited to proposals for a small number of Mews dwellings or live-work units, which would result in very limited trip generation and as such have not been modelled as discrete options for transport purposes. Options to create multi-storey car parking on Site 4a have previously been examined by the Atkins study and SYSTRA has reviewed these findings; we concur that there is insufficient width available to accommodate the structures and ramps which would be necessary to create a decked parking arrangement, as in effect only a single additional row of parking spaces could be accommodated and it is considered that this would not be sufficient to justify the associated construction costs.

Trip Generation: The previously described trip generation exercises for residential and employment floor space options have been applied to the Station Wes t option sketches, based on the estimates of floor space provided by the wider project team; new calculations have been undertaken for the options containing student housing. It is noted that the position of the site on the western side of the railway has potential to raise some issues with regards to the re-distribution of traffic accessing any relocated station parking; this is discussed further under HCC comments, below.

Parking Requirements: Comments are provided on each of the options below. With regard to overall distribution of parking, it is noted that the most recent feasibility work in relation to a new strategic northern park and ride site on the Andover Road corridor has indicated that this may not be delivered until the late 2020s. This would increase the likelihood of some existing public car parking needing to remain on the Cattlemarket site, and also increase the benefits of retaining or expanding parking on the Station East site if Station West were to be re-developed.

Public Transport Access: The nearest bus stops to the site are those on Stockbridge Road north of Site 4b, followed by those on the eastern side of the railway line that serve the railway station. The latter can be reached on foot and by cycle via the underpass which carries Stockbridge Road under the railway. (It is also noted that there is a further pedestrian route accessed via the station itself which is not restricted behind the ticket gate line and can therefore be used by members of the public when the station is open).

Other HCC Comments: Access to the Station West site is currently taken via Stockbridge Road, with most car park users approaching from the north. These car park users come from Stockbridge Road, and some from the B3420 Andover Road corridor could access it either via Harestock Road, Stoney Lane or Bereweeke Road – which are suitable for through traffic or via Boscobel Road, Brassey Road, Hatherley Road and Cranworth Road. Those arriving from the south or east would access the entrance via, the Stockbridge Road tunnel. Those approaching from the south west could travel via Stockbridge Road and either St Pauls Hill or Chilbolton Avenue. HCC has expressed concerns over any increase in vehicular traffic accessing the site from the north due to the impacts on the residential streets which could be used. There may be a need to introduce measures to prevent through traffic from using unsuitable residential roads.

<u>Option Comments:</u>

Option 1 (Office): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

Trip Generation (Office Use 7,500sqm)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	54	38	21	3	123
	Dep	5	1	4	0	7
	Total	59	40	25	3	130
17:00 – 18:00	Arr	7	1	7	0	15
	Dep	56	56	28	3	149
	Total	63	57	35	3	164
Daily 07:00 - 19:00)	Arr	340	208	537	24	1140
	Dep	328	181	564	23	1111
	Total	667	390	1101	47	2250

As has been noted with regard to other similar options for previous sites, it is considered that the TRICS analysis over-estimates the number of vehicular trips which would arise in practice from a site with this level of public transport, walking and cycling access. This is firstly because many sites within TRICS include significant on-site car parking, as a legacy from developments being built prior to more recent changes in policy and increases in overall public transport provision and walking and cycling infrastructure. Secondly, more recent surveys have shown that preferences for car use for commuting to city centre areas are falling, due to a combination of pressures on running costs and perceptions / real experience of congestion and re-allocations of road space to other modes. As such, we would expect a natural "transfer" of trips to sustainable modes as habits associated with car travel would not have a chance to become established to any great extent. This is particularly true where car parking provision is to be limited to that necessary for accessibility purposes and servicing requirements, or where only a small amount of other parking is available, on-site or locally to the development.

Option 2 (Resi / Student Accommodation): An initial trip generation calculation for this option is shown in the tables below. (It should be noted that the "total person" figures may not exactly add up to the other four columns as this figure in TRICS includes additional categories, such as servicing trips).

It is noted that the trip rates for Student Housing returned very low overall numbers of trips, as evidenced by the calculation tables below. An alternative calculation for this element of the proposal has therefore been undertaken using the calculated residential trip rates for flats and this is also shown below.

Trip Generation (Student Housing – 150 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	0	1	1	0	2
	Dep	0	9	6	0	15

	Total	1	10	7	0	17
17:00 – 18:00	Arr	0	8	6	0	15
	Dep	0	4	7	0	11
	Total	0	12	13	0	26
Daily 07:00 - 19:00)	Arr	9	59	68	4	141
	Dep	10	62	68	3	142
	Total	19	121	136	7	284

Trip Generation Alternative Student Calculations (Flats – 150 units)

Time		Vehicles	Public Transport	Pedestrians	Cyclists	Total Person
08:00 - 09:00	Arr	20	0	3	0	27
	Dep	43	3	26	3	81
	Total	63	3	30	0	108
17:00 – 18:00	Arr	40	2	16	2	68
	Dep	20	3	8	1	41
	Total	60	4	24	3	108
Daily 07:00 - 19:00)	Arr	293	17	153	15	550
	Dep	299	17	175	15	580
	Total	592	34	329	29	1130

As with the office option, care is required in interpreting the TRICS data; the amount of vehicular traffic generated would be expected to be closely linked to the amount of car parking space provided, and as such a low car or “Car Free” development would certainly be feasible in this location. It is noted that this would also act significantly to address the concerns put forward by HCC in regards to the potential impacts to the existing northern access routes for vehicles.