Jigsaw

# Central Winchester Regeneration
# Development Delivery Plan

14 February 2025

Partnerships for Places

Jigsaw

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# Executive Summary

**Central Winchester Regeneration is a once in a lifetime opportunity to create a magical new place that unlocks this part of Winchester and brings new life to this timeless city. It will bring people to work and play here in new ways, creatively and for longer in the day, balancing a healthy night-time economy with the needs of those people that also choose to live here.**

The signed Development Agreement (DA) set a milestone to produce a Development Delivery Plan (DDP) for Central Winchester Regeneration (CWR). This DDP builds on the comprehensive submission made as part of the dialogue during the procurement process. This is not a drawn masterplan, but the plan of how Partnerships and Places LLP will deliver the development over time.

Since the signing of the DA we have been testing the deliverability of the scheme, in terms of financial viability, engagement, and risk profile. Our due diligence has had greater focus on infrastructure as a particular risk compared to investigating any architectural proposals. During the masterplanning/design process we want to engage heavily with those identified in the stakeholder engagement map in this document.

The DDP is intended to be used to measure our progress as we move through the project stages, and as such should be seen as a working tool. It has been produced by the many hands of the team and reflects this – it is not intended to be read with a common voice.

This DDP reorganises the original structure provided by Winchester City Council (WCC) to put Sustainability and Social Value at the forefront as tangible outcomes aligned to the six Investment Objectives set out in WCC's Development Brief.

We then go on to cover three main subject areas; Project Context, Design and Delivery with Meanwhile activity running across these three areas. As the project progresses this DDP will evolve to absorb new information and ensure that the CWR partnership can make good use of it.

By making Sustainability and Social Value the starting point for the DDP we are sending a clear signal about the priorities for CWR, which is not simply a commercial proposition, but also will use the site to deliver wider benefits back to Winchester. This includes such things as; climate resilience, active travel, low carbon development, reimagine and reuse, opportunities for local start-ups in affordable workspace, and addressing housing affordability.

We have immersed ourselves in the Project Context and have been looking beyond the physical city above ground to explore the invisible aspects; the historic layers beneath, the social capital (and gaps) along with the economic context that all shape Winchester and give us clues to where CWR can mend this part of the city and deliver benefits beyond.

Good design will be essential. It is the tool we will use to unlock CWR in terms of townscape understanding, architecture, engineering and mobility, but we will also use design thinking to organise ourselves and shape the processes for effective and continual engagement with the city, stakeholders and the public. We have assembled a world-class team to help us do this.

Then there is delivery, without which CWR stays as a paper exercise and we have failed. Our approach to delivery will be looked at in parallel with the activities outlined above. We must look at how a planning application will provide the granularity to deliver CWR incrementally, and the financial model that will sit alongside this. We have also started to think about how we can engage the local supply chain to help us make a new part of Winchester that fits into the existing city and is also a new place in its own right.

Finally, and most immediately, we have our strategy for "meanwhile" activity where we will use activation strategies as a methodology for interpreting, testing, and delivering aspects of CWR over time. We are blessed that the city had started this process with Kings Walk and at Friarsgate, both which provide a launch-pad from which to continue.

We hope that you enjoy reading the DDP – we have sought to make it aspirational and deliverable. We encourage you to engage with us on our journey to make CWR a place we are all proud of.

# Central Winchester Regeneration
# Introduction


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# Central Winchester Regeneration
# Introduction

## Development Delivery Plan
## what, who, when and how

### What is Central Winchester Regeneration?

- Winchester City Council set out a vison for “a mixed-use, pedestrian friendly quarter that is distinctly Winchester and supports a vibrant retail and cultural / heritage offer which is set within an exceptional public realm and incorporates the imaginative re-use of existing buildings”.

- After a thorough procurement process centred on this vision, the council appointed the Jigsaw (P&P) team to develop this vision and bring it to life.

- This is a once-in-a-lifetime opportunity to deliver a wider choice of shops, restaurants, cafés, and office and creative spaces in the centre of Winchester alongside new homes, and community, cultural and public spaces.

- The regeneration will boost footfall in the city centre as a whole and spending among shoppers, while new cultural and leisure offers will enhance Winchester’s reputation both in the UK and globally, allowing the city and wider district to become a more attractive destination and a hub for people and businesses across the South of England.

- New housing within the city centre will help to meet demand for homes across the district.  The development will provide for people at all life stages and will include homes designed to encourage young people and graduates of our universities and colleges to stay in the city, adding to our economy and – in particular – driving innovation and entrepreneurial businesses.

The regeneration site includes Kings Walk, Friarsgate and the bus station.

# Central Winchester Regeneration
# Introduction

## Development Delivery Plan
## Who – introducing the team

We have assembled a world class team of consultants to work with us and Winchester City Council, to help make the regeneration of Central Winchester a reality. They have a wealth of experience, in working with communities, creating inspiring places, in sensitive settings.

Here are some of the key consultants working on the development.

Jigsaw Partnerships Places

Development Partner

Henley Halebrown

Lead Architect

East architecture landscape urban design east.uk.com

Landscape / Architect

usefulprojects part of the Useful Simple Trust

expedition part of the Useful Simple Trust

Engineering

Peter Barber Architects

Architect

TurnerWorks

Architect

Stantec

Planning Consultant

momentum transport consultancy

Transport / Movement

PCA PRE-CONSTRUCT ARCHAEOLOGY

Archaeology

# Central Winchester Regeneration
# Introduction

## Development Delivery Plan
## When

### Key Project Stages

The project will be developed over a number of key stages, which are relevant to any development project

It is important that the project is progressed incrementally, at clear defined stages. This ensures that the development can be carefully managed, and a clear decision-making structure is in place, to enable the project to progress from stage to stage.

During the **Design and Planning** stage, the focus is on developing a workable, and deliverable design, engaging with the community and stakeholders, and feedback to planners, to develop a Masterplan and planning application which is well considered, costed and deliverable.

Once a planning application has been submitted, focus moves to thinking about **Procurement and Construction;** how the development will be built, engaging with contractors, looking at logistics, reducing impacts on the neighbourhood, as well as looking at design and buildability.

Throughout the development we will maintain a focus on **Community and Stakeholder engagement**. We will endeavour to provide regular updates, to ensure the community and stakeholders are kept updated with our progress, and understand that the development is progressing.

The bullets adjacent, sets out the indicative key project stages and activities carried out at each stage.

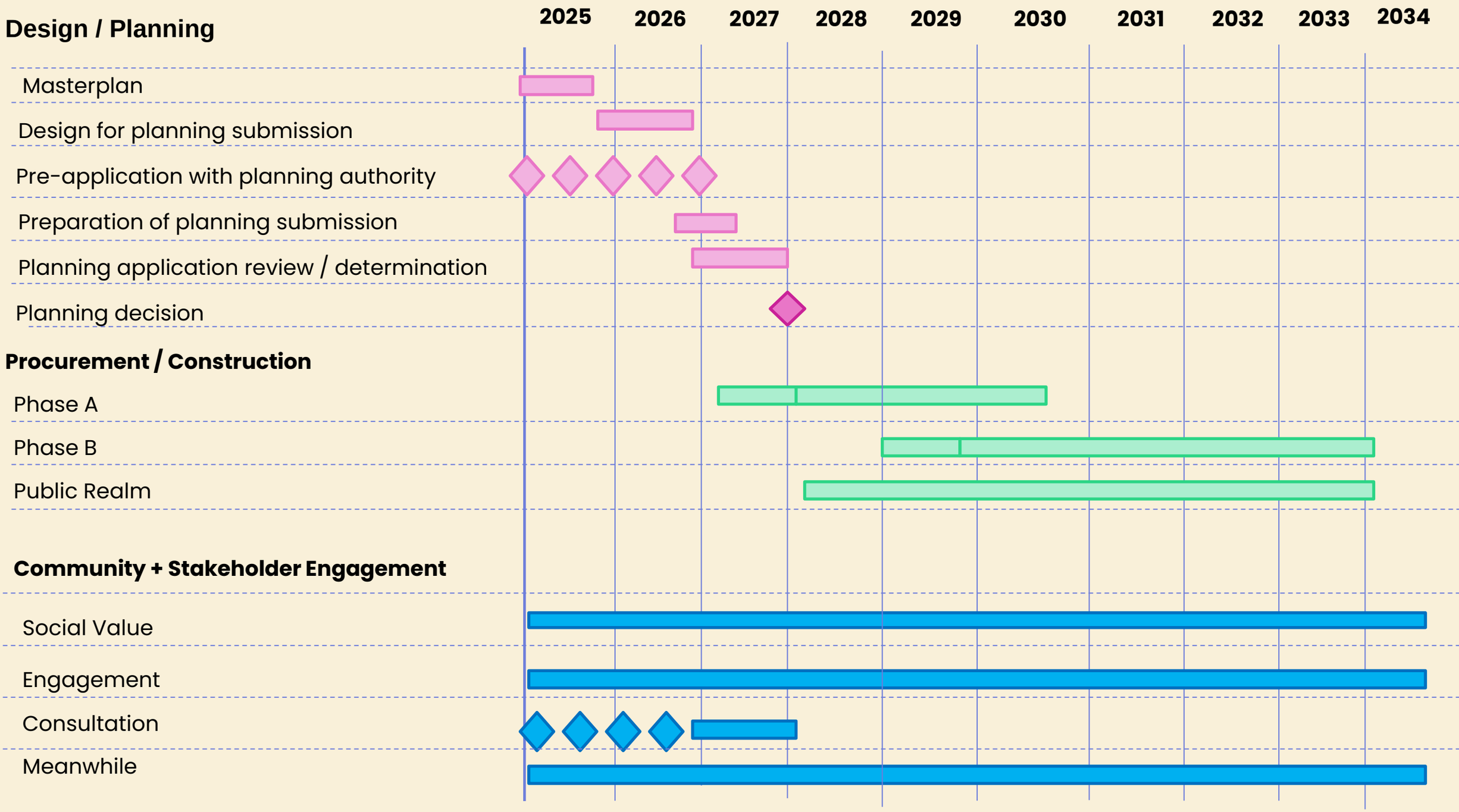
- **Design and Planning**
- Masterplan
- Detailed design
- Pre-applications
- Planning submission
- Planning determination

- **Procurement and Construction**
- Phase A
- Phase B
- Public Realm

- **Community and Stakeholder Engagement**
- Social Value strategy
- Community Engagement
- Consultation
- Meanwhile uses

The summary programme on the next page, provides an indicative summary of the development programme, and indicates some of the design or construction activity that will be taking place, during an anticipated timeline of 8-10 years.

# Central Winchester Regeneration
# Introduction
# Indicative Programme

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# Central Winchester Regeneration
# Introduction

## How will Central Winchester Regeneration be delivered ?

## Development Delivery Plan How

The purpose of the Development Delivery Plan is to clearly set out **how** the different aspects of the project will be considered and developed to identify key considerations in the next stage. This will be the framework that Jigsaw report within to WCC in our regular DDP updates.

The table to the right sets the DDP structure against Schedule 3 of the Development Agreement.

This DDP sets out **how** Jigsaw will work in partnership with WCC to deliver this ambition.

Our delivery plan begins with Sustainable Development which drives all aspects of the design and delivery approach. Considering sustainable development as overarching all aspects of the DDP ensures that we achieve WCC's vision.

Social Value sits alongside Sustainable Development as a key project driver, reflecting what we want to achieve and ensuring we will deliver the widest benefit over the long term.

We have structured the remainder of the DDP to group aspects of project context, design and delivery. These chapters describe how Jigsaw will work closely with Winchester's local people and businesses throughout the life span of the project, creating a development recognising the qualities of Winchester and bringing both social and economic value to the wider area.

### DDP document structure

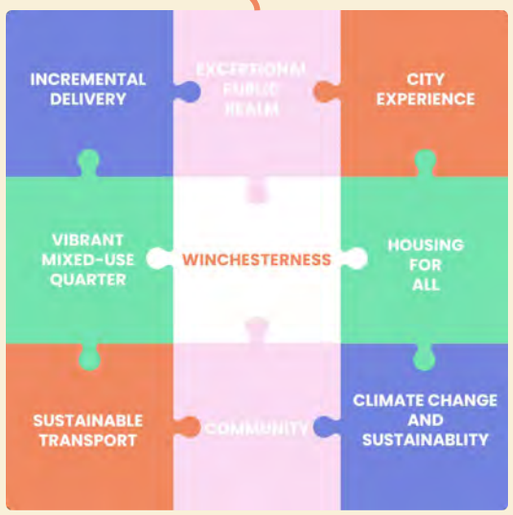
| Development Agreement Schedule 3 | DDP Chapter |
|---|---|
| | **Project Drivers** |
| 3.5. Approach to Sustainability | 1 / Sustainable Development |
| 3.6. Approach to Social Value | 2 / Social Value |
| | **Project Context** |
| 3.13. Archaeology Strategy | 3 /Archaeology |
| 3.4. Approach to Community & Stakeholder Engagement | 4 / Community and Stakeholder Engagement |
| 3.10. Market Understanding | 5 / Market Understanding |
| | **Design** |
| 3.1 . Approach to Mixed Use Quarter<br>3.2. Approach to High Quality Public Realm & Placemaking<br>3.11. Residential Typology Strategy<br>3.12. Design Principles | 6 / Design Principles |
| | 7 / Infrastructure |
| | 8 / Movement |
| 3.7. Approach to Meanwhile Uses | 9 / Meanwhile |
| | **Delivery** |
| 3.8. Planning Strategy<br>3.9. Partnering & Procurement<br>3.14. Programme<br>3.15. Architectural Delivery Structure including the Phasing Plan<br>3.3. Estate Management | 10 / Planning & Delivery |

# Central Winchester Regeneration
# Introduction

## Development Delivery Plan

### Structure Overview

### Development Brief & Development Agreement



### Development Delivery Plan

**Project Drivers**

- Sustainable Development
- Social Value

| Project Context | Design | Delivery |
|---|---|---|
| Market Understanding | Design Principles | Planning & Delivery |
| Community and Stakeholder Engagement | Infrastructure | Financial |
| Archaeology | Movement | Development Management |

**Meanwhile**

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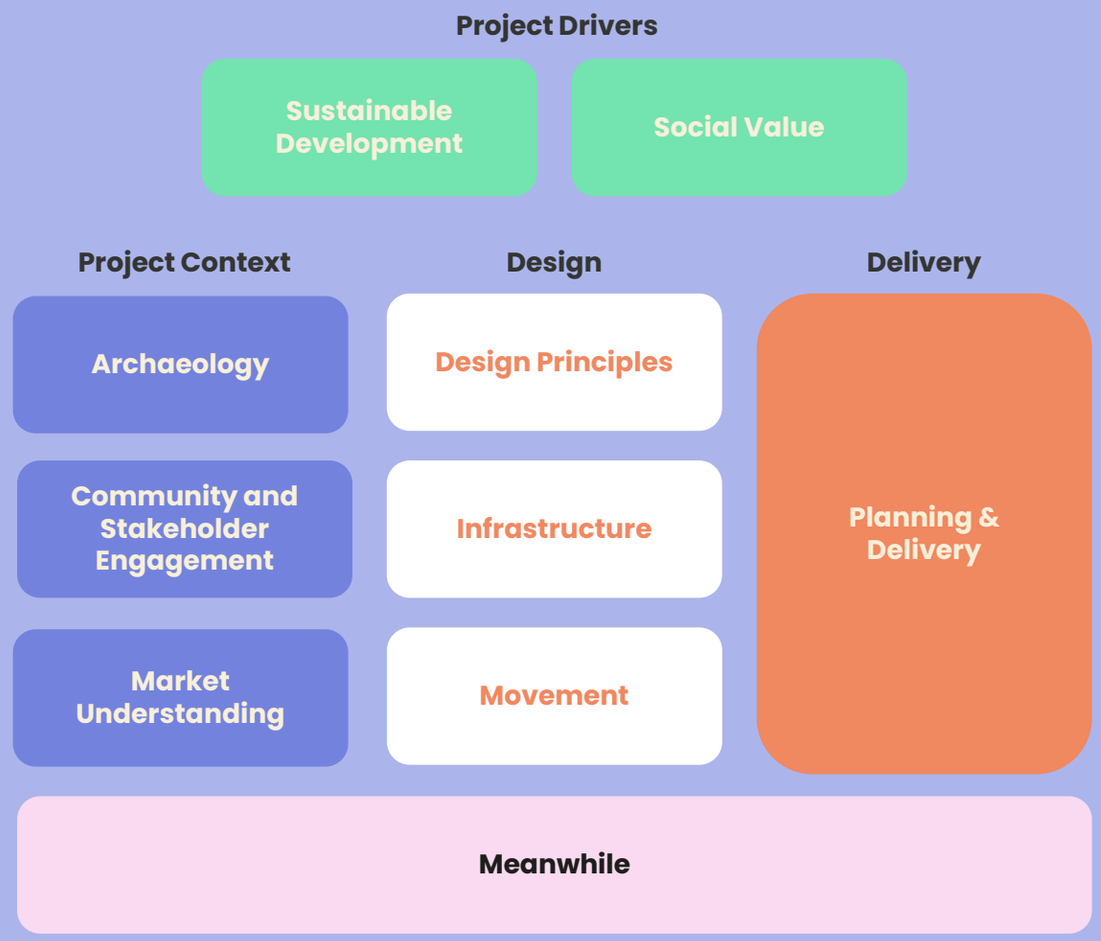
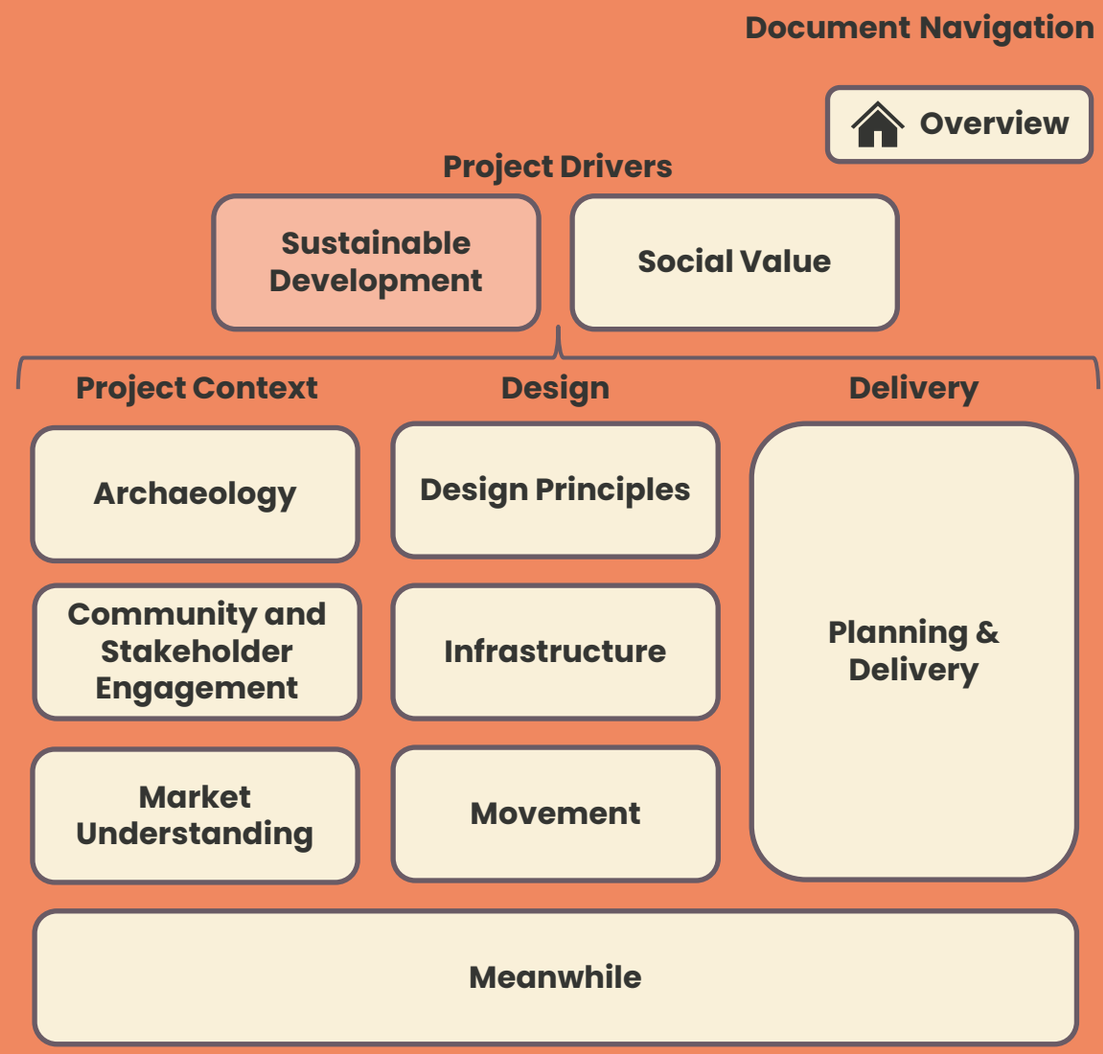
# Contents





# Central Winchester Regeneration
# 1/ Sustainable Development



# 1/ Sustainable Development

## Contents

# 1/ Sustainable Development
## 1.1/ Overview

Winchester City Council has set out a vision for the regeneration of Central Winchester in the Supplementary Planning Document (SPD). The Development Brief (March 2022) expands on that vision, establishing further objectives for the development, borne from other council policies and strategies including the Green Economic Development Strategy. The regeneration project has a critical role in achieving Winchester's wider ambitions for Carbon Neutrality by 2030, and in its transition to a greener, inclusive and more technologically driven, creative economy.

The Sustainable Development chapter sets out our overarching approach to driving and achieving ambitious outcomes through the design and delivery of the Central Winchester development.

Sustainable development will be ensured on the project using the Jigsaw Footprint methodology, with a 'golden thread' of learning, reporting and feeding back as we move through the project delivery.  This will be an iterative approach, recognising critical decisions that need to be taken at each stage of the project delivery process.

In preparing the Sustainable Development chapter we have engaged with officers at WCC to agree the overall methodology.

The adjacent diagram shows the relationship between the DDP chapters and the overarching nature of the sustainable development and social value chapters. The design components of the DDP are described further in the design chapters 6-9. This is underpinned by a delivery strategy which is set out in chapter 10.

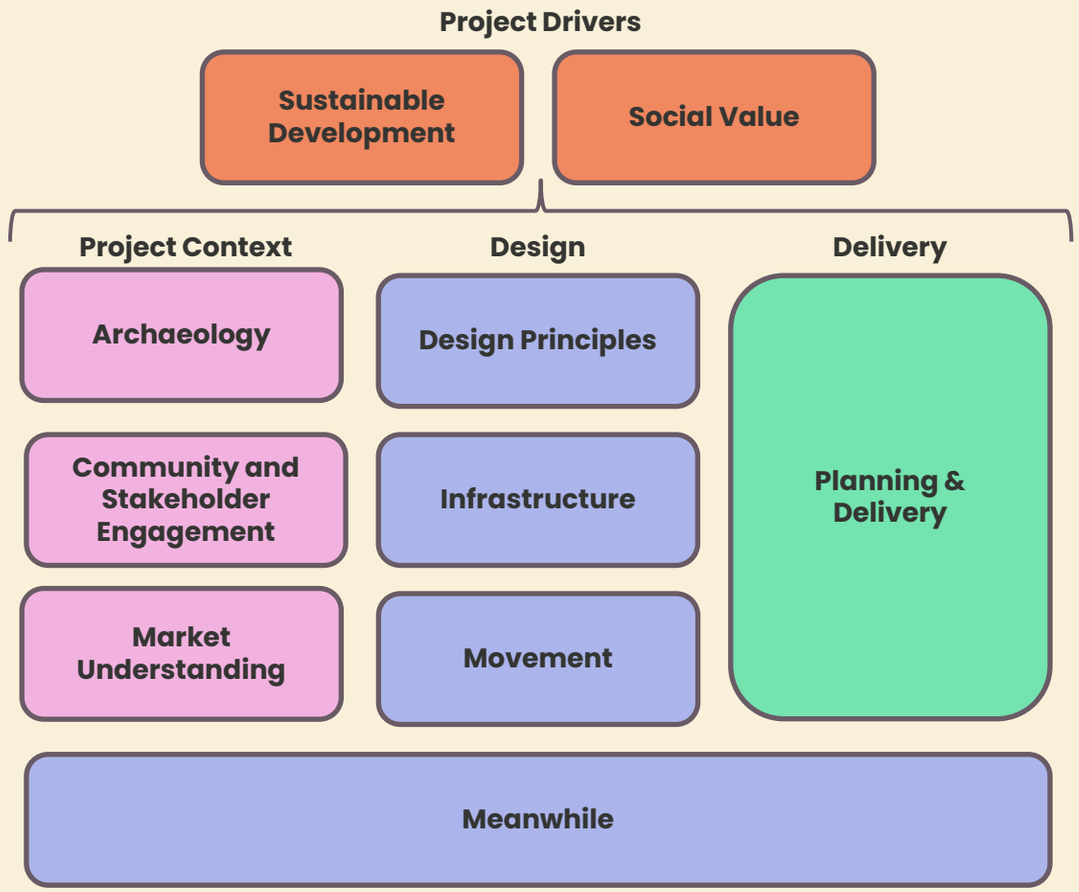



Figure 1.1: DDP document map illustrating the overarching approach to developing and delivering sustainable outcomes

# 1/ Sustainable Development
## 1.1/ Overview

To ensure sustainable development is achieved, the following components will be developed :

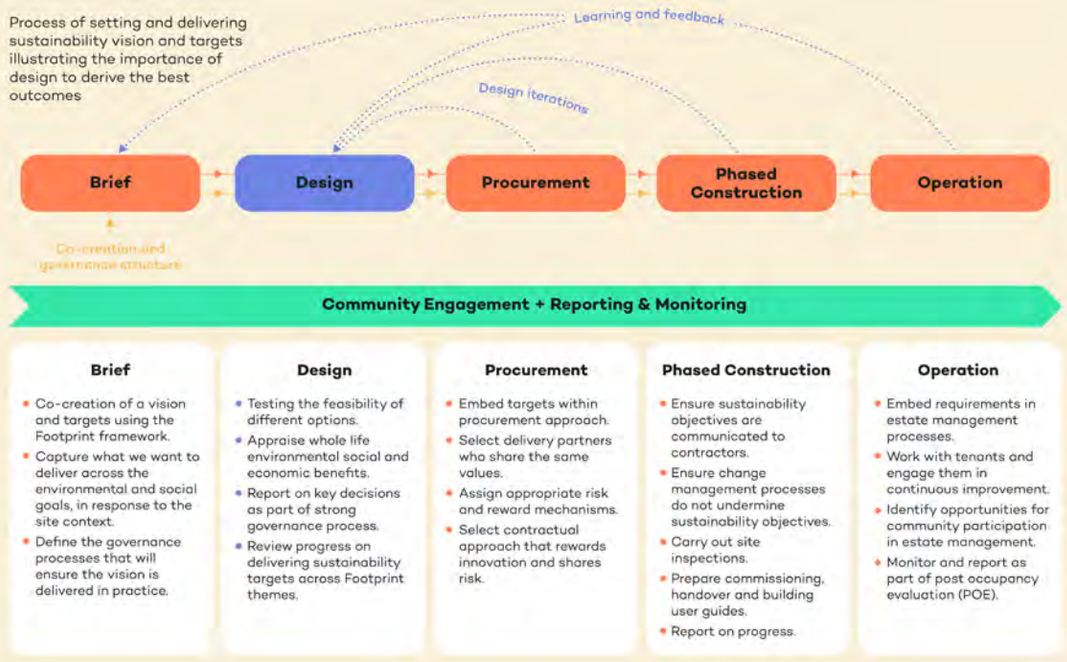
**1/ The Sustainable Development Framework** – We describe the process for establishing the project specific objectives and targets. These objectives will be organised around the Footprint Themes and informed by a baseline understanding of project context and co-creation sessions.

**2/ Design -** We set out how design concepts, interventions and strategies will be developed. These will be tested to measure how well they achieve the Development Agreement and project objectives. This will include whole lifecycle appraisal of options and testing with key stakeholders. It will allow us to prioritise investment for maximum long-term benefit and help refine achievable targets.

**3/ Delivery –** We will ensure that each component of the project can be procured and delivered, working in partnership with others including different types of business models and stewardship approaches. We will embed sustainable development requirements into the procurement approach.

**4/ Governance** – We define the reporting, monitoring and oversight of the sustainable development strategy as we proceed through different stages of the project development. We set out how key decisions will be appraised by the Joint Board to ensure we are meeting the vision.

This chapter sets out the steps we will take for each component.



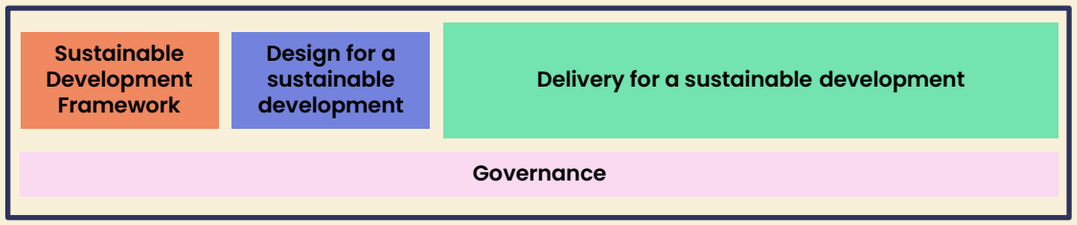




Figure 1.2: Components of the Sustainable Development plan aligned to Project Delivery Process

# 1/ Sustainable Development
# 1.1/ Sustainable Development Framework

The Sustainable Development Framework will establish priority objectives that are responsive to the site context and informed through engagement. This will be our next activity at project briefing stage. It grounds the vision in specific objectives and sets the level of ambition for the project. We will do this by:

- Continuing engagement with key stakeholders including community representatives and interest groups, specialist technical stakeholders and officers within Winchester City Council (see Chapter 4 Community and Stakeholder Engagement for further detail)
- Furthering the baseline analysis including commissioning of surveys and needs assessments to build up a picture of the environmental and social challenges and opportunities associated with the project
- Review gaps in surveys and team appointments that might be required to enable us to develop solutions
- Review future trends and technologies that might help inform the design approach
- Establish development priorities emerging from the co-creation workshops and baseline review
- Establish objectives and targets for each of the Footprint themes informed by emerging policy and industry leading practice
- Workshop to identify potential strategies and specific studies that need to be undertaken
- Confirm accreditation requirements, examples including BREEAM, Building with Nature
- Identify any critical risks and how they should be mitigated and managed
- Identify project responsibilities, areas of direct control and wider opportunities for influence

The Footprint Action Plan and tracker will be developed to identify target sustainability objectives and is used a management tool by the client partnership and design team.

**Outputs**

The Sustainable Development Framework will set out:

- Overall sustainability ambition
- Policy and baseline context
- Critical challenges that regeneration needs to address
- Key themes and objectives, aligned with Footprint, and associated project tracker
- Preliminary targets that stretch the ambition for development
- Strategies that will need to be tested and actions that need to be taken through detailed design captured in the Footprint Action Plan


Figure 1.3: The Footprint Dimensions

# 1/ Sustainable Development
## 1.2/ Design

The masterplan design stage is critical in locking in long term value. Having developed the overarching vision and objectives, we will undertake feasibility testing to work out the best and most effective way of achieving them. The key steps will be to:

- Undertake design stage workshops with the design team to ensure a shared understanding of the project ambition, that requirements of the brief are clear, and responsibilities are understood.
- Agree how options should be appraised against the Sustainable Development Framework and wider delivery considerations set out in the DDP.
- Identify key spatial requirements of the strategy including massing and orientation, green space provision, utilities and infrastructure requirements and mix and tenure types, and how they will influence achievement of sustainability objectives.
- Undertake feasibility testing of different masterplan options and present whole life outcomes of different scenarios.
- Evaluate proposals against objectives, including whole of life impacts.
- Test emerging strategies through engagement with key stakeholders including council officers, members, community groups and technical stakeholders.
- Work with the cost and value consultants to ensure options are deliverable and viable.
- Identify any critical risks and how they should be mitigated and managed.
- Identify delivery levers, procurement options and supply chain solutions, including engagement with potential partners.
- Update the Footprint action plan and tracker at key RIBA Stages.
- Translate plot specific requirements into the phased areas of development.

Figure 1.4 illustrates the iterative approach, examples of feasibility studies, how they will inform masterplan options and Sustainable Development objectives. Chapters 6-9 elaborate on some of the key issues to be explored through the masterplan and plot design stages.

**Outputs**

The output of this stage will include:

- Preferred options and strategies for achieving project outcomes.
- Refined objectives and targets, differentiating between different asset types, outcomes beyond the redline, and the project as a whole.
- Performance against benchmark standards and accreditation schemes.


Figure 1.4: Feasibility Studies to be undertaken to inform the masterplan requirements

# 1/ Sustainable Development
## 1.2/ Design

At the end of the masterplanning stage of the programme, we will set out a document which encompasses:

- Vision and objectives
- Key interventions, measures and strategies
- Targets and requirements by asset
- Delivery strategy
- Key risks and mitigation

This document will ensure the project will deliver a sustainable development with wider sustainable outcomes across the city and greater Winchester area.

Figure 1.5: Central Winchester site, considered in the wider Winchester context

# 1/ Sustainable Development
## 1.3/ Delivery

We will set out how each component of the masterplan will be delivered, how objectives are embedded within the procurement process and enabling programmes that will support us in achieving Sustainable Development Outcomes. To do this we will:

- Embed sustainability objectives into considerations on how the project will be delivered
- Identify key documents and delivery mechanisms and work with Useful Projects to ensure that they reflect the sustainability ambition and enable them to be delivered
- Identify potential funding sources to facilitate delivery of specific interventions
- Engage early with the supply chain to both convey the ambition and bring forward opportunities for innovation
- Undertake risk appraisal to identify potential barriers and mitigation measures against
- Work with a range of different stakeholders to identify enabling programmes and those that link to social value strategy
- Develop the Estate Management and stewardship approach as a key tool to minimising the performance gap and achieving sustainability objectives
- Develop soft landings and post occupancy evaluation process as a critical part of the golden thread
- Refine and evolve project governance, risk management, monitoring and reporting requirements.
- Review phasing and programme implications against the Sustainable Development Framework

Chapter 10 of the DDP elaborates on these processes.

**Outputs**

The output of this work will be:

- A map of the different delivery routes, considering the roles of different actors.
- For each of the delivery routes, establish mechanisms for embedding sustainability requirements including but not limited to:
    - Planning documentation and design codes
    - Development agreements
    - Procurement models for different infrastructure types
    - Estate management requirements
    - Commissioning, handover and building user guides
    - Post occupancy evaluation
    - Community champions
- Establish supporting mechanisms and enabling programmes including:
    - Ongoing community and stakeholder engagement
    - Supply chain engagement
    - Skills development
- Identify any additional funding sources
- Governance, monitoring and reporting requirements through the delivery period.

# 1/ Sustainable Development
# 1.4/ Governance

In partnership with Winchester City Council, we have established a project Governance process, which will continue to underpin the sustainable development of the project through design and delivery stages.

**Joint Board meeting**

We have established a Joint Project Board, consisting of representatives of Jigsaw and Winchester City Council. The board meets on a monthly basis to review:

- Project progress and updates
- Key development issues
- Identify key matters for decision making
- Review project risks and mitigation strategies

We propose to continue the Joint Board meeting on a monthly basis throughout the development.

**Development Delivery Plan – report**

As required by our Development Agreement with the council, we propose to provide a Quarterly update to the Development Delivery Plan. We have designed a DDP report format which we believe reflects Development Agreement Schedule 3. The proposed structure of the DDP report is set out in figure 1.6.

The report would take the form of an update on progress under each of these headings, and identify clear links to what has changed or been updated,  any key matters or decisions which need to be made in order for the project to progress. The report would be in issued in advance of every third Joint Board meeting, to enable it to be reviewed by project officers in advance of the board meeting.

| Development Agreement Reference | DDP Chapter |
|---|---|
| 5. Approach to Sustainability | **1 / Sustainable Development** |
| 6. Approach to Social Value | **2 / Social Value** |
| 13. Archaeology Strategy | **3 /Archaeology** |
| 4. Approach to Community & Stakeholder Engagement | **4 / Community and Stakeholder Engagement** |
| 10. Market Understanding | **5 / Market Understanding** |
| 1 . Approach to Mixed Use Quarter<br>2. Approach to High Quality Public Realm & Placemaking *(incl Public Realm Delivery Plan)*<br>11. Residential Typology Understanding<br>12. Design Principles | **6 / Design Principles** |
| Infrastructure Delivery Plan | **7 / Infrastructure** |
| Infrastructure Delivery Plan | **8 / Movement** |
| 7. Approach to Meanwhile Uses | **9 / Meanwhile** |
| 8. Planning Strategy<br>9. Partnering & Procurement<br>14. Programme<br>15. Architectural Delivery Structure including the Phasing Plan<br>3. Estate Management | **10 / Planning & Delivery** |

Figure 1.6: Development Delivery Plan – report headings

# 1/ Sustainable Development
# 1.4/ Governance

**Delivering the Sustainable Development strategy**

Jigsaw has overall responsibility for delivering the sustainability strategy. We will report progress against the strategy into the WCC/Jigsaw Joint Board meetings.

We will enable the design team to deliver a sustainable development, providing timely information and appropriate scope and resources.

**Design team responsibilities**

The design stage is critical at locking in value. The design team will undertake studies and specific actions identified within the Footprint action plan.

**Monitoring and reporting requirements**

Useful Projects will be responsible for tracking and reporting progress against sustainability objectives. This will be undertaken at each RIBA stage with interim updates through the DDP report as required. They will assist the Development Manager in sustainability reporting to the Joint Board. Monitoring and reporting requirements, including non-compliance and risk identification.

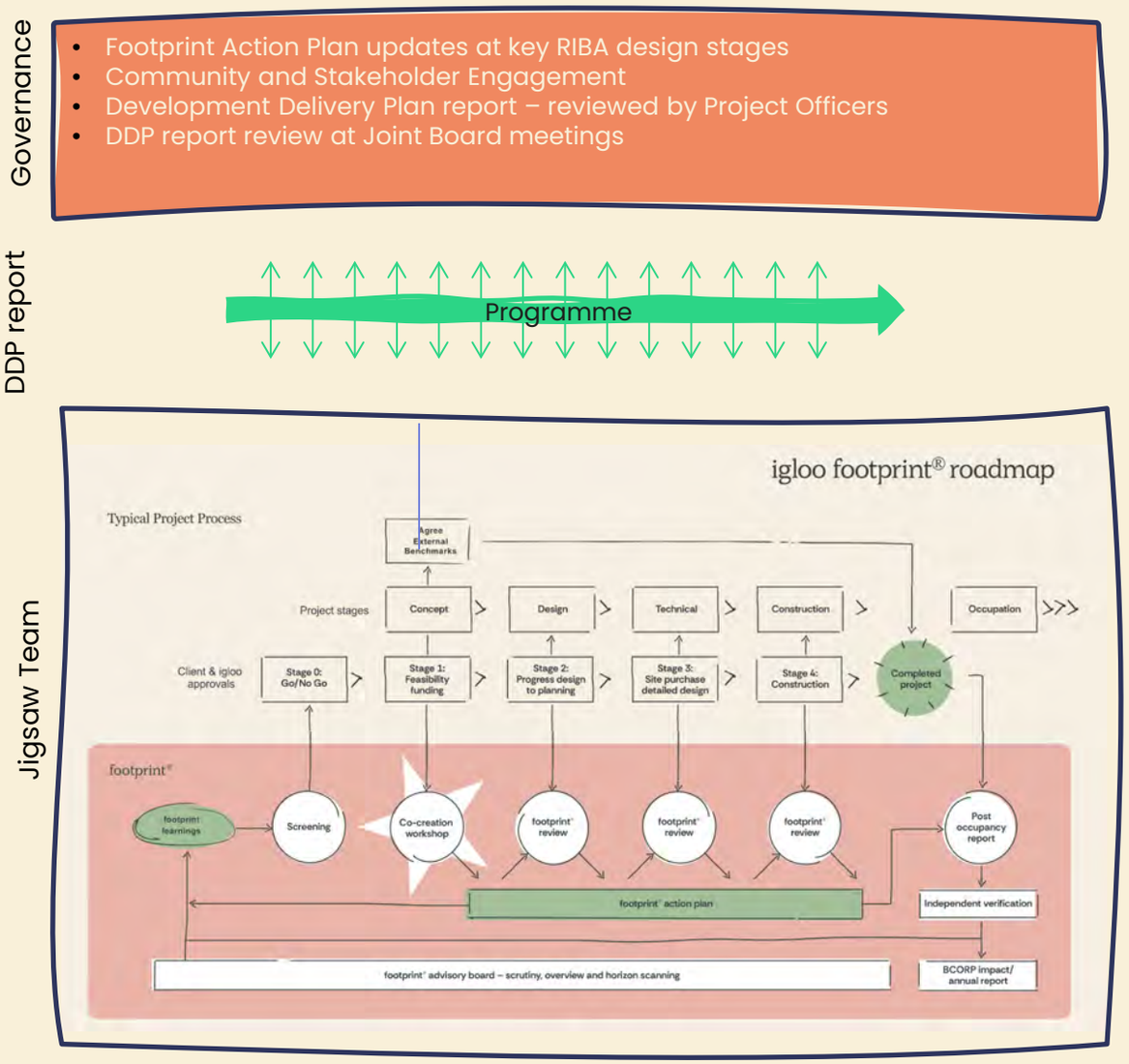
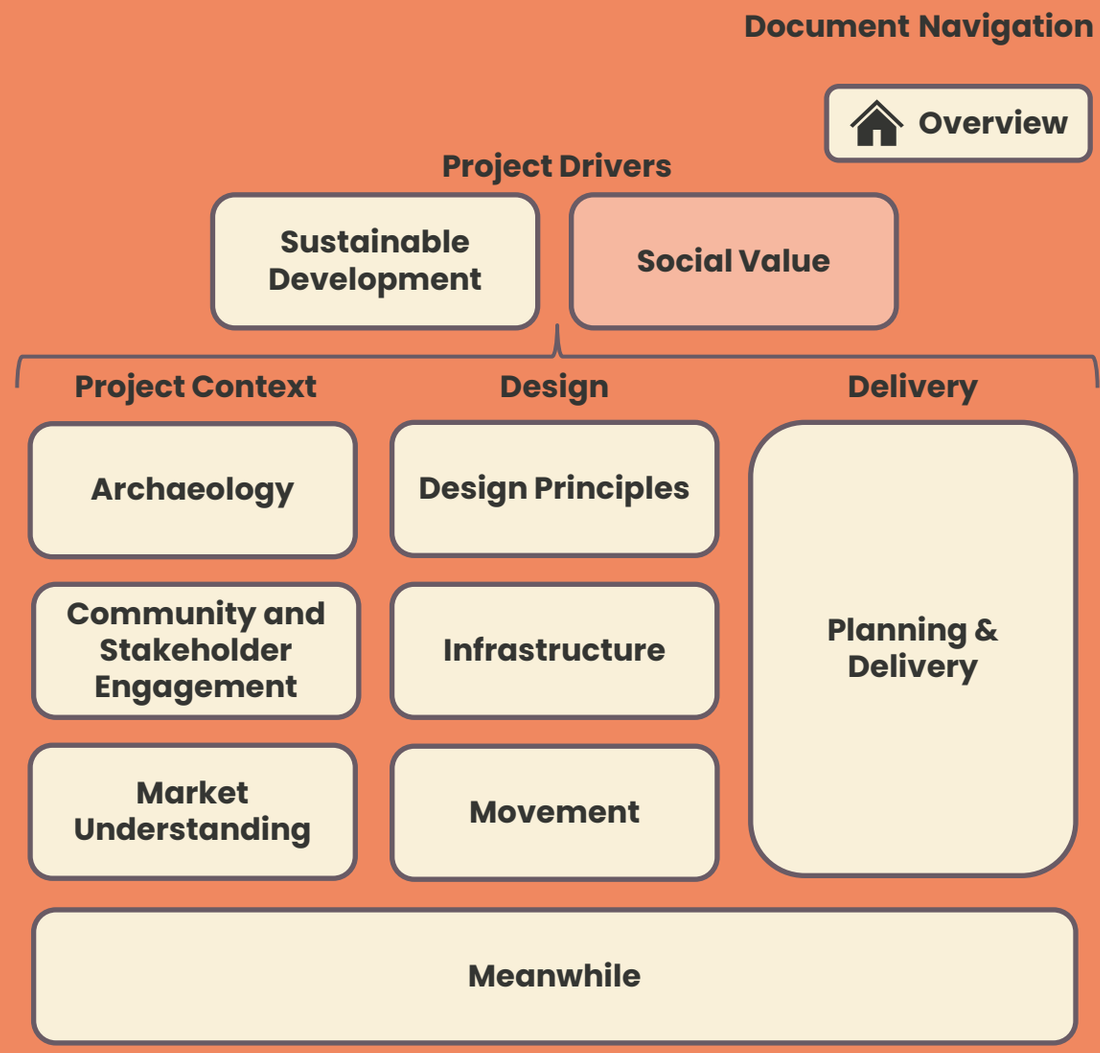



Figure 1.7: Alignment with the Footprint Process and WCC Oversight

# Central Winchester Regeneration
# 2/ Social Value



# 2/ Social Value

## Contents

# 2/Social Value
## 2/1 Overview

Social Value is simply about improving peoples' quality of life. This is engrained in Central Winchester Regeneration's (CWR) core vision and objectives within the Development Brief (March 2022). The Supplementary Planning Document also highlights the important role the regeneration of Central Winchester has to play in achieving its investment objectives across the themes of work, live, play, the student and young person experience and overnight tourism.

The approach to Social Value sits alongside Sustainable Development as an integral driver to achieving the CWR vision and objectives, and will be a key workstream throughout the CWR Delivery programme. The Social Value plan will establish a robust and community-driven evidence base of the socio-economic conditions and priorities of the local area. It will respond to these findings by recommending activities across the lifecycle of the CWR development that target the issues that matter to local people. The Social Value plan will also enable the successful implementation of the activities across the development's lifecycle by setting out a comprehensive monitoring and measurement framework drawing from the Footprint methodology.

Integrating Social Value at this early stage presents a significant opportunity to maximise the benefits of CWR for local people and help achieve the Council's objectives for this area of the city through an exceptional strategy that is co-developed with the community and creates an inspirational legacy for live, work and leisure in a city centre context.

In preparing this chapter, we have engaged with officers at WCC to agree overall methodology.

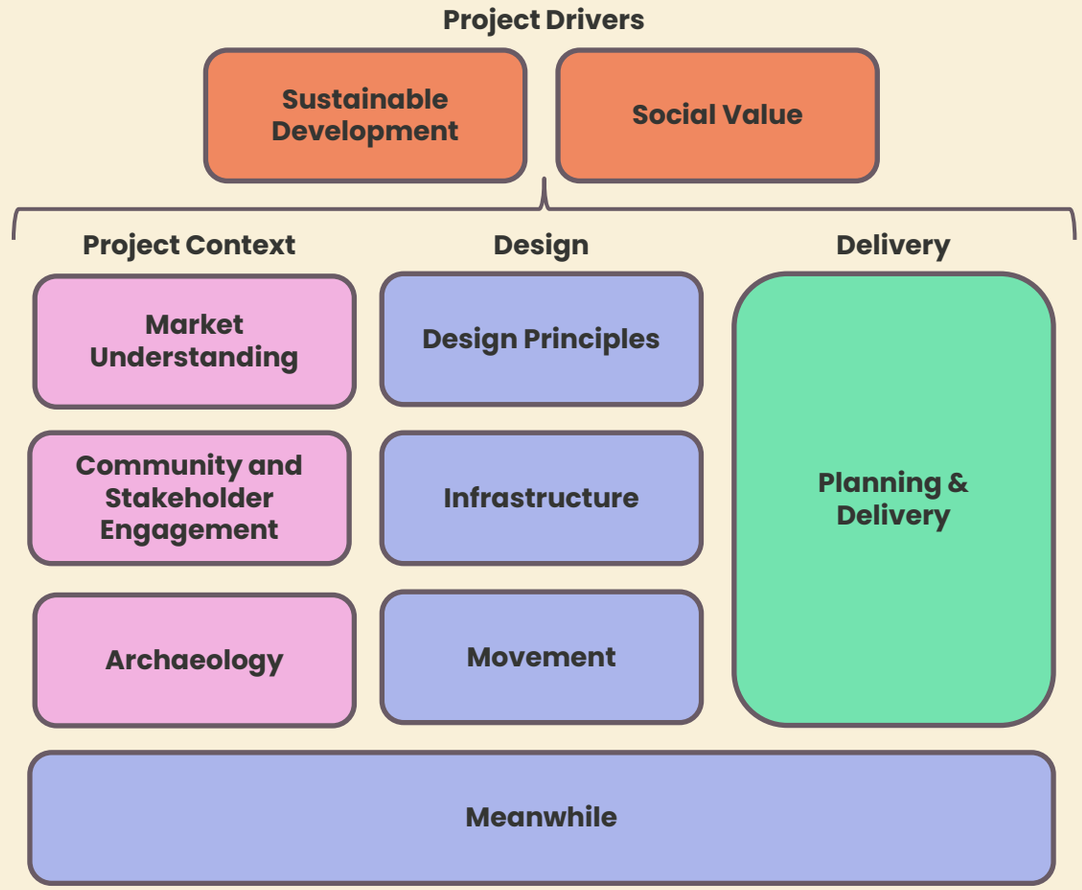



Figure 2.1: DDP document map illustrating the overarching approach to developing and delivering social value

# 2/Social Value
## 2/1 Overview

This purpose of this chapter is to:

- Agree our approach to developing a place-based Social Value strategy.
- Set out our high-level methodology for developing the various components of the Social Value strategy through to planning submission.
- Elaborate on how our innovative approach to Social Value will maximise benefits and add value beyond the development requirements, and for the long term.

The chapter sets out how each of the following components will be developed through to the Planning Submission:

**1/ Baseline Review** – understanding the socio-economic challenges, opportunities and priorities for local communities, and outputs from the initial footprint co-creation process.

**2/ Framework for Winchester** – setting the ambition, principles, and scope of the Social Value strategy through a co-creation workshop.

**3/ Defining outcomes** – agreeing the long-term vision and changes we want to see.

**4/ Developing delivery strategies** – co-creating a suite of activities to achieve the agreed outcomes across the lifecycle of the project.

**5 / Monitoring and measurement** – developing the framework for how outputs and outcomes will be monitored and measured across the project's lifespan.

**6/ Planning stage deliverables and governance** – establishing the responsibility and oversight of the Social Value strategy as we proceed through different stages of the project and ensuring there is capability to deliver it.

Figure 2.2: Alignment with the Footprint Process and WCC Oversight

# 2/Social Value
# 2.2/ Proposed Methodology and Supporting Tools

**Overarching Methodology**

The process for developing the Social Value plan is informed by the UK Green Building Council's (UKGBC) methodology for delivering Social Value on built environment projects (Figure 2.2) and a Theory of Change approach (Figure 2.3).

The methodology for developing the Social Value plan follows the first six steps of the UKGBC's best practice methodology, from agreeing the Social Value purpose of CWR through to putting in place a measurement framework, and with community involvement embedded throughout the entire process.


Figure 2.2: UKGBC Social Value Framework

The Theory of Change approach will be used to develop the components of the Social Value plan. We will work backwards from impact to inputs, identifying a *Theory* for how a Social Value activity will *Change* the **status-quo** to deliver outcomes and long-term impact. It is a useful tool to evidence the intentionality of Social Value creation, particularly for long-term and complex projects, and as a structure for monitoring outputs and outcomes.

| Status-quo | Inputs | Activities | Outputs | Outcomes | Impact |
|---|---|---|---|---|---|
| Baseline conditions that we aim to change | Resources required to execute the activities | Social value initiatives | Immediate quantitative outputs from activity | Changes based on outputs | Long-term change (vision) |

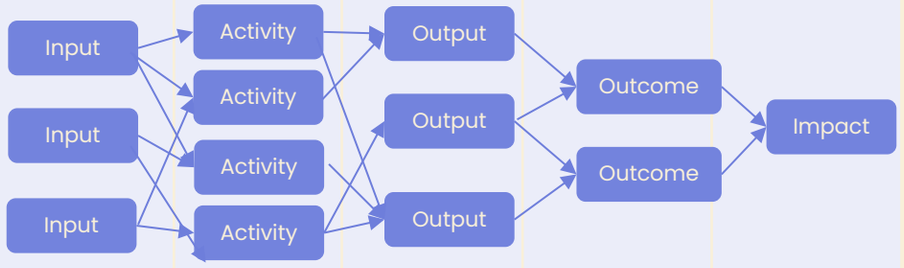



Figure 2.3: Theory of Change mapped to Social Value delivery

# 2/Social Value
# 2.2/ Proposed Methodology and Supporting Tools

This graphic sets out the Framework we will use to develop the Social Value plan as a component of the Development Delivery Plan. The Framework will support identifying Social Value impacts, which can inform the Sustainable Development framework, design requirements for the masterplan stage, and opportunities for the meanwhile strategy to deliver Social Value outcomes

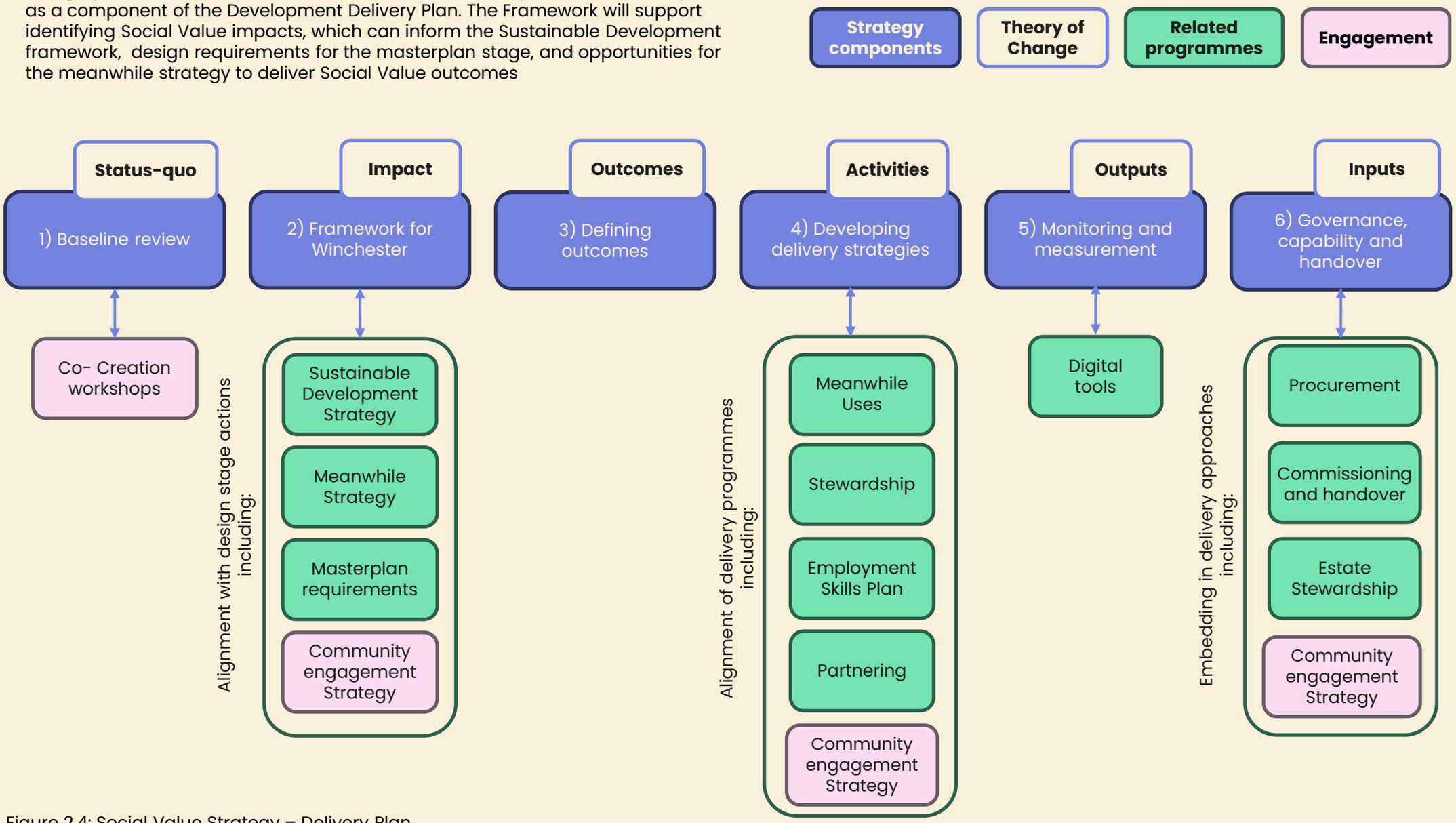



Figure 2.4: Social Value Strategy – Delivery Plan

# 2/Social Value
# 2.3/Baseline Review

The baseline review will establish the status-quo: an understanding of the socio-economic challenges, opportunities, and priorities for the communities and stakeholders local to CWR. This will be the evidence base that directly informs the content of the Social Value plan, and the baseline that long-term social impact can be measured against.

**The baseline review will include:**

- Summary of evidence gathered in the baseline review, culminated by a long list of local needs and opportunities.
- Quantitative spatial and graphical representations and analysis of the socio-economic performance of the neighbourhoods local to the site compared to the rest of Winchester and England, as illustrated in Figure 2.5.
- Testing of understanding of critical issues through engagement with community and associated community groups.
- Recommendations and key requirements for Masterplan, supporting delivery strategies (such as the Infrastructure Delivery Plan, Meanwhile Strategies) and additional Social Value programmes (such as an Employment and Skills plan).

**Key steps in establishing the baseline:**

- Conduct stakeholder mapping in collaboration with the engagement team and establish geographic boundaries for the study.
- Review related policy, Council priorities, and local and national measurement and reporting frameworks.
- Review outcomes of the initial footprint co-creation process, CWR development objectives and the aspirations of neighbouring developments.
- Review existing evidence bases of local needs such as the Bee Well and the JLL/Arup gap analysis.
- Review outputs of past community and stakeholder engagement and feedback from live engagement, attending live engagement where possible to test and verify findings from quantitative analysis.
- Conduct socio-economic data collection and analysis at the Lower Super Output Area (LSOA) level using our Community Insights tool to map findings spatially. Indicators used in this analysis will be determined based on gaps in existing evidence relative to the Footprint themes and CWR priorities.
- Test outcomes with WCC and key stakeholders.
- Finalise insights and recommendations within the Baseline Review.


Figure 2.5: Example output of baseline review

# 2/Social Value
# 2.3/Baseline Review

**Work done to date – Stakeholder Mapping**

We have created a map of stakeholders, and engagement has started. The outcomes are starting to inform key development priorities and shape other workstreams. Please see Chapter 4 Community and Stakeholder Engagement for further detail.

We will use the findings from engagement to develop our long list of needs and opportunities for CWR in the baseline review, collaborating with local communities to identify where investment and support is most needed from their perspective.

Later in the development of the Social Value strategy, we will work with stakeholders to prioritise the Social Value outcomes for the development and co-design the delivery strategies to achieve them.

It will also help us identify existing local initiatives and partners that may help us to deliver the Social Value strategy.

See the social value Framework **section 2.4** for our approach to integrating stakeholder engagement into the baseline review.







# 2/Social Value
# 2.3/Baseline Review

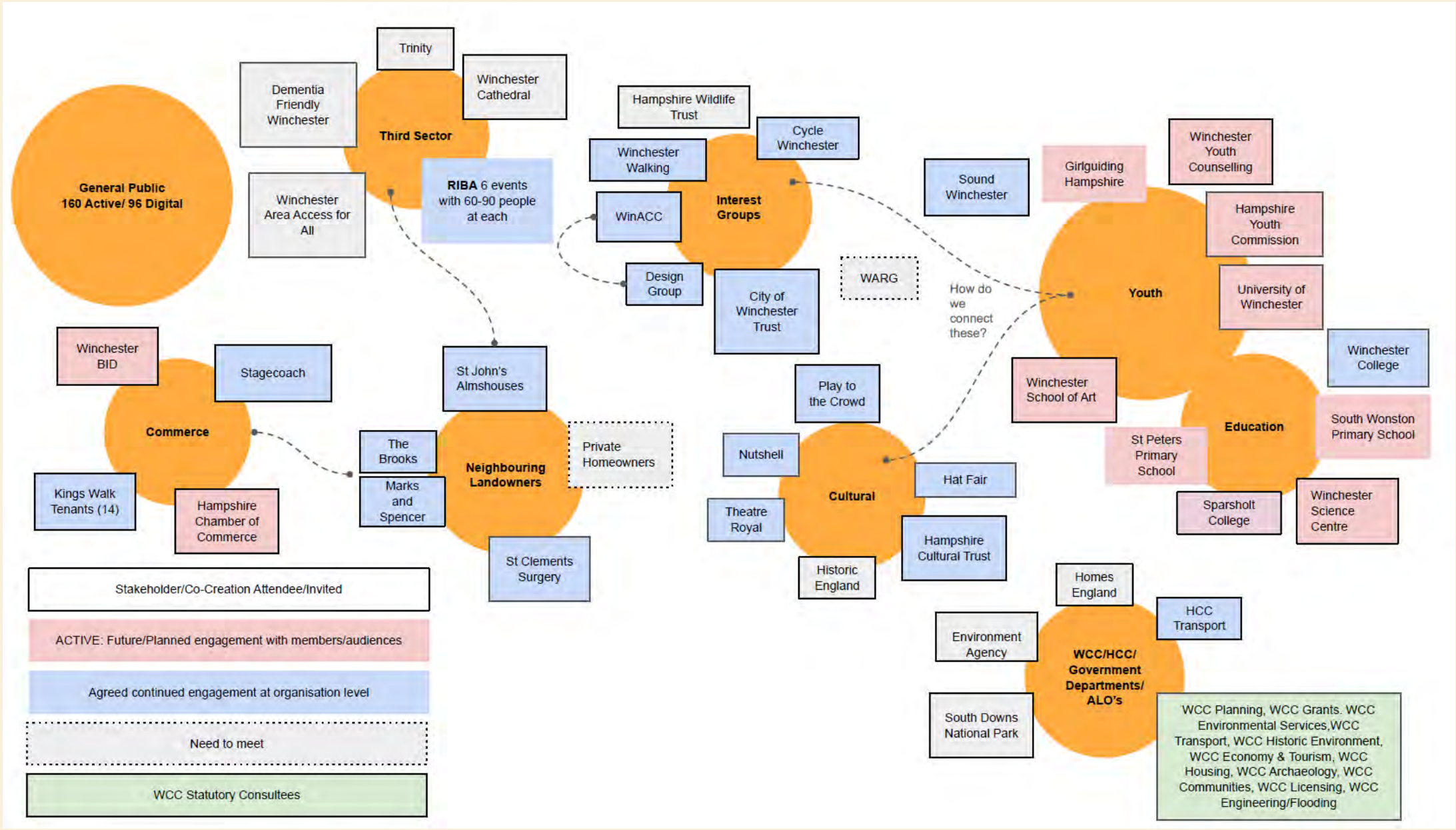



Figure 2.6: Initial Stakeholder Mapping

# 2/Social Value
# 2.3/Baseline Review

**Work done to date – Engagement**

We have held several engagement events including:

- Workshops with key community groups and local stakeholders
- Open drop-in sessions for the local community
- Engagement with young people and related local organisations
- Co-creation workshops
- Established digital platform Commonplace

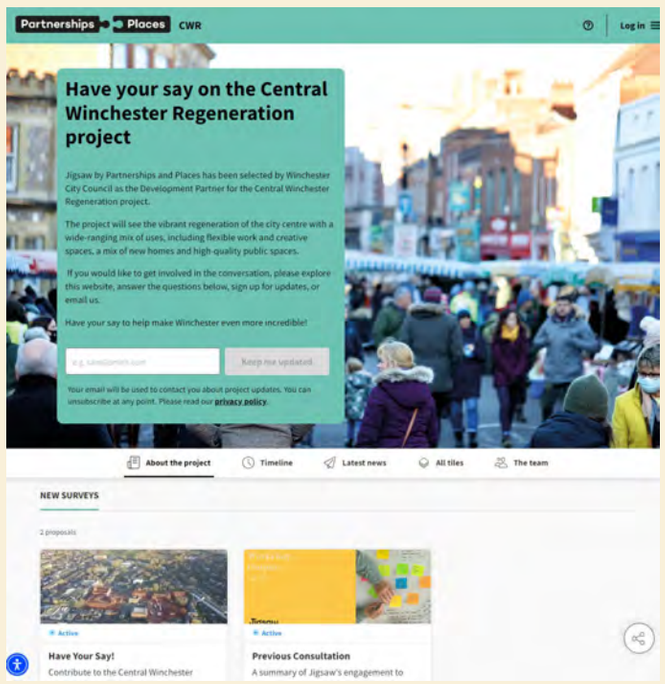



Figure 2.7: Commonplace Platform and Co-creation Workshops

# 2/Social Value
# 2.4/ Framework for Central Winchester Regeneration

We will create a Social Value framework for Central Winchester Regeneration through a co-creation workshop to establish the overarching vision, principles, and set the boundaries and scope for the strategy.

**The framework for Winchester will include:**

- Social Value vision (the impact in the Theory of Change).
- Social Value themes. Igloo's footprint methodology will be used as the basis of the Social Value strategy themes,  tailored through the initial co-creation process to describe the ambitions for CWR. There is a strong interconnection with the Sustainable Development Strategy, Design Principles, Infrastructure Delivery Plan and Transport Strategy. The Social Value strategy will address a few of the Footprint themes, and we will take an integrated approach with the other strategies to ensure alignment (see Figure 2.8).
- Social Value principles to be followed in the delivery, monitoring and reporting of the Social Value strategy. These will be developed during the co-creation process and can include for example principles of additionality, hierarchy of impact, transparency, breadth vs. depth.
- Scope of control and key levers for delivering impact at each lifecycle stage.

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**The co-creation workshop to develop the framework for Central Winchester Regeneration will include:**

- The Social Value vision, level of ambition, and priority themes.
- Summary of the existing Social Value commitments of project partners.
- Identify levers and barriers for creating impact.
- Understand levels of control and responsibility of project partners.


Figure 2.8: The Footprint dimensions

# 2/Social Value
# 2.5/ Defining Outcomes

Defining the place-centred outcomes for CWR will be done through a collaborative process whereby the local community and project stakeholders help prioritise the long-list of needs and opportunities developed in the baseline review.

**The outcomes will include:**

- Set of 5 – 7 place-centred outcomes under each Footprint social theme. These will likely include the outcomes categorised in quadrants 1 and 2 where CWR has a high degree of influence.

**Key steps in establishing the outcomes:**

- Community and project stakeholder engagement occur simultaneously to map the long list of local needs, then test and ultimately agree the outcomes for the development.
- Map the long list of local needs and opportunities based on:
    a) Their socio-economic performance. This includes both objective performance (quantitative performance of indicators relative to England, evidenced from the baseline review) and perceived performance (understood through community engagement).
    b) CWR's ability to influence the outcomes. This will be determined through the levels of control identified in Stage 3 and tested with project stakeholders.
- Translate the needs and opportunities in quadrants 1 and 2 into priority social outcomes as CWR has the greatest influence to change their outcomes.

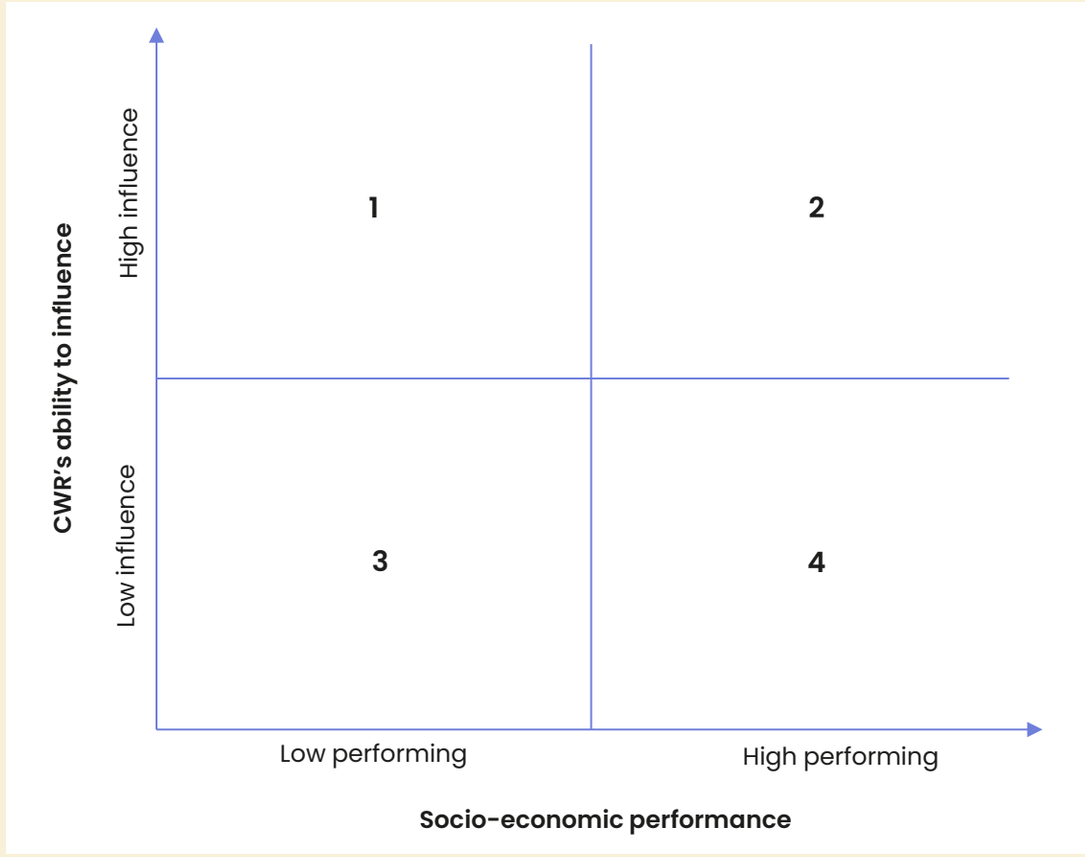



Figure 2.9: Outcomes Prioritisation Matrix

# 2/Social Value
# 2.6/ Developing Delivery Strategies

We will co-create a suite of activities to achieve the priority outcomes across the lifecycle of the project, establishing a delivery strategy for each agreed outcome.

**The delivery strategies will include:**

- Recommended activities across design, construction and operations to achieve each outcome. See adjacent table showing a mock example of a high level CWR delivery strategy for demonstration purposes.
- Recommendations will focus on activities that are additional and can leave a legacy, moving beyond business as usual.
- A responsible owner and potential partners to deliver each activity.
- Early activities for design partners.

**Key steps in establishing the delivery strategies:**

- Co-creation workshop to generate ideas for potential activities, using the Social Value triangle as a framework for designing activities that will generate added value and maximise long-term impact.
- Desk-research on potential partners and existing community and local initiatives to ensure the recommended activities support, rather than duplicate or draw resources away from great work already being done.

*Outcome 1a: Local VCSEs, MSMEs, and third sector organisations are supported to succeed in CWR.*

| Activity | Description | Lifecycle Stage | Responsible | Potential Partners |
|---|---|---|---|---|
| Remove barriers in procurement | Hold market-warming and supplier engagement events to present opportunities, guide them on the bidding process and provide open-door advice. | Design / Construction | Jigsaw | Social Enterprise UK<br>Federation of Small Businesses |
| VCSE and MSME supplier list | Develop an 'approved list' of VCSE and MSME suppliers for construction and operations based on social and sustainability criteria to encourage larger businesses to partner with them or procure them. | Construction | Jigsaw | Action Hampshire<br>Local Chamber of Commerce |
| Supplier 'concierge' | Establish a 'concierge' service that connects operational businesses to local services. | Operations | Operator | WCC |
| Social leases | Occupiers (likely VCSEs, charities, and MSMEs) could have reduced rent or favourable terms through the achievement of local social impact criteria.<br><br>This could also operate as a lease of underutilised space for reduced rent by established larger businesses. | Operations | Operator | WCC |

Figure 2.10: Example of Social Value Delivery Strategy by Outcome

# 2/Social Value
# 2.7/ Monitoring and Measurement

The monitoring and measurement framework will set out how the recommended activities in the delivery strategy will be monitored and how the Social Value outcomes will be measured in the long-term.

**The monitoring and measurement framework will include:**

- Outputs KPIs: quantitative key performance indicators (KPIs) to understand if the activities have been successful at achieving outputs in the short and medium term.
- Outcome indicators: quantitative and qualitative measures to understand if the outcomes have been achieved in the long-term.
- Set out recommended social research methodologies for measuring and reporting on long-term impact and identify potential academic partners to support this.

**Key steps in establishing the monitoring and measurement frameworks:**

- Identify a mix of qualitative and quantitative indicators to measure each outcome.
- Identify KPIs to track outputs. This will be determined by working backwards in the theory of change to understand what outputs need to occur for the desired outcomes to be achieved in the long-term.
- Establish a monitoring tool (e.g., excel dashboard, Social Value Portal tool) for complete and consistent data collection across project partners, and align metrics to the requirements of this method (see excel dashboard example in Figure 2.11).

Social Value Creation
Red Bank, Victoria North, Manchester
EXP-1477

usefulprojects

| Theme | What we would like to achieve | How we will measure success | Sphere of influence | Delivery Mechanisms (When we can measure) | | | | | | Alignment | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Objectives | KPIs | Design \| Construction \| Engagement | Meanwhile use | FEC Core Activities | Construction | In-Use | Comments | Timing | Ref. # | MCC Priorities | TOMs Framework |
| Local: 15 minute neighbourhood | Provide accessible local services, amenities and social infrastructure, including sport, leisure and cultural facilities | Number of visitor bike parking spaces across the site. | Design | - | | | - | | | | 5. Zero-Carbon 2038 | |
| | | Participation in community consultation events | Design | - | - | - | | | | LCC1 | 3. Community Resilience | |
| | | Area of play provided per child | Design | | | | - | | | | | |
| | | Area of green open space per resident | Design | | | | - | Benchmark target under discussion | | | | |
| | Promote Red Bank as a cycling and walking community | Segregated pedestrian and cycling infrastructure | Design | - | | | - | | | | 2. Health and Wellbeing | Better places to live |
| | | % Local services and community facilities within 15 minute walking distance | Design | - | | | - | Related to childcare, schools | | | | |
| | Ensure accessibility for all | GMAL score | Design | | | | - | | | | | Better places to live |
| | | Number of crossings with accessible traffic light system and access points | Design | | | - | - | | | | | |
| | Limit private parking spaces and ensure residents and visitors adopts sustainable travel patterns | % residents car free journeys | Design | | | | - | | | | | Air pollution is reduced |
| | Promote the adoption of active travel by residents. | % of 1 mile journeys done by foot or bike (excluding journeys by mobility impaired). | Design \| Engagement | - | | | - | Promote ways for active travel for meanwhile condition. | | LAT1 | | Creating a healthier community |
| | Ensure electricity charging points are delivered. | Number of electric car charging points across the site. | Design | - | | | - | | | | | |
| | Maximise opportunities for shared mobility options. | Provision of local services for sharing of bikes, accessibility active transport options and car clubs | Design \| Construction \| Engagement | - | - | - | - | Consultation to develop innovative approaches | | LAT2 | | Better places to live |
| | Support creation of a smart and digitally connected community | % Properties with 5G connectivity, fast broadband | Design | - | | - | - | For construction, it's related to open space to support MCC Digital Strategy | | | | |
| Skilled: Building social value | Provide quality jobs for existing and new community during construction and over the whole life of the development | % of social value creation - overarching for design and construction phase | Design \| Construction | | | - | - | | | | | Social value embedded in the supply chain |
| | | Number of jobs and apprenticeships created during design phase | Design | - | - | | | | | | | More local people in employment |
| | | Number of jobs and apprenticeships created during construction | Construction | | - | - | | | | | | |
| | | Number of jobs and apprenticeships for disadvanatged groups i.e. ex-offenders, disabled, long-term unemployed | Construction | | - | - | - | | | | | A workforce and culture that reflect the diversity of the local community |

Figure 2.11: Example of Social Value KPIS and Monitoring – excel dashboard

# 2/Social Value
# 2.8/ Planning Stage Deliverables and Governance

This final stage will establish responsibility and oversight of the Social Value plan as we proceed through different stages of the project, ensuring there is capability and knowledge to deliver it.

**The governance, capability and handover of the Social Value strategy will include:**

- Implementation guidance section in the Social Value strategy that recommends how to enable the successful delivery of the Social Value strategy across a range of factors such as governance, processes, procurement, reporting, communication, leadership, behaviours.
- Capability-building at each project stakeholder workshop including training on relevant Social Value concepts.
- Handover meeting(s) with the groups(s) responsible for overseeing, implementing and monitoring the Social Value plan.

**Key steps in establishing the governance, capability and handover of the Social Value strategy:**

- From the understanding of project team capability and knowledge on Social Value gathered at the first co-creation workshop, we will identify areas which require support to enhance the ability of the delivery team to implement the Social Value strategy.
- Build in short training on Social Value at relevant workshops (could include for example Social Value policy in the UK built environment, an overview of Social Value measurement frameworks, social research methods, etc).
- Co-develop an approach to governing the Social Value strategy across the design stage of the project, assigning responsibility for implementation, monitoring, and reporting.

The governance structures set out in the Sustainable Development chapter will ensure that there is clear oversight for the delivery of the Social Value strategy.

**Planning Stage Deliverables**

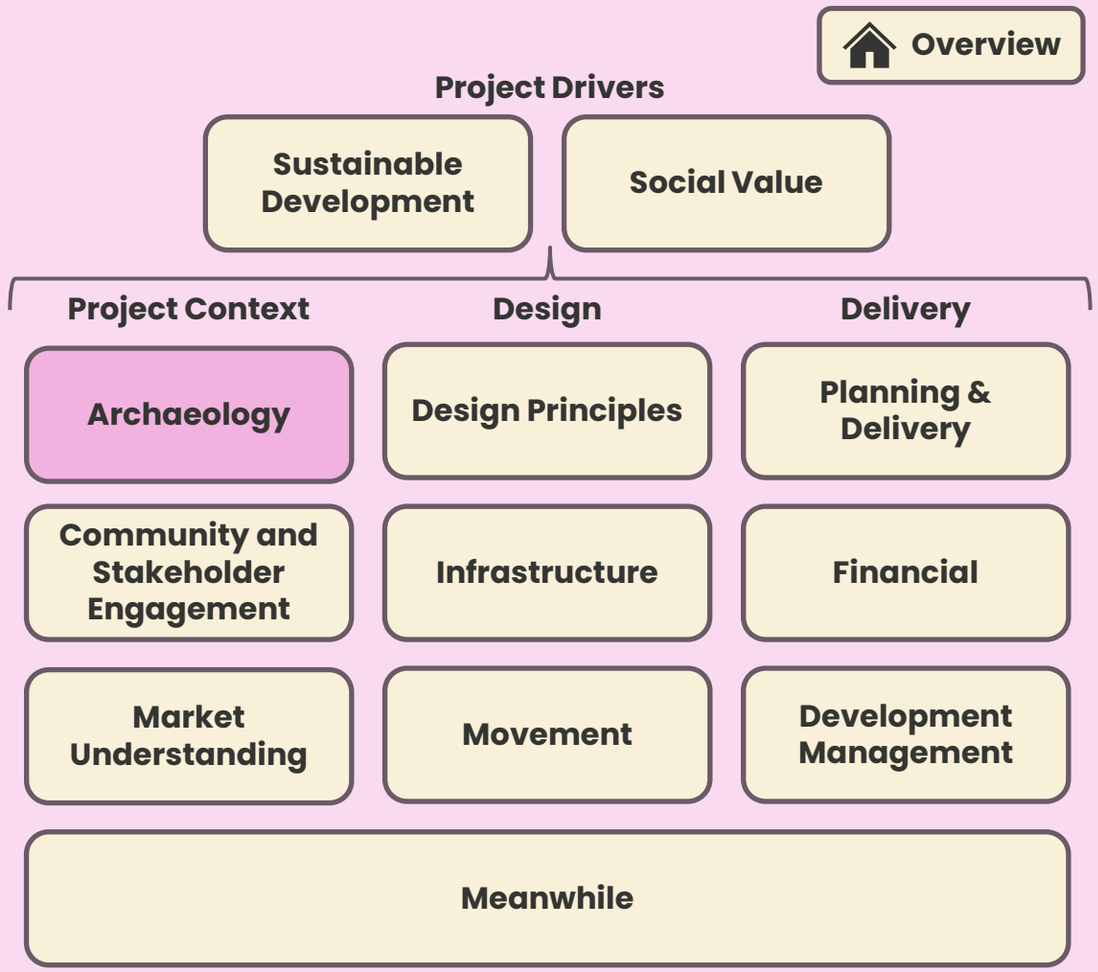
The Central Winchester Regeneration Social Value strategy will include:

- Summary of baseline assessment
- Set of bespoke Social Value outcomes
- Implementation plan with delivery strategies
- Monitoring and measurement framework
- Implementation guidance

Figure 2.13: Example of handover routemap workshop

# Central Winchester Regeneration
# 3/ Archaeology

Document Navigation



# 3/Archaeology
## Contents




Document history
Document number: 10265/R01

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Senior Archaeologist (PCA Heritage)

**Revision History**

| | | |
|---|---|---|
| - | 02/05/2024 | Issue for comments |
| 1 | 17/07/2024 | Comments from WCC's Archaeology Officer addressed. Revisions to Paragraphs 3.4.2, 5.1.2, 7.2.1, 7.2.10 and 7.5.2. Paragraphs 4.1.3 and 7.2.8 added. |

# 3/Archaeology
# 3/1 Overview

**Introduction**
PCA Heritage (the 'Archaeological Consultant') has been commissioned by us to develop and articulate our strategy for the sustainable preservation and enhancement of the rich archaeological resource of a site in Central Winchester (termed 'Central Winchester Regeneration', hereafter 'CWR'). A key factor in the regeneration of the site is the general recognition that preservation in situ of the resource is the desirable outcome , and it is the staged process required to arrive at this outcome which is set out in this archaeological strategy. To help illustrate some of the exercises which will be needed to arrive at an optimum design, a number of case studies, drawn from past experience, are outlined.

The strategy builds on work by the CWR Archaeology Advisory Panel, articulated in its 2018 report The Central Winchester Regeneration Site and Archaeology, which in turn built on a detailed baseline study of the archaeological potential of the site prepared by Patrick Ottaway (PJO Archaeology 2017; hereafter 'DBA').

**Limitations**
This report has been prepared solely for Jigsaw and should not be relied upon by, or transferred to, any third party without prior written authorisation of PCA Heritage. PCA Heritage accepts no liability for the consequences of this document being used for a purpose other than that for which it was commissioned. Persons or parties using or relying on the document for such other purposes agree, and will by such use be taken to confirm their agreement, to indemnify PCA Heritage for all loss or damage resulting therefrom.

This report has been prepared on the basis of the proposed end land use defined by the client. If this proposed end land use is changed, it will be necessary to review the findings of the report. It should be noted that some of the aspects considered in this study are subject to change with time. Therefore, if the development is delayed or postponed for a significant period then it should be reviewed to confirm that no changes have taken place, either at the site or within relevant legislation.

# 2/Planning Context

## The Planning Context

The legislative framework and planning policy and guidance relevant to CWR is set out in Section 2 of the Central Winchester Regeneration Archaeology Advisory Panel report (2018) and is not repeated here. This remains valid, although in several cases it has been updated since the report was published. Although the National Planning Policy Framework was last revised in 2023, the changes, so far as they relate to the historic environment, are confined to paragraph numbering. The National Planning Practice Guidance has been updated in a similar way. The 2013 Local Plan remains valid although there is a timetable for preparing a new Local Plan. In terms of discipline guidance, Historic England's guidance on piling and archaeology has been revised (Historic England 2019), as has the guidance issued by the Chartered Institute for Archaeologists.

Specific planning advice and guidance on regeneration of the CWR area is provided by Winchester City Council's Central Winchester Regeneration Supplementary Planning Document (WCC 2018; hereafter 'CWR SPD') which sets out a vision, objectives and a planning and urban design framework for the future development of the CWR area. The Council's guidance relating to archaeology, heritage and culture is outlined in Section 3.7 of the CWR SPD, and is not repeated here.

# 3/Recent Studies

## The Archaeological Resource – Recent Studies

### Central Winchester Regeneration Project Archaeological Desk-Based Assessment

This DBA (PJO Archaeology 2017) provides baseline information on the heritage assets and buried archaeological deposits on the CWR site and in its immediate environs. The intention of the document was to provide information with which to make informed judgements on the nature, character, date, extent and survival of archaeological remains on the site and also a strategy for mitigation of the impact of any future development on those remains. An overview in the DBA of the archaeological and historical background of the site shows that it lies in an area with an archaeological resource of considerable research significance for all periods of the city's past. Initial analysis in the DBA suggests that a substantial depth of alluvial material was deposited on the site in the early prehistoric period and that there is also a substantial depth of archaeological deposits and structural remains dating to the Roman and later periods. It concludes with a series of research objectives which together provide a framework for any further archaeological investigation of the site.

### Central Winchester Regeneration Archaeology Advisory Panel report

This report (2018) forms a supporting technical paper to the CWR SPD and sets out the issues surrounding the management of the site's archaeological resource. Its purpose is to highlight those issues to be considered when preparing detailed proposals for the site. Its sections on construction and engineering strategies (Section 6, pp 19-20) and community engagement and public realm enhancement (Section 7, pp 20-22) are of particular relevance to the archaeological strategy set out here.

### Geoarchaeological and hydrological studies

Existing information on preservation conditions and the hydrology of the site and its relationship to the site's earliest below-ground archaeological levels suggest that palaeoenvironmental material will be well-preserved in alluvial deposits as a result of waterlogging. Roman and later deposits may not lie below the water table, except in pits and other deep cut features. Hydrological studies undertaken in connection with the site (summarised in Wilkinson et al 2022) indicate that there is hydraulic continuity between groundwater and that of the underlying chalk.

The studies reported in Wilkinson et al suggest biological preservation within archaeological layers is moderate to good across the CWR site, 'while the nature of that preservation is dependent of sediment property rather than depth' (Wilkinson 2022, 5). The hydrogeological monitoring exercise demonstrated that groundwater levels fluctuate in the range 1.5–2.9m below-ground level (bgl): organic remains below 1.5m bgl are frequent and well preserved.

### Pre-Construct Archaeology evaluation 2023-24

Between July 2023 and February 2024 an archaeological investigation, forming part of ongoing CWR studies, was undertaken by Pre-Construct Archaeology on land to the east of Winchester Bus Station and in Coitbury House car park. Four archaeological trial trenches were dug with the objective of 'describing and quantifying the archaeological character of the locality, particularly relating to the Roman, Anglo-Saxon, and medieval townscapes' (Pre-Construct Archaeology 2024, 2).

# 3/Recent Studies

**Pre-Construct Archaeology evaluation 2023-24 (continued)**

The archaeological evaluation revealed extensive medieval and later remains in all four trenches. These ranged from masonry and timber building remains, part of Busket Lane's road surface , and a well-preserved timber revetment. All trenches proved to be a rich resource for both artefactual recovery and environmental sampling. Although redeposited Roman artefacts and small areas of excavation testified to the survival of Roman deposits at the site, it was not possible to further define their character because weather and other constraints in Trenches 1 to 3 affected the programme, as it did in Trench 4 where preservation in situ of overlying medieval remains was also a consideration.

The evaluation also highlighted some of the difficulties in evaluating a site which has not been decommissioned. Live services in the proposed location of Trench 1 required it be shifted slightly within Coitbury House car park, whilst Trench 2 was more restricted in area than originally proposed due to the presence of a culvert to the east, a substantial brick structure containing hydrocarbon-contaminated water in the north-west part of the trench, and an active bus station to the west and south-west of the excavation. In all but Trench 1, the presence of ground water and surface water was an issue.

# 4/Collaboration and Community Engagement

**Collaboration and Community Engagement**

The fostering of an iterative design environment between archaeologists and the wider design team will be key to the success of the project. For preservation in situ of archaeological remains to work effectively, there will need to be close collaboration between the archaeological team (WCC's archaeological advisor, PCA Heritage and Pre-Construct Archaeology, amongst others), the engineering teams (land quality, hydrology, civil and structural amongst others) and the project management team.

Wider collaboration will be fostered, and the involvement of the local community (including academia and elected representatives) and the wider public will be integral to the archaeological strategy. Opportunities to engage the local community with the site will be actively pursued, with social inclusion a key aim. Obvious examples for engagement include information panels and talks, peep-holes in hoardings so that the public can observe archaeological excavations in action, open days, pop-up museums and digital outreach.

A developed community engagement strategy will set out target audiences and key approaches to reaching these, with the strategy being fully embedded within the lifespan of the development. Existing Social Value models for heritage and archaeology will be used as a basis. Examples include the Chartered Institute for Archaeologist's 'Toolkit for Public Engagement' and the Association of Local Government Archaeological Officers' 'Delivery of Public Benefit and Social Value for Archaeology in the Planning System' .

An interpretation strategy will form an important part of the outline and detailed archaeological mitigation strategies. Effective interpretation, with a focus on a sense of place, is an opportunity to add significant value to the CWR scheme.

# 5/Preservation In-situ

**Preservation In-situ – The Key Mitigation Approach**

The Final Integrated Geoarchaeological Report for the site (Williamson et al 2022) concludes that the main risk of impact of construction on organic remains of archaeological significance, 'and indeed all archaeological artefacts and structures', is considered to be mechanical damage (that is, truncation) rather than oxidation as a result of groundwater change. Avoiding mechanical damage wherever possible is therefore the primary aim.

The primary tools in the process of understanding how to preserve archaeological remains in situ are an understanding of the resource, an understanding of where that resource has already been impacted and methods of minimising new impacts where they are unavoidable. Section 3 above outlines the work undertaken to date in understanding the resource. Work to understand where it has already been impacted is outlined in Section 6 below.

Advice on preservation in situ methods is provided in Preserving Archaeological Remains: Decision-taking for sites under development (Historic England 2016) and Mitigation of Construction Impact on Archaeological Remains (Davis et al 2004). Methods for minimising impacts include avoidance, re-use of previously truncated ground, containment systems (such as geotextile membranes and barriers), modification of foundation designs (e.g. pile types, diameters, spacings or depths), creation of above-ground buffer zones by importing material, the grouping of service runs and the re-routing of service runs above ground. A revised draft of Historic England's Preserving Archaeological Remains: Decision-taking for sites under development has recently been out for consultation. The draft of this forthcoming updated advice had some shifts in approach, including a primary focus on the re-use of won materials for any backfilling and less of a focus on the use of geotextiles.

The Central Winchester Regeneration Archaeology Advisory Panel report (2018, 19) contains guidance on construction and engineering strategies (Section 6).

In this section, reference is made to Historic England guidance on allowable piling percentages. The Historic England document which contained this advice (Historic England 2015) was superseded in 2019. The updated version (Piling and Archaeology: Guidance and Good Practice, Historic England 2019) avoids references to specific percentages. This change is a reflection of the changes to Government planning guidance which has led to a shift in emphasis in Historic England advice from keeping damage to below fixed proportions to one where the developer is required to demonstrate how their piling design will avoid harming the significance of any archaeological remains present on the site.

It is almost certain that the construction methods chosen will include the need for concrete piles to form part of the proposed development's sub-structure. The piling method (or combination of methods) to be used will be determined once sub-structure design commences, but continuous flight auger (CFA) type piling is one of the most common piling forms and can be used in most soils. In the CFA technique an auger is screwed into the ground to a specified depth and high slump concrete is pumped down the auger stem to the base. As the concrete is inserted, the auger is withdrawn, taking the arisings with it. A reinforcing cage is then pushed into the liquid concrete. Limited vibration or noise is generated using this piling technique.

Provided the auger is advanced at the right speed, and obstructions are not encountered, CFA piling should not physically damage deposits outside the area of the auger. However, where archaeological deposits contain structural material (bricks, stone, wood) these obstructions may be dragged within the auger flights and damage adjacent deposits. Structural remains can be displaced if the surrounding ground is too weak to restrict their movement or where a suitable cutting head has not been used. A further risk with CFA piles is that concrete may migrate into any voids adjacent to the bore.

# 6/Archaeological Strategy

**JLL Central Winchester Regeneration - Archaeology Summary Document 2022**

JLL, in consultation with Winchester City Council, prepared a summary document to assist potential developers understand the opportunities and constraints posed by CWR's archaeological resource. This summary provided a useful process map with nine recommended stages. JLL's Stages 1 and 2 (Appointment of Consultant and Pre-App Advice) have occurred. Stage 3 (Development Strategy) is underway, and will continue into the RIBA Stage 1 period ('Developing the vision', see below).

JLL's Stage 4 covers the Archaeological Evaluation Strategy. This sets out some of the assumptions regarding archaeological evaluation at CWR, chiefly that evaluation will be a two-stage process, with evaluation pre- and post-planning consent. Implicitly, this recognises that most evaluation will be determined by the demolition schedule. It may also be determined by the site's remediation strategy. JLL's Stage 5 represents the actual archaeological evaluation stage. This stage is partly underway, as outlined in Section 3.4. JLL's Stages 6-9 will follow in subsequent years.

**Archaeology Strategy** 2025 – 28

A key driver of the archaeological strategy for the site is the development programme, and in particular the progress of an emerging design. The importance of this is that an effective archaeological mitigation strategy in which preservation in situ is the primary aim can only develop in tandem with a scheme design.

The programme also drives the demolition schedule, which will be inter-linked with the archaeological evaluation strategy. Evaluation to investigate buried heritage assets, model their form and extent in terms of their significance and enable detailed assessment of the impact of development on those assets is very likely to be governed by the simple practical face that meaningful evaluation can only occur once above-ground structures have been removed.

An initial programme for the scheme is available and forms the basis of the next section of this document.

**RIBA Stage 1 – Developing the Vision**

RIBA Stage 1 will be used to attempt to build on the initial work undertaken by Patrick Ottaway to understand the location and extent of modern disturbance within the site (PJO Archaeology 2017, 62). It is important to know, if it is at all possible, the extent of modern truncation as this will assist in the development of a strategy to avoid impact from the proposed development on below-ground archaeological remains. Understanding the location and depths of truncation will also assist in determining the optimum ground engineering solutions. The principle is to re-use below-ground areas which are known to be devoid of archaeological remains wherever possible. As an example, any previous basements on the site will have removed all archaeological remains down to at least the level of the underside of the basement floor. The volume occupied by basements, should any be shown to exist on the site, can be prioritised for re-use, for example to accommodate new infrastructure such as stormwater attenuation. Similarly, previously partly-truncated areas may have lost significance and could be prioritised for further truncation and utilisation following appropriate archaeological mitigation works.

The initial step will be to identify the archaeological events (i.e. archaeological fieldwork) which have taken place within the site. The reports pertaining to these events will be obtained from Winchester HER and the Archaeological Data Service, if applicable. It is anticipated that these reports will contain information suitable for inclusion in a model of historic obstructions and archaeological investigations. The results of this work ('the truncation map') will be mapped in ArcGIS.

# 6/Archaeological Strategy

**RIBA Stage 1: Developing the Vision (continued)**

Copies of construction drawings exist for post-war buildings on the site, in particular Winchester Bus Station, Kings Walk, Friarsgate and the (now demolished or partly demolished) medical centre and Friarsgate multi-storey car-park. These will be sourced from archive centres. Historic maps and photographs will be examined, either from primary sources or secondary sources such as PJO Archaeology 2017. Working in collaboration with Expedition Engineering, asset drawings will be reviewed and asset locations added to the truncation map where appropriate.

The initial aim is to generate a 2D map of known buildings and structures on the site (past and present). This exercise will provide the east ('x') and west ('y') co-ordinates from which determination of degrees of vertical truncation (the 'z' co-ordinate) can be attempted.

All relevant archive materials will be photographed, cropped as required, white balance-adjusted and, where necessary, sharpened using graphic manipulation software. All maps will be digitised to individual raster datasets and georeferenced to British National Grid (EPSG 27700).

An initial scan of Hampshire Archives' online catalogue suggests that original building control plans exist for Friarsgate Medical Centre, Kings Walk and Winchester Bus Station, and that there are drainage plans available for the former Head Post Office. In addition, there is a City Engineer plan available for the properties at the site of the former Post Office before its development, and the 1961 planning application for the Post Office building itself. The 1974 contract papers exist for the design and construction of the Friarsgate multi-storey car park, as do plans for the Friarsgate building.

If the raw modelling data from the University of Winchester's previous studies are available to generate surface rasters or, ideally, the rasters themselves are available, the truncation map will be enhanced with deposit modelling data to provide the next stage of the deposit model.

In addition, any information on the culverted watercourse that the Environment Agency can provide will be fed into the emerging strategies for archaeological evaluation and mitigation where it can add value.

**Stage 1 Archaeological work**

The Final Integrated Geoarchaeological Report for the site (Williamson et al 2022, 66) recommends that a programme of radiocarbon dating is carried out on a selection of samples which have already been taken for this purpose. The results can be integrated into the geoarchaeology results to date to provide a more detailed assessment of archaeological significance across the site.

It can be anticipated that intrusive (i.e. into the ground) ground investigation work ('GI') and exploratory utility diversion pits may be undertaken during this period. Such works can be valuable to archaeologists by assisting an understanding of depths of ground surface treatments, previous truncation, etc. All such works will be monitored and recorded by Pre-Construct Archaeology, with geoarchaeological and paleoenvironmental inputs as required. This work may include the assessment and dating of samples recovered by GI where such assessment and dating can add knowledge.

# 6/Archaeological Strategy – Case study 1

**Case study 1: Newcastle Quayside (Plates 1 to 2)**

In 2022 PCA Heritage were commissioned by Arup to undertake historic environment research and GIS mapping in connection with the Newcastle Quayside Flood Alleviation Scheme. The scheme had two main drivers: to implement a scheme to reduce flood risk from tidal and surface water and to enhance and make a regionally significant site resilient to climate change. In order to fully understand the available flood defence options, a constraint and issues modelling exercise was undertaken with two purposes in mind: to map, if possible, underlying remains of the city wall, in order that it could be avoided; and to understand where truncation had occurred so that voids and hitherto unknown watercourses, for example, could be mitigated in the design.

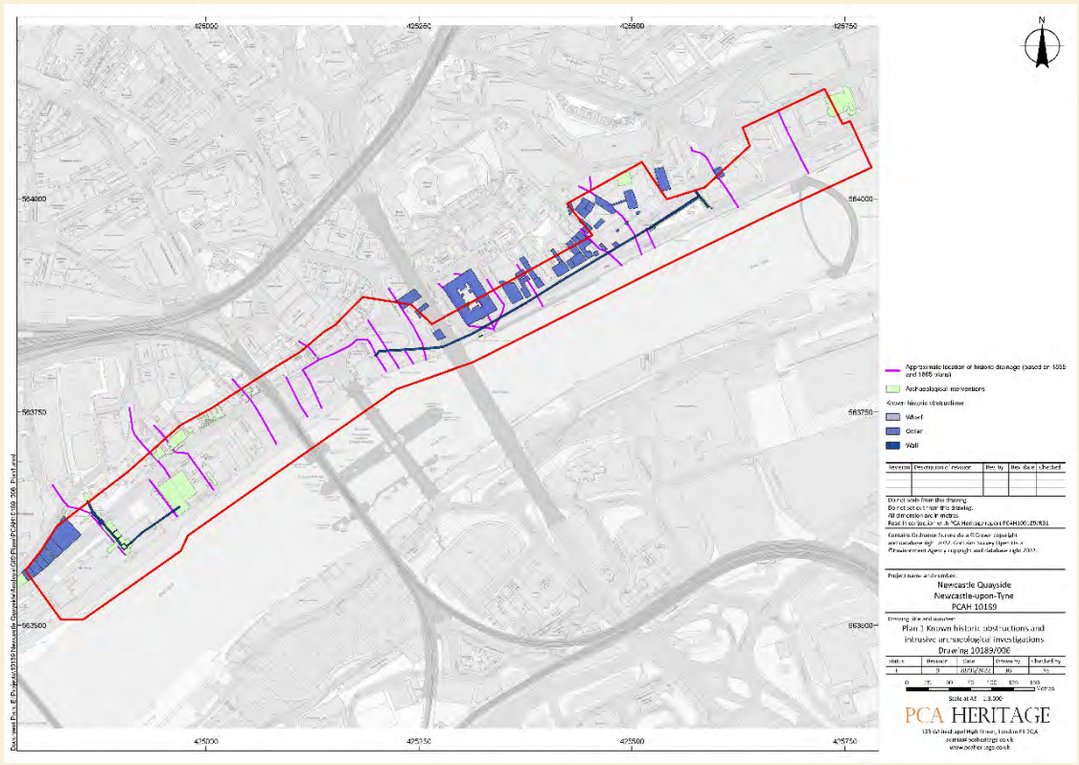


Plate 1: Newcastle Quayside: Known historic obstructions and intrusive archaeological investigations

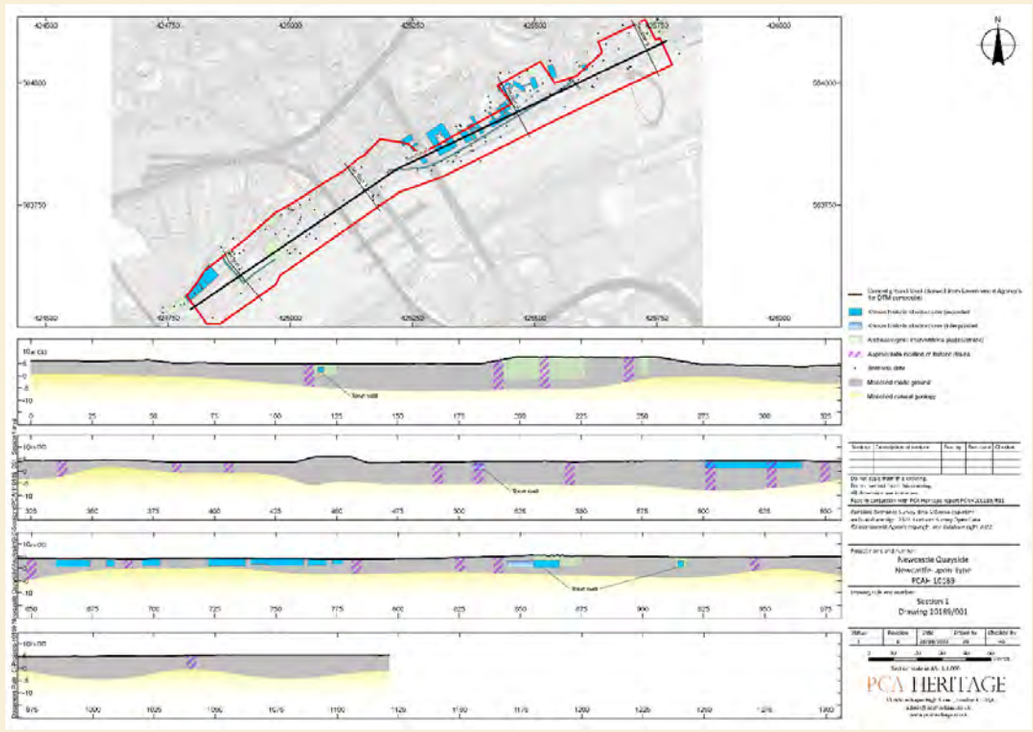


Plate 2: Newcastle Quayside: transects through Newcastle Quayside, showing known and interpolated truncation of below-ground deposits, together with a basic deposit model

**Planning**

It is anticipated that this stage will coincide with the preparation by the project team of an Environmental Statement Scoping Report. PCA Heritage will provide the technical content for the historic environment section of the report including, if appropriate, an Outline Evaluation Strategy.

# 6/Archaeological Strategy – Case study 1

**RIBA Stage 2: Concept design**

This stage is scheduled to cover the period February 2025 to November 2025. During this period it is anticipated that PCA Heritage will work in collaboration with Expedition Engineering to assist in their development of strategies for decommissioning and/or removing redundant infrastructure and the removal of ground obstructions. Where such work results in exploratory groundwork being undertaken this will be monitored and recorded by an experienced archaeologist. It is noted here that the removal of ground obstructions will need to be managed with great care, as such exercises can be extremely damaging to surrounding archaeological deposits unless closely monitored.

As new data is accrued this will be fed into the truncation map/deposit model, with emphasis placed on enhancing the model's raster surfaces.

This is also the stage at which PCA Heritage will begin providing technical input into the developing masterplan. The truncation map will be the key tool in this process.

**Stage 2 Archaeological work**

Continued archaeological monitoring and recording of exploratory ground investigations by others, and targeted archaeological evaluation where possible.

**Planning**

It is anticipated that this stage will coincide with the preparation by the project team of the Environmental Statement. PCA Heritage will prepare the Outline Mitigation Strategy and draft the ES historic environment chapter to support the planning application.

**RIBA Stage 3: Developed design**

This stage is scheduled to cover the period April 2026 to October 2026. During this period, it is anticipated that PCA Heritage will work with Expedition Engineering to assist in their development of a sustainable drainage design. PCA Heritage will also work with the structural engineering team to assist in the development of a substructure design which causes the least possible harm to below-ground deposits.

With general arrangement drawings becoming available for the substructure and drainage designs during this stage, targeted archaeological evaluation trenching can resume, with the aim of determining the extent of likely impacts to archaeological remains. Information gained can be fed back into the substructure design leading to, for example, the rotation or re-design of piles and pile caps and the relocation of stormwater attenuation.

# 6/Archaeological Strategy – Case study 2

**Case study 2: St Anne's Quarter, Norwich**

7.4.3. In an iterative process between PCA Heritage and Orbit Homes' structural engineers a truncation map based on a 1969 sub-structure plan which existed for a brewery distribution depot in Norwich was used to help develop the substructure design for the buildings planned as the depot's replacement. As the 1969 sub-structure was to remain in place wherever possible, the truncation map allowed potential sub-structure clashes to be identified at an early stage (if the truncation map has been available at an earlier stage it would also have been possible to have influenced the masterplan, and thereby its proposed sub-structure). The truncation map also identified which areas had previously been remediated, which refined an understanding of where archaeological work could most usefully be targeted.

Plate 3: Columns to support a podium slab at St Anne's Quarter in Norwich. Much of the existing slab on the site was retained as the base for the floor of the underground car-park

Keyhole excavations by archaeologists followed, targeting the location of proposed pile-caps. This provided the opportunity for their design and associated pile configurations to be adapted to avoid below-ground masonry (the site was once home to an Augustinian friary) as required. Much of the depot's concrete slab, which is of a substantial depth of reinforced concrete, was retained as the base for Orbit's underground car-park, thus preserving the archaeological remains below (see Plates 3 and 4).

Plate 4: Keyhole archaeological excavations at St Anne's Quarter, Norwich. Several larger areas were opened by archaeologists to target specific research questions. Here, part of Norwich Augustinian Friary's church has been exposed (bottom centre of the image)

# 6/Archaeological Strategy – Case study 3

**Case study 3: Bermondsey Square, Southwark**

Bermondsey Square is a scheduled monument, centred on the 11th-century Bermondsey Abbey. Igloo Regeneration won an architectural competition in 1998 to develop the site for a mixed use scheme, maintaining the square and its antiques market, and the site's archaeological potential. Pre-Construct Archaeology evaluated the site to identify a flexible foundation design which maximised the in situ preservation of substantial archaeological remains and, by adjusting the engineering/piled foundation solution, minimise disturbance.

**Planning**

It is anticipated that it is during this stage that PCA Heritage will prepare an Archaeological Mitigation Strategy. This will set out the archaeological research strategy for the site, community outreach strategy, and a fieldwork strategy for offsetting unavoidable impacts on heritage assets (above and below ground) which would arise from the proposed development. (Where programmes of archaeological investigation such as these are undertaken, they do not avoid or reduce the magnitude of impact on heritage assets or the significance of its effect. Instead, they offset the permanent loss of physical remains against advances in understanding).

**RIBA Stage 4: Technical design**

This stage is scheduled to cover the period October 2026 to March 2027. During this period it is anticipated that PCA Heritage will provide technical input into the tender drawing sets and Employer Requirements (ERs) used to procure the main contractor and their sub-contractors. It is likely that archaeological input into the ERs will include preparation of an Archaeological Specification which sets out the archaeological requirements to be followed by the main contractor, including the roles and responsibilities of each party.

This is also the period when one or more Archaeological Written Schemes of Investigation (WSIs) will be prepared and submitted to WCC. These will detail the aims, objectives, methodologies, techniques and deliverables for the targeted archaeological fieldwork, and provide the performance specification against which the standards and results of the work will be measured and cost control maintained. WSIs will include details of data preparation and the digital templates which will be used to facilitate data entry onto the Winchester HER. WCC's Archaeology Officer will be consulted throughout the process of preparing WSIs.

**Archaeological fieldwork**

The period leading up to the start of construction in March 2027 will be used to undertake some of the archaeological fieldwork required, where it is possible in advance of demolition. Historic building recording is an example. Archaeological excavation, where required, could commence in open areas, although it would be more usual to programme such works into the early stages of the main construction programme (RIBA Stage 5).

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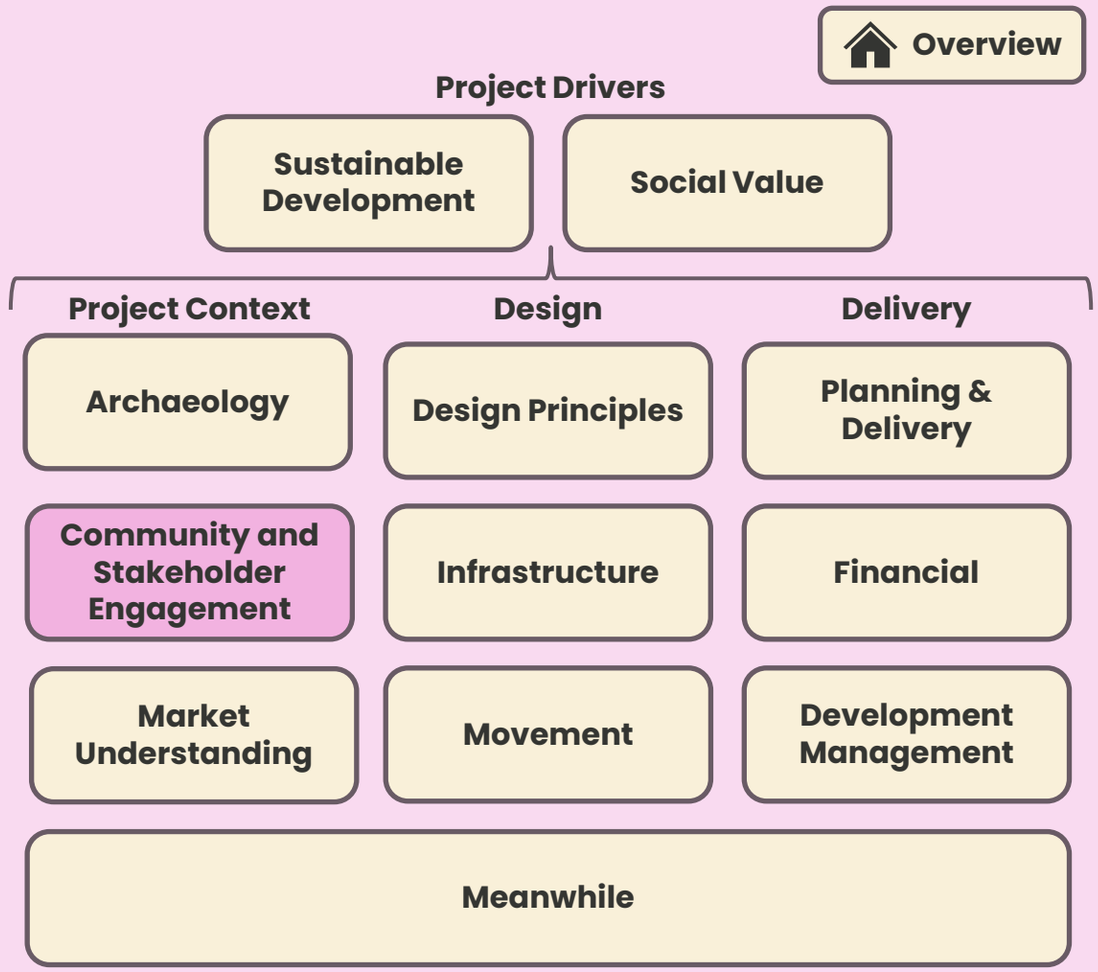
# Central Winchester Regeneration
# 4/ Community and Stakeholder Engagement

Document Navigation



# 4/ Community and Stakeholder Engagement
## Contents

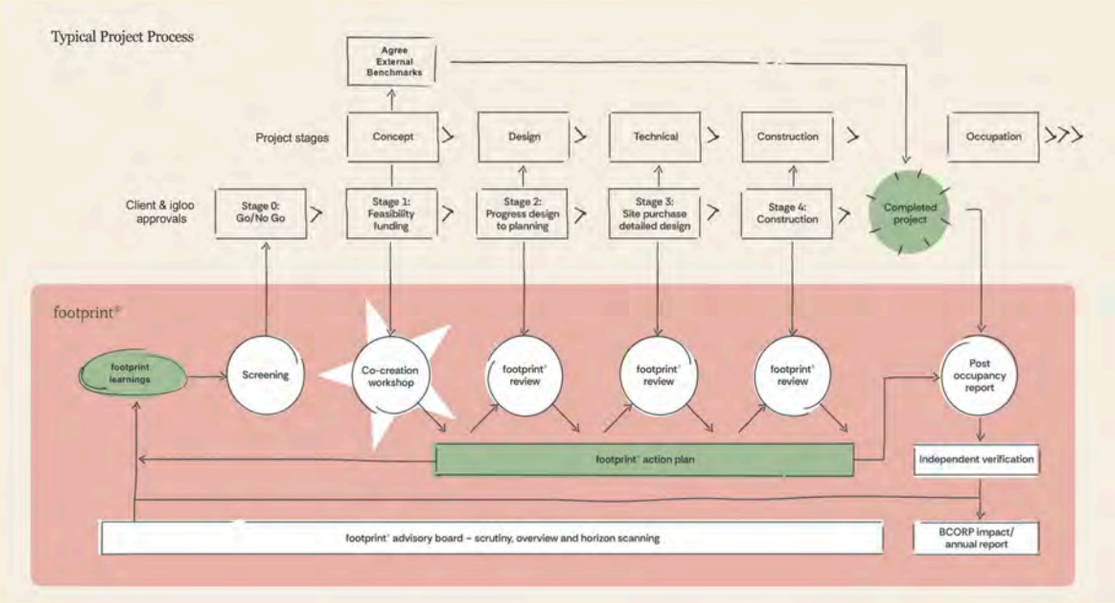
# 4/Community and Stakeholder Engagement
# 1/ Delivering engagement with stakeholders

We are using our Footprint process to bring the community and key stakeholders together to build our vision for CWR, to test ideas and shape its outcomes, its manifestation, its impact. This process builds bridges between stakeholder groups and individuals. Footprint's core dimensions of Climate, Circularity, Wellbeing, Community, Place and Nature provide a framework for decision-making.

We have made a start on the process of engagement with many key stakeholders, continuing with face-to-face public events, online engagement, interactive sessions and workshops designed to encourage high levels of attendance and participation.

We have also collated all the outputs of the engagement activity, including the co-creation workshops, that have taken place to date and drafted a separate, comprehensive CWR Engagement Report. An Engagement Programme plan is included in the CWR Engagement Report, and available on the Common Place platform.

https://cwr.commonplace.is/



# 4/Community and Stakeholder Engagement
# 1/ Delivering engagement with stakeholders

Key stakeholders have been identified as follows and set out on the Stakeholder Map on the next page.

• Hampshire County Council is the statutory consultee in transport and highways matters, and a key political entity in the engagement.

• Statutory consultees (EA, Highways, Historic England, Water Authority etc) – we will ensure we regard these groups as informed stakeholders.

• Educational institutions – schools, universities and adult learning bodies are key stakeholders, both in terms of engaging the institutions themselves, and their cohorts who will be future residents and users.

• Student, undergraduate and graduate organisations/communities are interest groups of young people with whom we can engage around specific themes – such as photography, architecture or archaeology.

• Young Citizens - of which there are several audiences, children with parents, interested teenagers, less-interested teenagers, unemployed school leavers, and in particular young people that may feel disenfranchised.

• Community interest/Activist groups such as City of Winchester Trust, Winchester Action on the Climate Crisis, Cycle Winchester are full of informed people who we need to actively engage in the project, to ensure their energy can contribute positively to the development. Some of these might be non-statutory consultees in the planning process.

• Cultural institutions have a significant amount to offer in the co-creation of a “creative quarter” and these institutions are vital and fundamental to the ecosystem within the development and how it reaches the whole city.

• Transport companies – important for getting people into and out of the city and reducing private car use. We need them to help us create the best environment possible for pedestrians and cyclists in the city centre and within this development. We will find and engage operators of EV solutions to promote micro-mobility around the city.

• Business groups, such as the Chamber of Commerce, know and have connections to reach existing and new creative or service businesses to be able to deliver the kind of space needed and attract them to locate here.

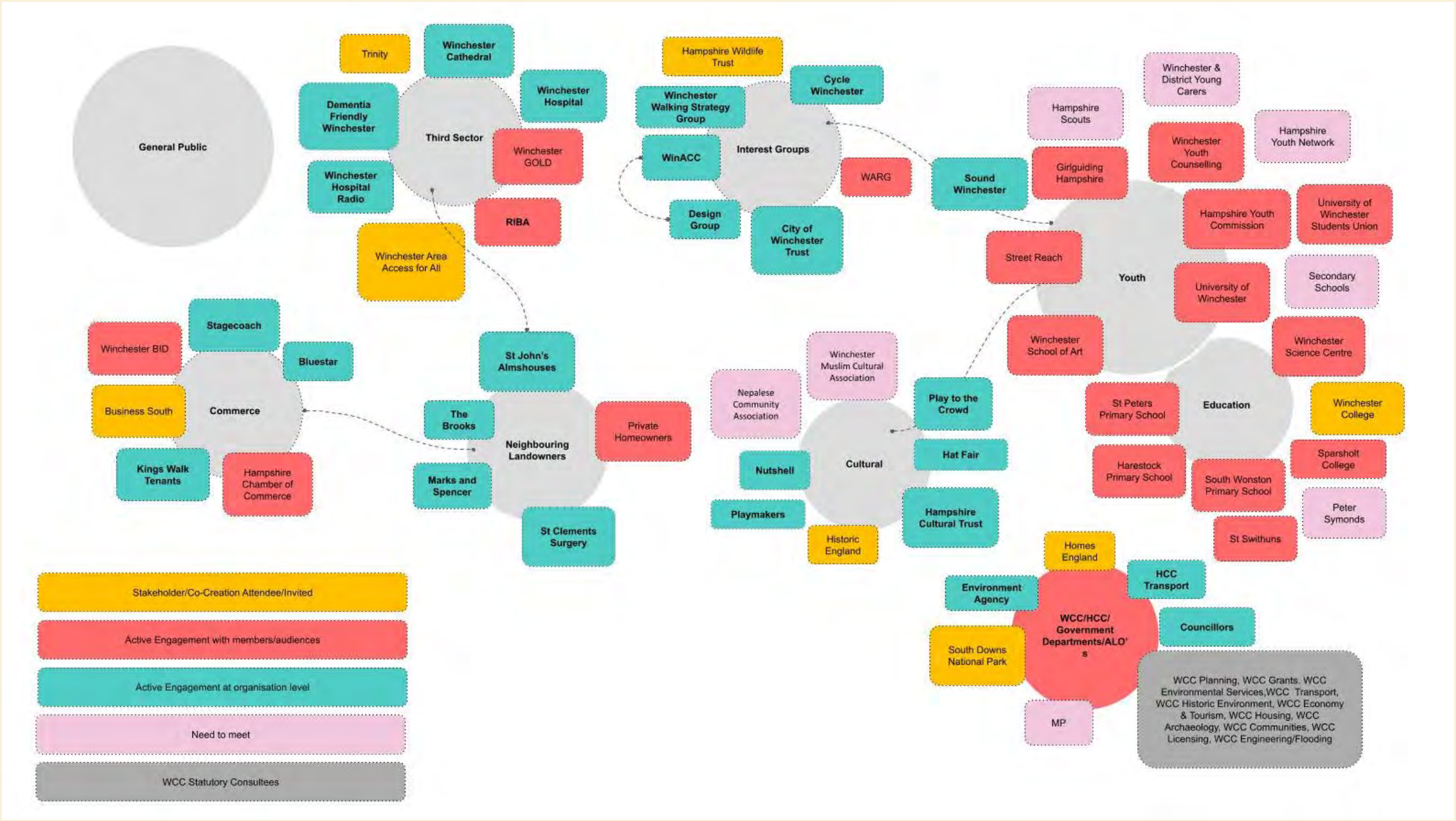
• Adjacent landowners must be consulted as part of any planning application. They should also be seen as a stakeholder who can contribute to its success.

• Near neighbours must be consulted as part of a planning application, as stakeholders with a similar ability to contribute positively.

• Shoppers, workers, younger people, older people, school children, mothers, families, visitors, tourists, teenagers…all these social groups and many more, we see as key stakeholders, with an interest in the success of the scheme. We will capture, express and reflect the interests and contributions of as many of these as possible through our community engagement processes and platforms.

• Local archaeological stakeholders – our team will open a dialogue with the key players identified above so that we keep stakeholders informed of key stages of archaeological work so that they can be informed and engaged. Our ambition is to develop a strategy that also opens this up to the general public including the young citizens of Winchester.

# Stakeholder diagram showing engagement to date



# 4/Community and Stakeholder Engagement
## 2/ Community engagement throughout the development process

We will continue the process of community engagement using three strands of engagement: Active, Passive and Meanwhile tactics.

1. Active engagement will run for the lifetime of the project continuing face-to-face conversations and using social media and other tools. We have been actively available on site from day one, ready to chat and will continue this throughout the lifetime of the project to actively and openly engage with all.

2. Passive engagement includes using digital tools to harvest a broad range of views, getting conversations going and posting up progress including on our Commonplace web based, interactive platform. Here a wide range of people have the chance to follow project updates and to leave comments and suggestions that will aid the team in designing the project. This has been live since July 2023 with 1200 visitors to date.

3. Meanwhile tactics include the possibility of creating temporary incubator spaces to support the growing creative sector and those looking for start up space. We are also looking to co-create space with young citizens, such as a circular recycling and production space. These tactics are about pulling local people into the conversation about the future of the city.

# 4/Community and Stakeholder Engagement
# 3/ Engaging and working with stakeholders

**Transport Operators**

We are already working with transport stakeholders to ensure the optimal public transport and bus solution is secured for the site using existing groupings of stakeholders brought together for the Winchester Movement Strategy (WMS) and other studies, including key departments in statutory bodies and bus operators. We will continue with regular meetings to share information and discuss progress and performance against key objectives.

The phasing and construction access necessary to deliver the development means that an alternative Interim bus strategy will need to be agreed and implemented to facilitate vacant possession of Phase B. Working closely with the bus operators, this period will allow the implications of that solution on bus passengers to be tested and understood through data collection and engagement. We will build on the engagement carried out as part of the Winchester Movement Strategy (WMS) using the five themes as the framework for our approach.

**Adjacent Landowners**

We will continue to engage with and share information with every neighbouring landowner to ensure that all key issues are aired and resolved. We know from experience that proactively being a good neighbour makes this much easier.

We will also engage with key parties with interests beyond immediate adjacencies, so that all have an opportunity to meet our team and enjoy meaningful, informative discussions in a transparent, productive way. Following the initial engagement process, we will prepare a detailed analysis of the various requirements of each party, how these can be achieved and, if not possible, how concerns/issues can be resolved or at least mitigated.

We have already begun to establish the medium and long-term plans of those large-scale owners directly affected by the CWR proposals.

# 4/Community and Stakeholder Engagement
# 4/Note on the Engagement Report

In autumn 2024 Jigsaw issued their Engagement Report which was the cumulation of 12 months of engagement carried out in partnership with Winchester City Council as a launchpad for the next stage of the Central Winchester Regeneration (CWR) project. It was important that we used the time we had constructively to listen to the concerns and ideas of local people, interest groups and stakeholders and at the same time immerse the team and bring the partnership with the city to life.

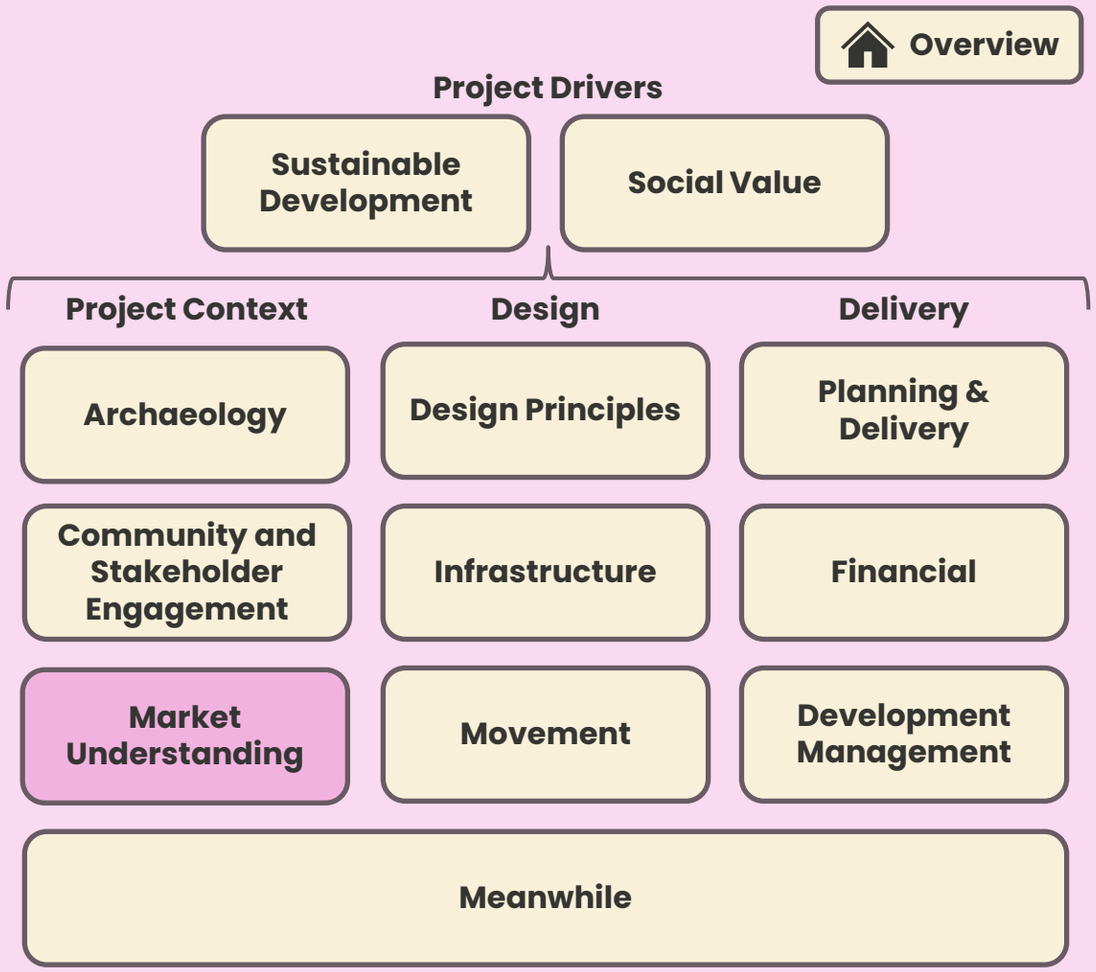
We were acutely aware of the engagement work carried out in the production of the Supplementary Planning Guidance for CWR, and see these documents as the cornerstone of the project. However, given it was produced in 2018, pre COVID-19, and in many respect focused on the town scape attributes that any successful scheme would need to meet we wanted to test its robustness but more critically build upon it to reflect some of the other challenges presented by the climate emergency and the need to empower local people in the process of (re)making this part of Winchester and sharing the benefits that it will bring.

The report provided an overview of the Stakeholder Mapping and Programme to date and into 2025. It then highlighted the outputs from the Active (personal interaction), Passive (online) and Meanwhile activities. In particular, it showed how the output from the active engagement was amplified through the passive (online) processes to test whether what we have discovered together in smaller groups resonates with the population at large. We then presented a deep-dive into the Co-Creation sessions and showed how the outputs link back to the SPD.

Finally, we showed how all this work was going to be used to inform the project brief, including the design brief for the project and how the emerging design work will be used for further engagement prior to any planning application being made.
https://cwr.commonplace.is/

# Central Winchester Regeneration
# 5/ Market Understanding

Document Navigation



# 5/Market Understanding
# 1/ Building a Mixed-Use Quarter

Our plan is for a mixed-use quarter that will be a place to live, work, create, showcase and visit - with a range of spaces for existing and emerging talent, within a collaborative environment.

Since submitting our bid we have engaged with a comprehensive range of stakeholders through four themed workshops, 10 meet-and-greets dispersed across the district, and three early co-creation workshops. We have identified a number of key stakeholders such as Worthwhile Works who will act as key facilitators/ intermediaries with local enterprise/ startups. Our engagement so far has included Winchester University, the Hat Fair, and pop-up events throughout the district.

Jigsaw is now a member of the WCC Cultural Strategy Group, with a specific focus on identifying the existing networks of creative and cultural business/individuals that operate in Winchester. From a CWR perspective, our involvement will join up the excellent work being undertaken and continue to look for opportunities which maximise stakeholders' inclusion within the CWR project through an exciting mix of uses in both transitory, catalyst and legacy site activation-schemes.

Our research includes working with established local agents, the outputs of our engagement process, and our experienced project team in this field, including igloo and Turner Works. We have taken time to understand the needs of existing creative occupiers and those we anticipate attracting, and we have conceived a mix of spaces in the development that we feel is viable and deliverable.

We plan for this development to help provide for unsatisfied demand in Winchester for fledgling and independent retail and F&B, and creative and cultural spaces. We have also identified more established organisations who could expand into space, such as Worthwhile Space and the Art School.

Our Meanwhile Use Strategy will help seed the right mix of uses and occupiers for the development, from fledgling independents to more established organisations with stronger covenants, to create a balanced, viable and sustainable whole (this approach worked well in our Bermondsey Square development, for instance, where a number of stronger covenants allowed us to take a view on space for local entrepreneurs).

We also want to create a range of spaces to allow occupiers to move or 'graduate' through our spaces, or indeed into larger commercial space elsewhere in Winchester, as they grow.

# 5/Market Understanding
# 2/ Ground floors / Non-Residential uses

Ground floors are where people and buildings meet and interact. They are critical to the experience of ‘place’. They should activate the development, bringing to it differentiation and vibrancy. Moreover, the right mix of uses at ground floor (leaning towards independents and creatives) can add significant value to residential uses above.

We foresee “drop down”, openable shop fronts so that spaces interact and merge with the public realm, creating permeability and soft edges, stimulating movement throughout the development.

Our Meanwhile strategy (Chapter 9) identifies key intervention areas and explains the site activation process.

Some of the ground floor activators we currently envisage are:

**‘Urban Room’ / Cultural space**

Flexible space to meet / exhibit, transitioning into a gallery / mini-museum / cultural space.

**Retail and F&B**

Food Hall - for independent businesses to test their concepts and showcase local food and product.

Retail and F&B space for local independents, harnessing local suppliers, vineyards / tap room, sharing economy (tools/books).

F&B space for destination occupiers, carefully selected national covenants seeking representation in Winchester, where they will support our focus on independents and complement the offer elsewhere in Winchester.

**Office / Creative space**

Co-worker / flexible workspace (incubation accommodation which serves to retain skills and talent which might otherwise be lost to other cities).

Small to medium office space, ‘own front door’.

Creative workspace, maker space.

# 5/Market Understanding
## 2/ Ground floors / Non-Residential uses

Examples of uses established in other places:

1. Smithfield Works (flexible Workspace)

2. Studio makerspace – Peckham Levels, London

3. Public Realm – Royal Arsenal Riverside, Woolwich

4. Creative workspace – Holbeck Village, Leeds

5. Retail & F&B – Hackney Bridge, London

6. Exhibition space – Team meeting at Peter Barber's Studio, London

7. Great & Varied Housing – The Malings, Newcastle

8. Intergenerational Living. Copper Lane Cohousing, London

9. Urban Room / Cultural Space – The Nutshell Theatre showing the Discarded Nut Youth Theatre Group, Winchester

# 5/Market Understanding
# 3/ Residential

We have taken advice from local and national agents to understand the local residential market - sales and lettings, new build and pre-owned. So we know what currently works (or, more accurately, what has worked to date). However, we are keen to explore a residential offering that will provide not just for the current market, but the market we want to create – including for people to live in the city centre who do not currently live here, perhaps because the product doesn't exist yet (gaps in market supply).

We want to bring a new, expanded proposition to the city centre - a mixed, intergenerational offering, including for younger people (who prioritise affordability / getting on the ladder), people with young families (or about to have one), and older people (to downsize into something modern and energy efficient, with a house-type to allow people to 'age in place').

We aim to create a compelling residential offer through beautiful design, genuine sustainability, unrivalled proximity to amenity, the creative vibe of a mixed-use quarter, and quality and uniqueness of place.

Our concept is therefore to provide a mixed range of house-types and tenures – in the heart of the city centre.

The  mix of homes and tenures will inevitably evolve as market conditions evolve and detailed design develops. We currently envisage a range of home types between 1- and 4-beds, including apartments, stacked duplexes and townhouses – and a tenure mix which could include Open Market Sale, Affordable, Purpose Built Student Accommodation (PBSA) and Privately Rented Accommodation (PRS).

# Central Winchester Regeneration
# 6/ Design Principles

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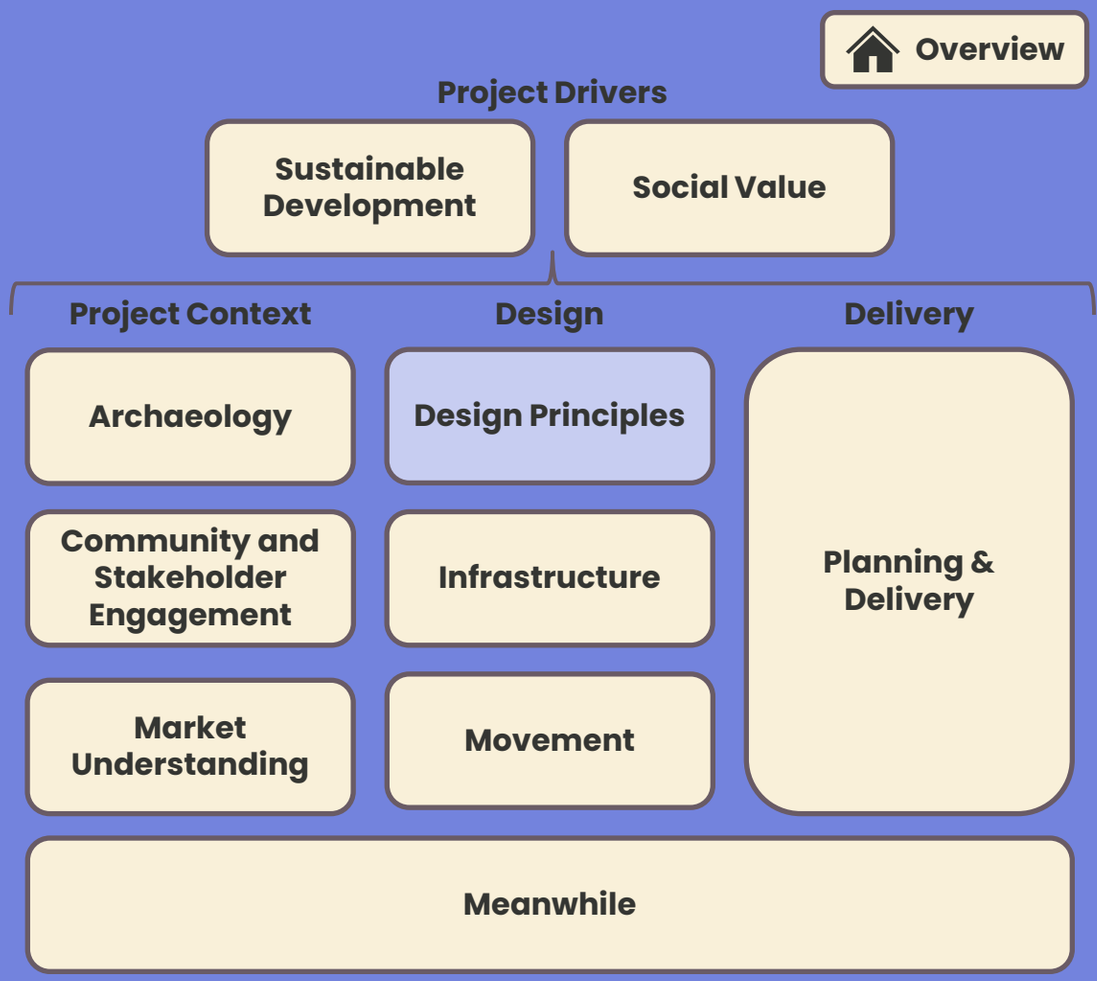


# 6/Design Principles
## Contents

# 1/Introduction

This chapter has been prepared by Henley Halebrown and East to set out the brief for the Design Principles within the Central Winchester Regeneration Area.

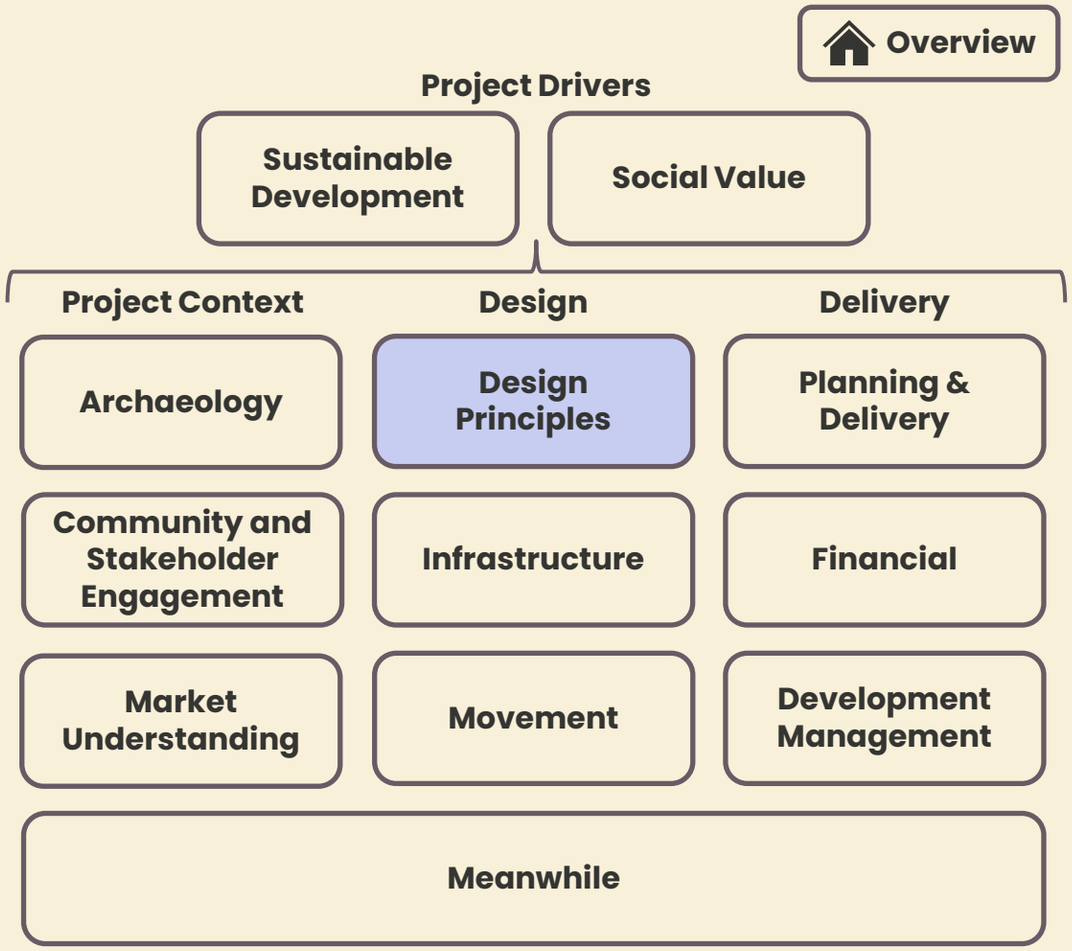
It forms part of this wider delivery plan pack and is intended to stake out the key components of the design principles and to agree the ambition for a high quality process and outcome.

The Development Brief (March 2022) sets out the ambition for exemplary design quality, standards and placemaking which is rooted in Winchester's rich context, history and culture. That ambition is described through the CWR Supplementary Planning Document (June 2018), which defines the key themes of 'Winchesterness' and 'Views and Skyline'. Our submission set out a strategic approach and response to those themes.

This document responds directly to the SPD, and emerging local plan, and builds upon the work, dialogue and knowledge that has been commenced through the process of developing the bid and starting to engage with stakeholders and local communities. The document sets out some strategic objectives and design aspirations that the urban design and architectural proposals will need to meet to ensure the vision is successfully delivered. These design principles are intended to run hand in hand with the rest of the Design Delivery Process.

In preparing this document, we have engaged with officers at WCC to agree overall methodology.

Document Navigation



## Supplementary Planning Document – Context + Design Principles

**CWR SPD (June 2018)**

The SPD describes key design principles under the umbrella themes of Winchesterness, and Views and Skyline, which are set out below.

**Winchesterness**

1. Central Winchester can be experienced as an evolving sequence of streets and spaces and the CWR area needs to further enrich this experience, building in opportunities for discovery and surprise.

2. There are a number of key streets and spaces in Winchester that form part of these sequences. New streets and spaces in the CWR area should draw on the characteristics of existing ones to ensure they 'belong' and are of an appropriate scale and character.

3. Streets vary in width, function and character along their length and their two sides are rarely parallel. New streets in the CWR area should exhibit the same qualities.

4. Public spaces are typically small and incidental with uses clustered tightly around them. New public spaces in the CWR area should adopt similar characteristics, creating intimate environments that can accommodate a wide variety of outdoor uses.

5. Contrasts and irregularities in forms and heights of buildings along existing frontages make them visually interesting. Frontages in the CWR area should have similar variety and interest along their length, responding to the variation in plot widths seen along the High Street and across the city.

6. The topography of the city means that the place is experienced on multiple levels, with views over buildings, as well as between them. Proposals for the CWR area need to consider their visual impact from the street level and the roofscape from above, in compliance with WIN3 of the LPP2.

7. The city has a sensitive relationship with its water and surrounding landscape; proposals for the CWR area should consider the integration of water and improve the landscape quality.

8. Proposals within the CWR area may respond to the intricacy and layering of materials and features that create Winchester's unique character; making use of high-quality materials (locally sourced where possible) and architectural detail, all set within a high-quality public realm.

# 2/Strategic Objectives

## Winchesterness

1. This section expands on the theme of Winchesterness as set out in the SPD to establish some of the key objectives that will underpin the approach to ensuring exemplary design quality that is rooted in Winchester's rich context, history and culture.
2. Winchesterness is a cumulative quality encompassing a range of elements that includes buildings and spaces. More precisely, it is the urban structure of buildings, the shape of streets, the prominence and impact of buildings, spatial proportions and proximities, the flow of water courses, and the feel and texture of materials across the public realm and landscape. But rather than considering each of these elements in isolation, it is the combination of each of these elements that create an experience of 'Winchesterness'.
3. Winchester holds a range of powerfully juxtaposed material and scale conditions. The episodic experience, key streets and spaces that create this experience may be described in terms of Heterogeneity and Homogeneity. In other words, sometimes there is great difference in building type, and spatial arrangement in proximity or age, and sometimes there is material contiguity, and a prevailing character of buildings made in small unit natural materials, such as brick, or flint.

4. These characteristics are of great value to Winchester, and in proposing new development we will consider how to engage with and extend these Heterogenous and Homogeneous qualities by looking carefully at:

—Variety of dimension, function, character, (2 sides are rarely parallel and scales vary)
—Form and facades
—Urban grain
—Density, Narrow Streets
—Materiality and intricacy
—Streets not Objects
—Waterways, urban pastoral
—Urban Topography
—Continuity and contemporaneity

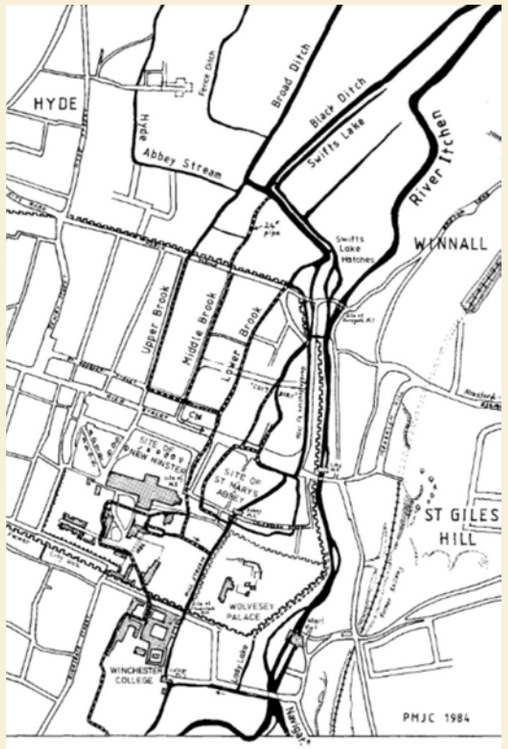


Figure 1. Plan of the Winchester water-courses (scale 1: 10,000). Base map: O
heet at 1: 2,500, 2nd edition (1897). For complete list of sources, see Note 5

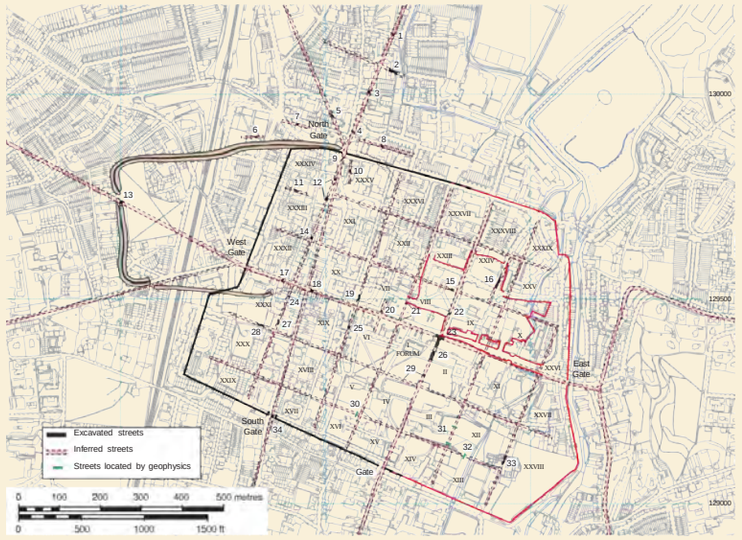
*Winchester has a rich and historic identity. Walking around the city reveals an urban layering that has been woven over time and threaded with ancient rivers and watercourses. This task is not about developing a masterplan. It is about engaging with a richly textured and diverse city centre.*

## Heritage

The CWR site has gone through an incredible development from prehistoric times to today, where the buildings, walls, streets and spaces have evolved, along with its relationship with the River Itchen. The structure of the site has gone from an Iron Age settlement, to a Roman street grid, to a Saxon city, each built around its strategic relationship with water. The structure and grain of the townscape changed dramatically in the 20th century with technological advances, which led to the creation of wider roads, car parks and large buildings made of concrete and steel frames.

The redevelopment of the CWR site provides key opportunities for the enhancement of the historic environment of this part of Winchester as part of a public realm strategy; which will include archaeological interpretation and the involvement of the local community and the wider public.

Careful mapping of the archaeology, architectural history and topography of the existing place will inform how we overlay and add to the historically rich and layered net-work of spaces, both technically and conceptually.




*The historic layers of gridded development create a softened and shifting grain*

*In Winchester following a case held between a washerwoman, an MP and the King in 1299, a ruling, later known as the Concordance de Julia, included the statement that 'water has always been common'*

## Engaging with the Wider Context

The strategic objectives of the public realm will overlap and mesh with the urban strategic objectives of the CWR development at all scales. In setting out the strategic principles for connections and movement through the site, it will become possible to identify ways to scope improvements, assign priorities for movement, views and legibility, arrange material extents and approaches, and to know where and how to allocate uses and access.

The public realm and the ground floor uses of the development must work closely together.

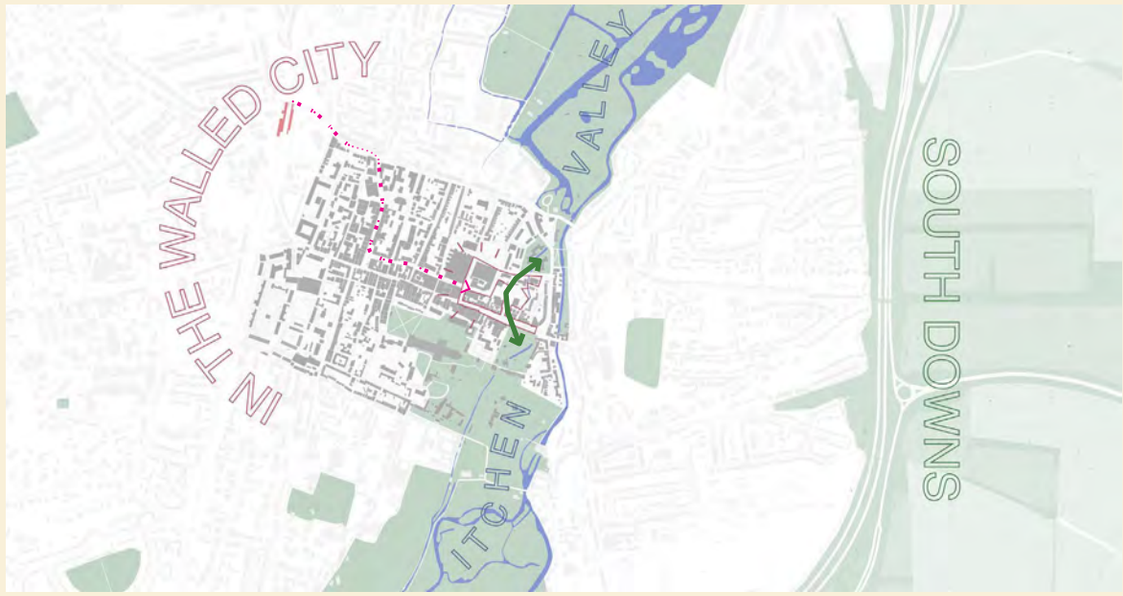



*Illustration of the relationship between the city centre and the Itchen Valley and South Downs*

At the largest scale, the urban strategic objective for change to the public realm network relates to the wider context. By looking beyond the red line, we will see better how to build within it. As part of this perspective we suggest three ideas that connect the site to the wider landscape:

- Bring nature through the city
- Make good edges
- Enrich the historic grid

*Key sites and their city context*

We will also refer to the CWR Public Realm Report Principles and development brief for guidance on strategic objectives to consider in developing public realm and landscape proposals.

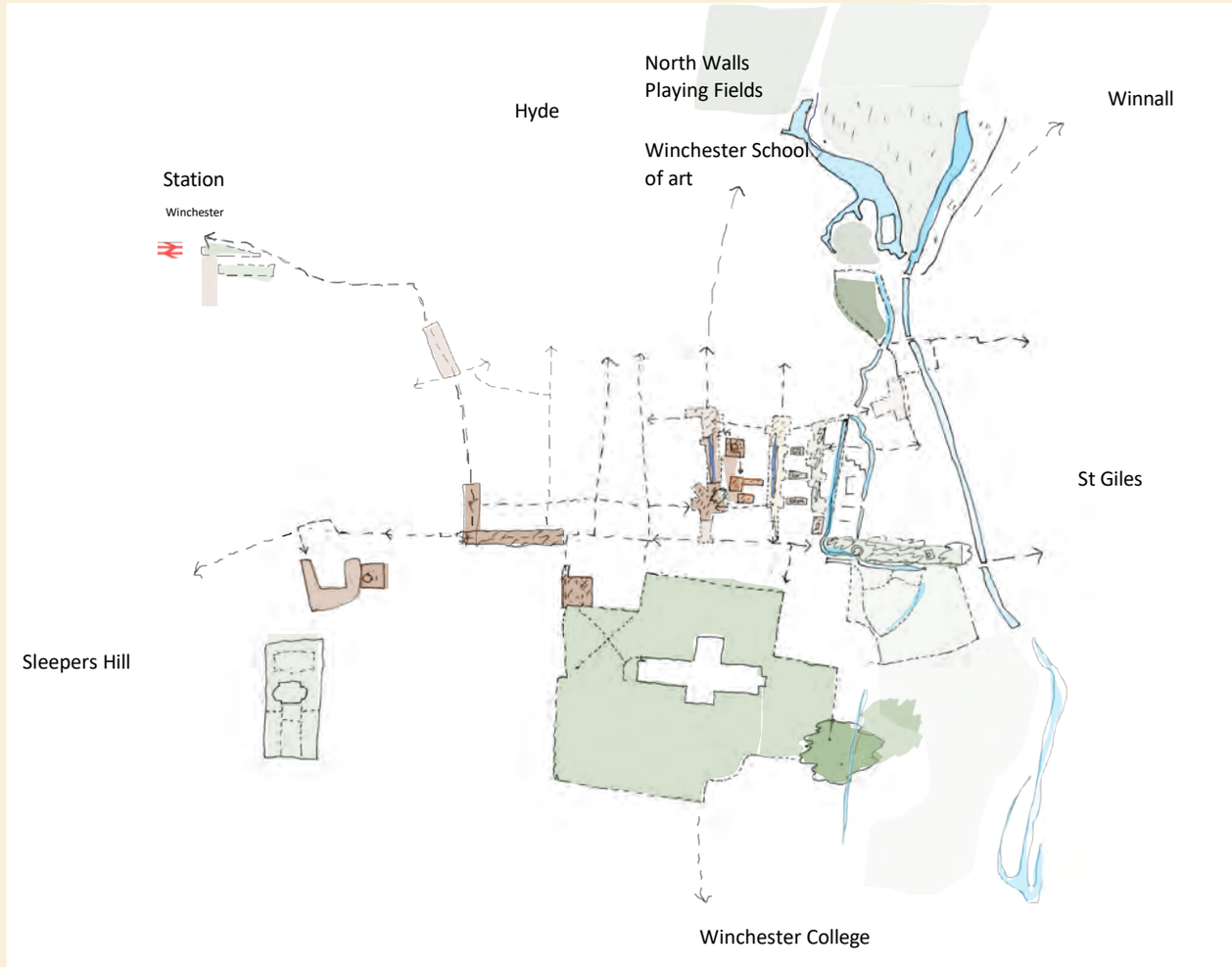
## Making Key Routes and Connections

A clear approach to pedestrian and cycle movement will be developed in close conjunction with the Winchester Movement Strategy. Strategic routes and connections will be identified and these will inform and influence the approach and priorities to the public realm and landscape. They will also engage with the wider context strategic objectives in the previous section.

We also will refer to the CWR Public Realm Report Principles and development brief when considering key routes for pedestrians, cars, buses and cyclists.

In addition we will review how all of these different modes can co-exist to the benefit of local communities, visitors, children, businesses, residents and other users who all wish to access a safe and inclusive environment.

In dialogue and engagement we will draw up opportunities to maximise on ways to create a well connected, safe, legible and high quality public realm that is attractive and that connects to places within and beyond the city centre of Winchester.




*Preliminary diagram exploring potential connectivities*

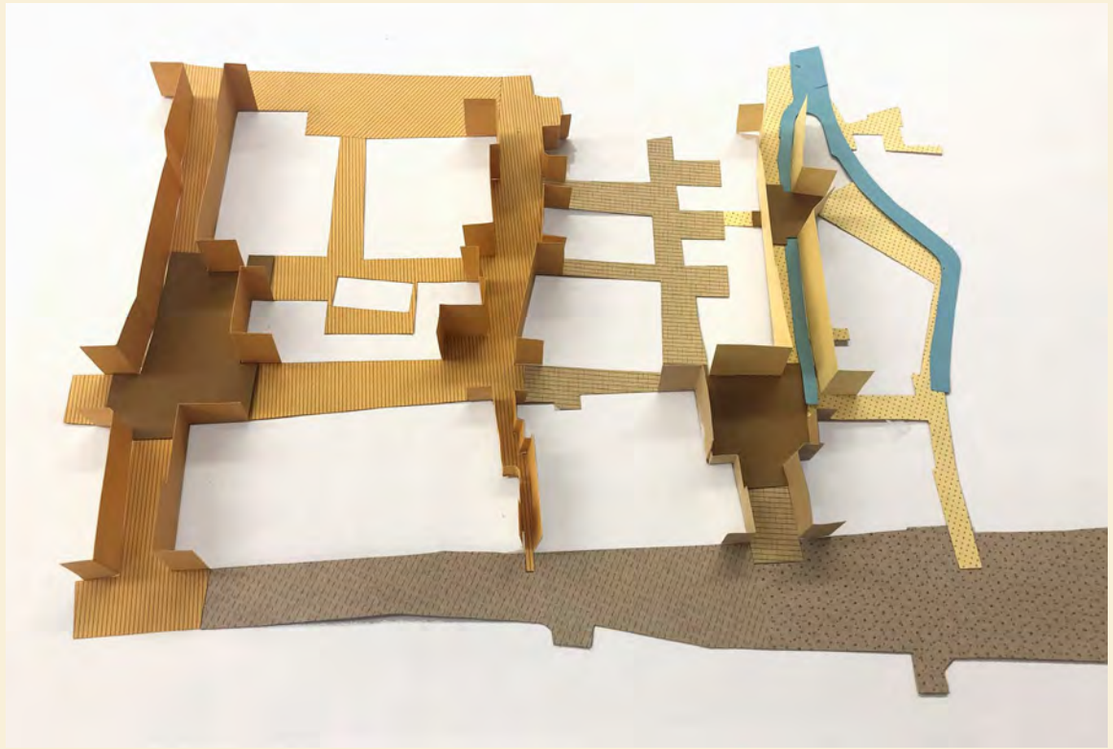
## Designing Spaces and Buildings Together

To ensure a high quality design, buildings and spaces will be designed together. This will help ensure that the requirements of the brief can be delivered to a high quality for each site, and that each site will be properly connected into the urban fabric.

The opportunity is to design buildings and spaces in ways that engage materially, spatially and in terms of access, safety and visibility. For example:

- Clear material relationships
- Spatial clarity
- Clear and positive thresholds between public and private areas
- Access, views, use
- Consistency of materials
- Careful management of scale relationships in proximity

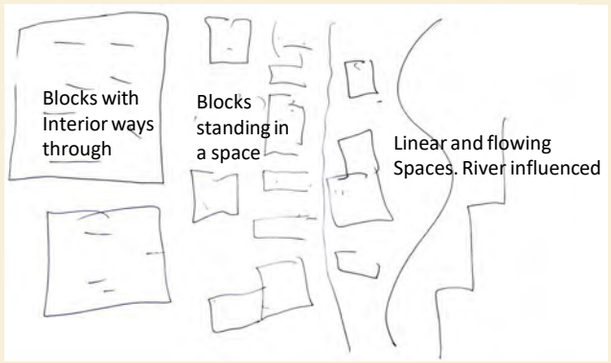
In addition to this is the challenge to ensure consistency of materials in the public realm across areas of different ownership and management. For example, between areas of Winchester and Hampshire management, and between streets, highways, and public spaces. It is an essential strategic objective to work together to create a place of high quality. This will not happen if the streets and spaces are cut up into different materials and levels that only correspond to separate regimes of management and maintenance.



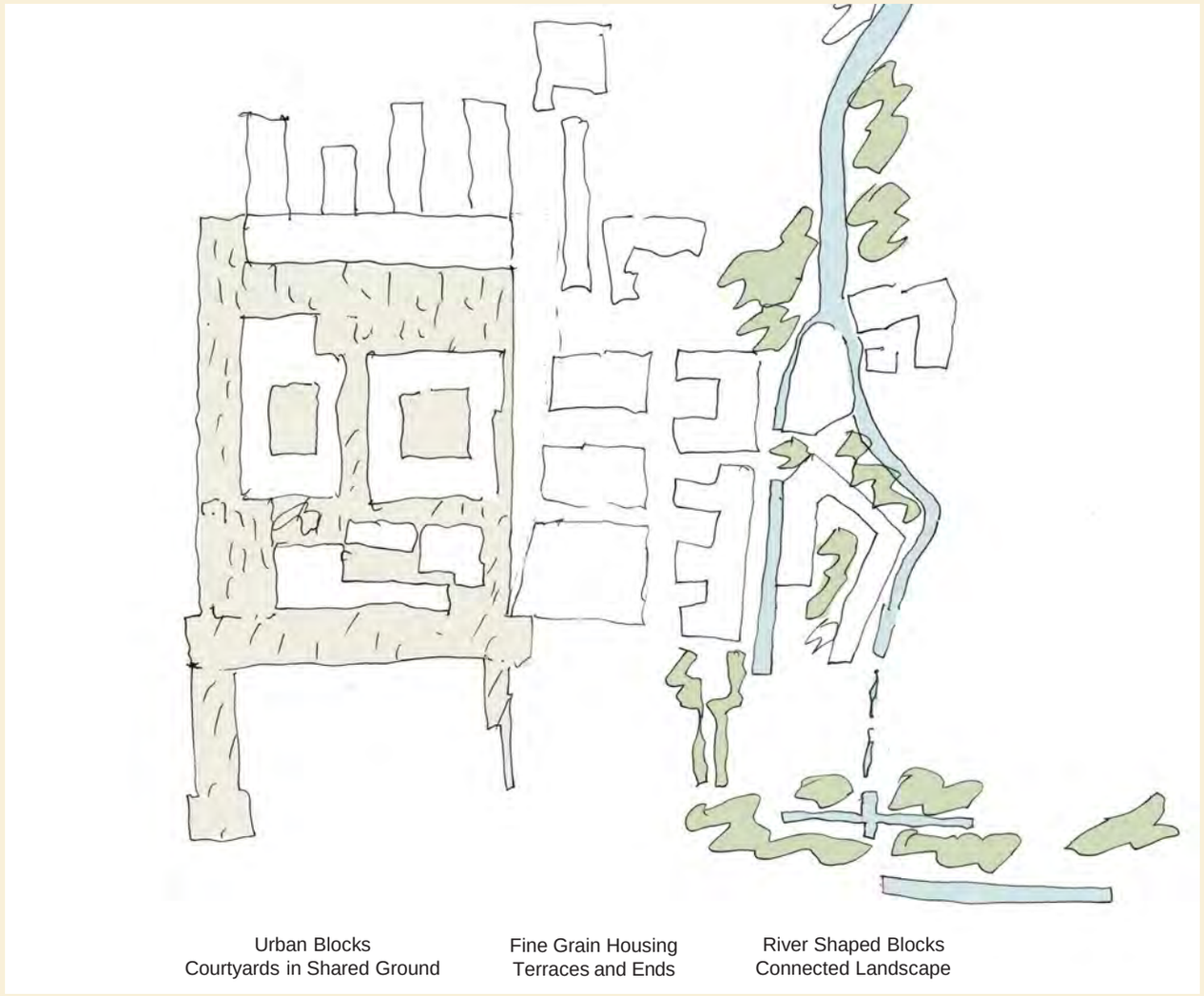
*Preliminary illustrative model exploring the notion of spaces and buildings being designed together materially, spatially, and in terms of use*

## Distinctive Spatial Character

The character of each part of Winchester will be treated with care; responding to its local context and spatial requirements. Clear characters will be identified to ensure that the public realm successfully delivers its requirements with local distinctiveness, connectivity and quality. The following initial sketches outline some preliminary considerations




*Initial thoughts on spatial types*




*A more urban condition exists at the west end where the Brooks shopping centre runs along Middle Brook Street. To the east, the spaces and buildings respond to the shape of the river and adjacent residential gardens.*

## Generosity

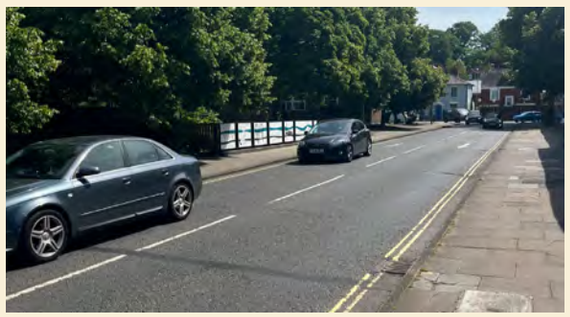
Winchesterness also encompasses the wider landscape into which the city fabric is woven. This sense of extended landscape can sometimes be experienced within the city, and may be experienced alongside and in close juxtaposition with the tighter alleyways and streets. The effect of this can sometimes be spatially very powerful, and emblematic of the history and vitality of the city centre.

For example, the Broadway is an extraordinary wide stretch of public space that reaches across the width of the city centre and it connects the southern realm of the Cathedral and Environs to the development sites located to the north.

Similarly at Friarsgate, and to the streets and green spaces north of this, there is a strong sense of threshold; where the edge of the city centre is curtailed.

There is an opportunity here to connect and arrive at these edges, and with improved transport arrangements, crossings and public realm improvements, alongside new development, these edges may become places in their own right, experienced on foot and by bicycle.


*The Broadway, looking towards the South Downs beyond*



*Friarsgate*

*The Broadway*

## Distinctive Spatial Character

**Edges**
Whilst the existing CWR site does not always adhere to the material and formal qualities of Winchesterness, it has many interesting and important characteristics that are specific to the site and, upon close scrutiny, these often provide clues as to how to think about new development, and how the site could be developed.
The following observations set examples for ways to think about new development:

1. Edges: these (may) reveal a compact core in an omnipresent landscape (seen between, beyond and over).
2. Layered: small things with big things behind (not "traditional" perimeters).
3. Skyline: irregular and varied roofs, chimney and tree (casting geometric shadows on ground).
4. Non-grid: nothing quite lining up, corners (cranks, dog-legs and staggers).
5. Yard spaces: gaps, courts and patios between building parts (not "carved" out of single volume).
6. Latency: water doesn't all need to be exposed to be experienced (can be heard, smelled, felt, glimpsed, notated).

The above ways all relate to Winchester in one way; informal boundaries that define relationships between ownerships, public and private, tall and short, and contrasting geometries. Sometimes, when considering site-based development, these boundaries are considered inconvenient necessities, rather than opportunities to strengthen character and identity. It is the latter approach that needs to be taken to deliver a high-quality city development.

*Fronts, sides, backs are all seen and experienced in the round*

*Landscape seen between, beyond and over*

*Spaces formed between the arrangement of different buildings*

*Water can be heard and glimpsed throughout the city*

## Distinctive Spatial Character

**Richness**
Winchesterness is one of the key principles set out in the SPD. It is a cumulative quality encompassing a range of elements that includes buildings and spaces. More precisely, it is the urban structure of buildings, the shape of streets, the prominence and impact of buildings, spatial proportions and proximities, the flow of water courses, and the feel and texture of materials across the public realm and landscape. But rather than considering each of these elements in isolation, it is the qualities that arise through the combination of these that create 'Winchesterness'.

The public realm is integral to Winchesterness. In developing design proposals it will be necessary to consider their effects and relationships with the city context, in terms of qualities such as atmosphere, touch, the senses, appearance, juxtaposed differences, acoustics, light and the experience of movement and discovery.

All of these qualities are layered into the historic social and economic history of Winchester's built fabric. The Roman, Saxon and Victorian periods each layered their specific impact on the urban and architectural character of the city and the way it is experienced today and what comes next must engage with, enhance and enrich this context.

The images on this page touch on qualities of material richness, tight scale and proportion and intimate proximity of buildings and structures.


*Passageways and alleys that provide distinctive scale and access*

*Materials that reveal the gently shifting geometries of the city*

*Juxtaposition of different architectures, street widths and landmarks*

*Streets with spaces and materials combining for intimacy*

## Craft & Materiality

Winchester City Council's High Quality Places Supplementary Planning Document sets out general design criteria against which planning applications will be assessed. The document identifies a fairly broad material palette that would be deemed appropriate for new development.

The historic fabric comprises a prevailing character of buildings made in small unit natural materials, such as brick, hung tiles, flint, and stone. This offers a rich example for new development to draw on, although the balance of continuity and contemporaneity will need to be carefully managed.

The approach to materiality will be developed in accordance with the strategies set out in the Sustainable Development Strategy Chapter.

# 2/Strategic Objectives

## Views and Skyline

The details below have been extracted / summarised from the Central Winchester Regeneration SPD and provides guidance relating to the views and skyline.

Datum Heights Lines: Joyce Gardens, Blue Ball Hill From Joyce Gardens, the tiers of Winchester's terraced townscape can be observed. The skyline is composed of a series of datum heights formed of the ridgelines of building groupings, occasionally separated by clusters of trees which create visual breaks in the skyline. These define space between city quarters and provide the eye with a sense of depth and distance.

These datum heights lines are used to inform proposed building heights within the CWR area. In the diagram, the red datum heights lines indicate existing building heights within the CWR area, which include:  the Woolstaplers' Hall; Coitbury House; and the former Friarsgate car park. The yellow lines show datum heights of key building groupings within the Winchester roofscape, which include: the Cathedral; buildings along Southgate Street; and Winchester Crown Court.

Form: St Giles Viewpoint
In addition to the tiers of roofscape created by the topography, the layering and interplay of different roof typologies adds to the visual interest and legibility of the city. From St Giles Viewpoint, there is a clear view of  how long terraces of housing fronting north-south streets create strong horizontal lines in the roofscape. Gables interject the street scene in places, and are used more frequently towards the city centre and High Street which has extremely varied roof typologies. There are a few  flat roofs within view, particularly within the CWR area, however these are not typical of the rest of the skyline.

Key buildings push above the datum heights lines with devices such as spires, clock towers and belfry, creating an additional layer of visual interest and identifying local landmarks.

Views & Skyline Principles Proposals within the CWR area should:
—Protect important view corridors to key historic features, as identified in WIN3 of the LPP2
—Celebrate and improve the view of the Cathedral along Middle Brook Street
—Be sympathetic in scale and height to neighbouring development
—Reflect the intricate roofscape of the city centre, with careful articulation of the upper floors and roofs
—Feature a varied skyline and avoid the use of long, uncompromising roof lines
—Reference the High Quality Places SPD for guidance on roof form, materials and details

*Winchester's skyline viewed from the east. The urban/pastoral condition is evident.*

## Views and Skyline

We will consider how to approach the design of the skyline not just in terms of form and silhouette, but also, when appropriate, in terms of use, biodiversity, and energy. In this part of Winchester the city centre sits as a terraced structure within a sloping wider countryside landscape. The ground, upper floors and rooftops will all play a part in enhancing life and identity.

There are potentially also opportunities to use the roofs for amenity, play and leisure, where additional public realm is needed. These areas may be managed for example for safe access for women and girls.


*Today's skyline of Winchester is varied in form but often repeated in material, apart from a few exceptions. The diversity is mitigated with an often calm and repeated texture and scale. In considering new rooftops we will consider the fact that much of Winchester's richness exists, and the task is about relating to it rather than reinventing richness.*

# 6/B Design Principles – Approach to Mixed Use Quarter
## 1/Overview

This section  has been prepared by Henley Halebrown and East to set out the brief for the approach to the Mixed Use Quarter for the Central Winchester Regeneration area. It forms part of the wider delivery plan and is intended to stake out the key components of the design principles and to agree the ambition for a high quality process and outcome.

The Development Brief (March 2022) sets out the ambition for creating a vibrant mixed-use quarter, comprising a variety of residential types and tenures, as well as commercial, cultural, retail and leisure uses. That ambition is described through the CWR Supplementaty Planning Document (June 2018), which defines the delivery of the vibrant mixed-use quarter as Objective 1 under the key Aims and Objectives.

This document responds directly to the SPD and builds upon the work, dialogue and knowledge that has been commenced through the process of developing the bid and starting to engage with stakeholders and local communities. The document sets out some of the likely types of housing and non-residential uses that will make up the mixed use quarter.

In preparing this document, we have engaged with the officers at WCC to agree overall methodology.

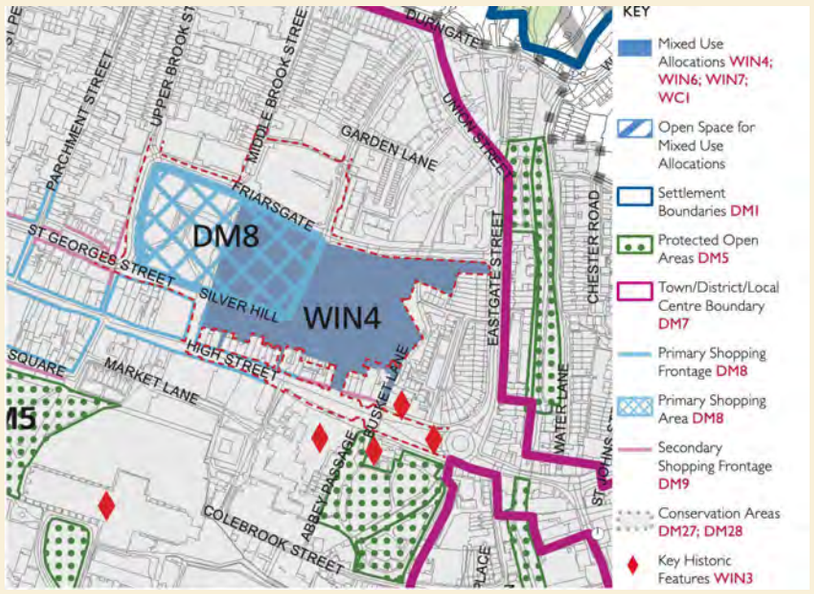
# 6/B Design Principles – Approach to Mixed Use Quarter
# 1/Overview

## Policy Context

Supplementary Planning Document

The SPD sets out the following key policy in relation to the mixed-used quarter:

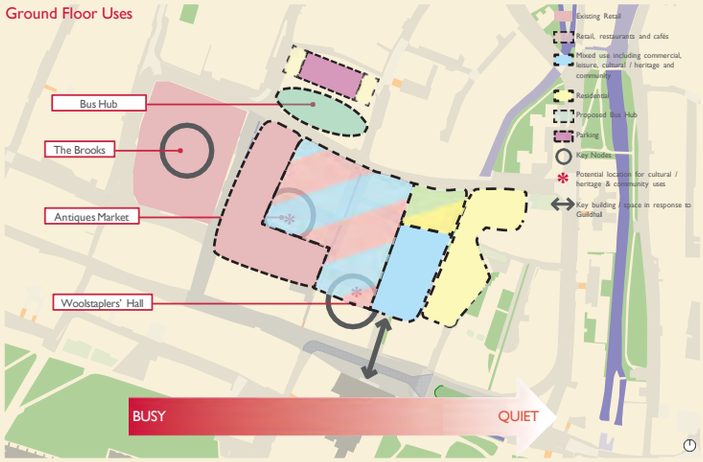
*'The framework envisages a vibrant quarter which is mixed use and provides space for shopping, working, living, leisure, cultural/heritage and community. The quarter could have a range of environments, from quiet riverside walks to busy, active shopping streets. Flexible and adaptable spaces are suggested to ensure the CWR area complements the existing High Street retail offer (LPP2: WIN2 and WIN4), supports the growing creative economy, provides homes in the city centre (LPP1: CP1,2,3 and LPP2: DM2), and serves the needs of the whole cross-section of Winchester's population. Guidance on aspirational land use distribution is provided in section 3.4 of the SPD. For further guidance on uses refer to sections 3.4 to 3.9.'*




Suggested quantities and types of land uses

| Type | Range (GEA) |
|---|---|
| Retail | 3,000 - 8,700 sqm |
| Residential | 12,900 - 29,000 sqm* |
| Mixed uses (including leisure, commercial, cultural/ heritage and community) | 2,700 - 13,000 sqm |

* Based on an average dwelling size of 65sqm this could deliver up to 300 dwellings (assuming 75% net to gross)





PAGE 46 CENTRAL WINCHESTER REGENERATION SPD

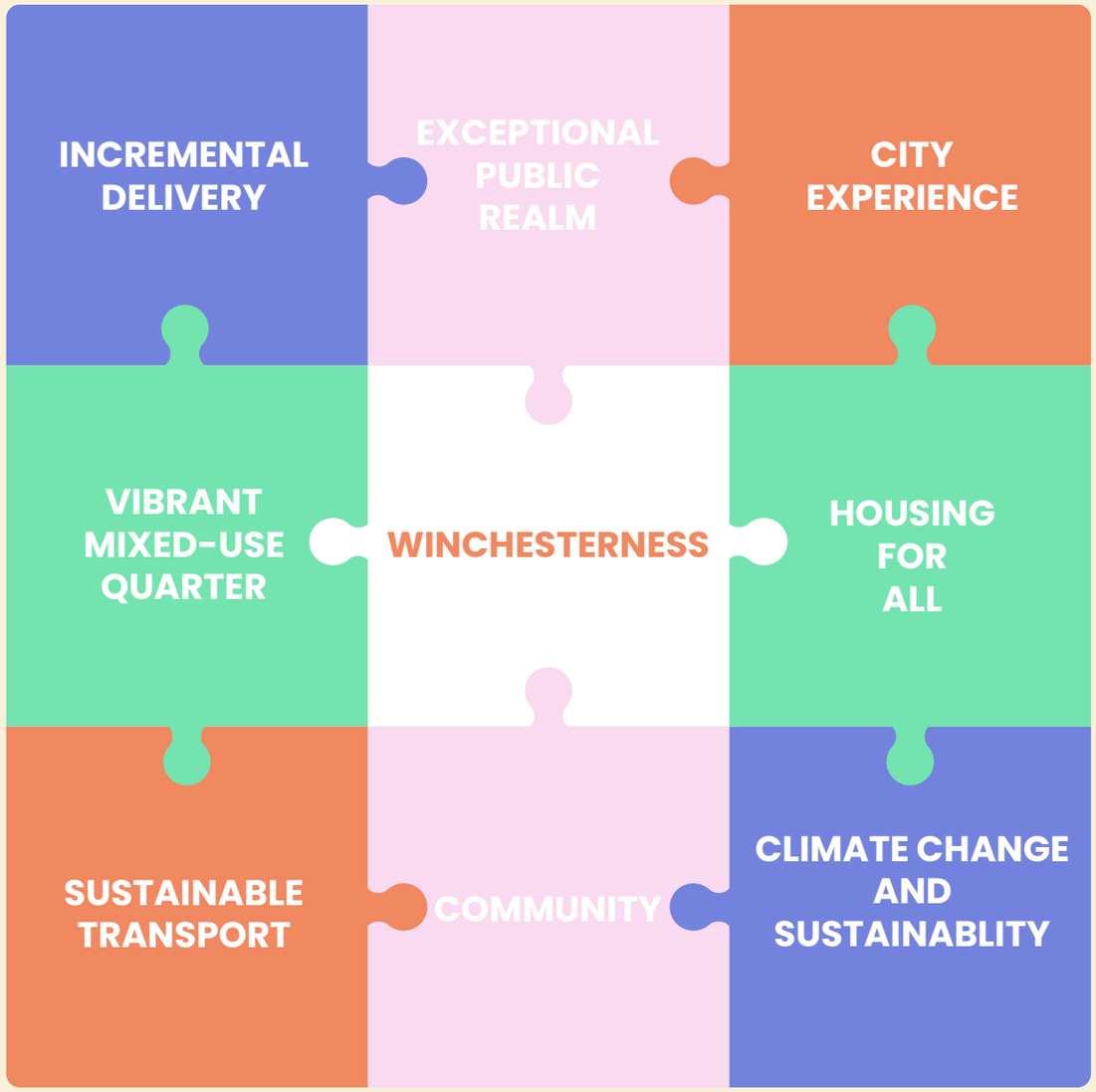
*SPD extract illustrating the intending quantum and mix of uses*

# 6/B Design Principles – Approach to Mixed Use Quarter
# 2/Strategic Objectives

## Policy Context

The SPD sets an ambition for a high level of quality, this in itself is a key objective that will require a high level of ambition to ensure successful delivery. The following strategic objectives are set out in the SPD, the plan for realising those objectives is described through the DDP chapters as listed below.

—Vibrant Mixed-Use Quarter (this chapter)
—Winchesterness (Design Principles)
—Exceptional Public Realm (Public Realm Delivery Plan)
—City Experience (Public Realm Delivery Plan)
—Sustainable Transport (Movement)
—Housing for All (this chapter)
—Community Engagement
—Climate Change and Sustainability – Infrastructure Delivery Plan



# 6/B Design Principles – Approach to Mixed Use Quarter
# 2/Existing Conditions

## Existing Conditions

We will carry out site analysis to identify:

**Urban Design**

—Key routes through the site
—Existing buildings on site
—Existing uses
—Character areas
—Heritage assets
—Challenges and opportunities

**Technical (refer to relevant DDP Chapter)**

—Below Ground Utilities
—Waterways
—Flood Risk
—Archeology
—Movement
—Sustainability

**Housing for All**

As part of the masterplanning process we will define the potential types of housing that make up the residential componenet of the mixed use quarter, which may including the following:

1. Affordable Housing
2. Purpose Built Student Accommodation
3. PRS apartments
4. Family Houses
5. Co-Housing
6. Extra-care Housing
7. Live/work
8. Open Space

**Non-Residential Uses**

As part of the masterplanning process we will define the potential types of non residential uses that will make up the mixed use quarter, including the following:

1. Retail & Markets
2. Leisure, food and beverage
3. Workspace/Office
4. Makerspace
5. Social infrastructure
5. Heritage/ Culture

The masterplan will establish a technical brief for each, to include requirements in relation to accessibility, parking (vehicular and cycle), energy strategy, spatial requirements for individual dwellings, spatial requirements for communal space and support facilities and open space requirements.

# 1/Introduction

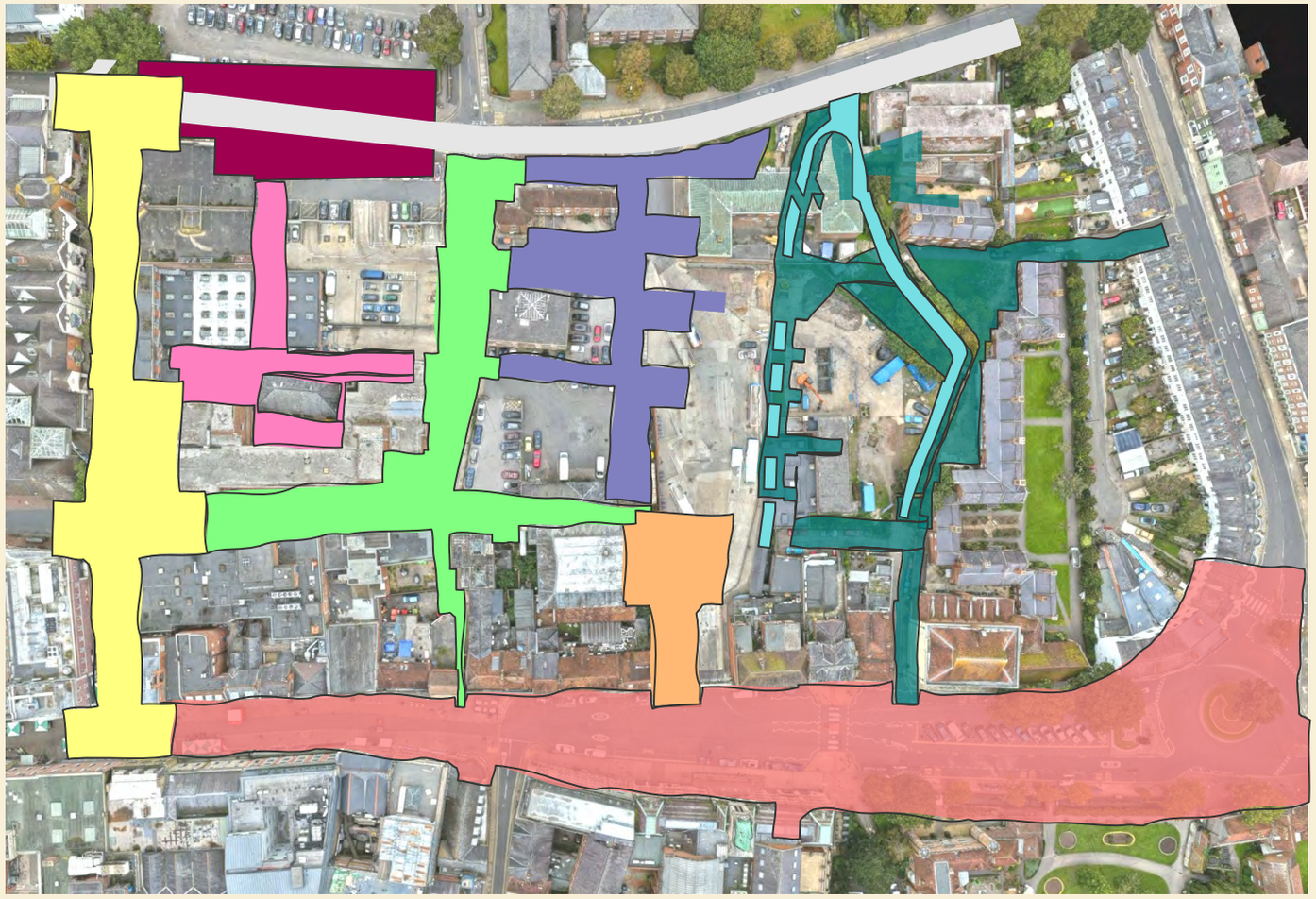
1. Introduction
2. Site analysis
3. Strategic Objectives
4. Design Approach

# 1/Introduction

This document has been prepared by Henley Halebrown and East to set out the brief for the Public Realm Delivery Plan within the Central Winchester Regeneration area. It forms part of the wider delivery plan and is intended to stake out the key components of the delivery process and to agree the ambition for a high quality process and outcome.

The document refers to, and takes into account, the Supplementary Planning Document (SPD) for the Central Winchester (CWR) area. It also builds upon the work, dialogue and knowledge that has been commenced through the process of developing the  bid and starting to engage with stakeholders and local communities. The document sets out some strategic objectives and design aspirations that the public realm will need to meet to ensure the vision is successfully delivered. This Public Realm Delivery Plan is intended to run hand in hand with the rest of the Design Delivery Process.

It is important to highlight that this Delivery Plan seeks a high ambition for quality. This quality is about good results having effect beyond just the sites themselves. For this reason it is crucial that all involved in the delivery of this development support an outwork facing and integrated approach that transcends any specific site and management constraints, which may be delivered by a range of partners over time.



*Illustrative diagram indicating some of the public space pieces that make up the Central Winchester Regeneration site*

# 1/Introduction

## Policy Context

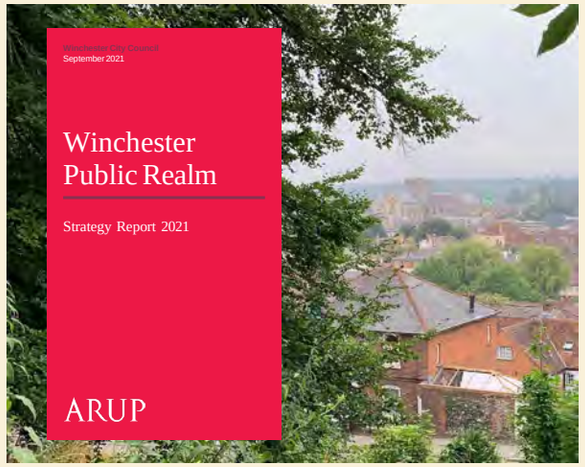
The SPD document adopted in 2018 sets out the vision, objectives ansd framework for the development of the Central Winchester Regeneration Area (CWR), with the aim to ensure the development achieves the highest standard of architecture, urban design, and landscape in order to protect and enhance the special qualities of the area.

The objectives set out in the SPD are:

1. Vibrant Mixed-Use Quarter
2. Winchesterness
3. Exceptional Public Realm
4. City Experience
5. Sustainable Transport
6. Incremental Delivery
7. Housing for All
8. Community
9. Climate Change and Sustainability

The CWR Public Realm Report took these objectives to set out a proposed development framework, setting out a spatial strategy and design principles to help inform future design proposals.

This document looks to learn from, and build upon, the objectives and framework to set out the strategic objectives and design aspirations for the different streets, squares and spaces that will make up the CWR public realm.



*Extracts from the SPD*

# 2/ Existing Condition

## Documenting Information

As part of the public realm analysis, we will map layers of information in order to build a clear baseline document for the public realm. This work will be carried out in conjunction with the rest of the design team, the local authority and local stakeholders in order to share understanding and knowledge of all those elements that make up the public realm and landscape as it exists today.

Surveys will be scoped and procured to support all aspects of the public realm and landscape. We would expect areas to be mapped to include:

- Historic layers
- Green spaces and their uses
- Tree types and girths (from survey)
- Areas of biodiversity
- Accessible public routes for pedestrians and cyclists
- Material extents
- Boundary wall surfaces, fences, railings
- Uses at ground floor and publicly accessible upper floors
- Levels (based on topographic survey), including channel, kerb heights, drainage
- Ownership boundaries
  Management boundaries (Winchester, Hampshire, etc) between Highways, Public Realm areas
- Existing play, amenity, biodiverse environments, parks, water edges

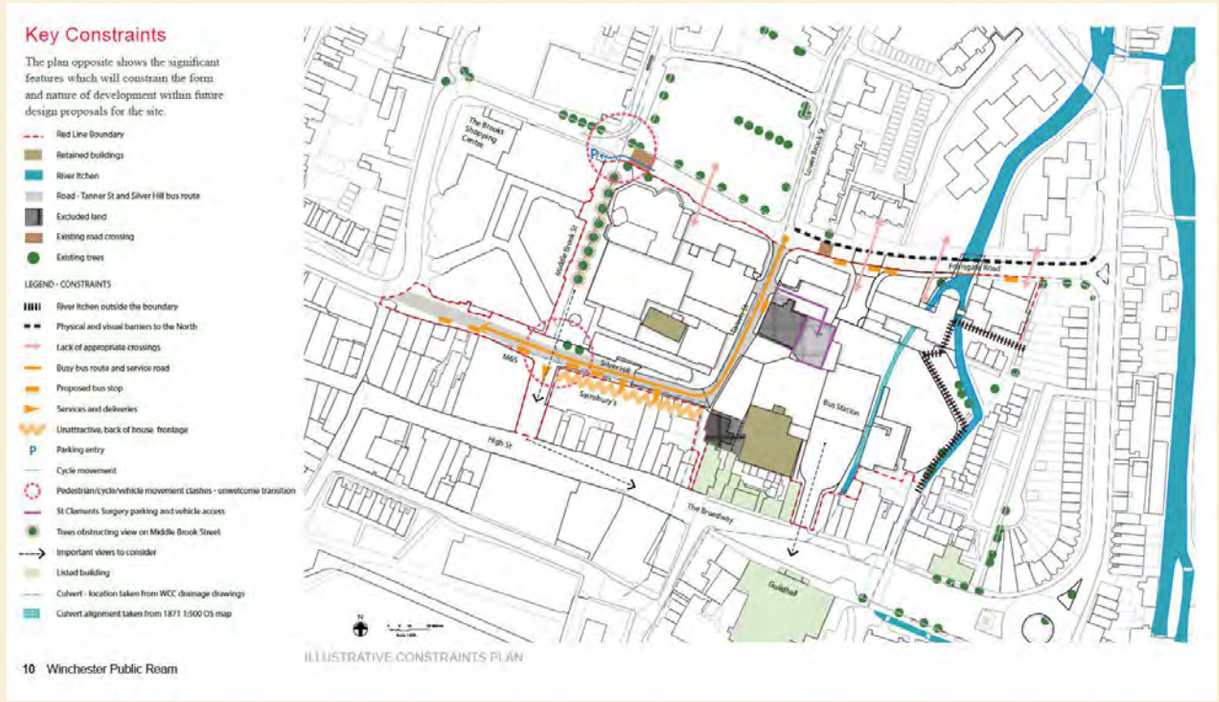
# 2/ Existing Condition

**Key Considerations**

The drawing here highlights a number of constraints identified in the Winchester Public Realm Strategy Report. It should be noted that these are not comprehensive. For example, further constraints might include:

- Constraints relating to more detailed surveys and other findings
- Constraints relating to proposals for new transport movement arrangements
- Constraints relating to areas not yet indicated on the SPD drawing
- Constraints relating to phasing, requirements for temporary servicing
- Constraints hindering opportunities to encourage pedestrian access beyond the site, and from places beyond the site into the city centre
- Constraints relating to edges where different ownerships of land meet and therefore the means by which boundary treatments, building and wall surfaces, highways, public realm, kerb alignments, surfacing treatments may become properly designed, implemented and managed should be considered from an early stage
- Constraints relating to available quantities of public space required to achieve amenity, green and biodiverse space, play space for all ages

Further constraints may be expected to be defined as the proposals emerge through dialogue.




*Extract from Winchester Public Realm Strategy Report, by ARUP 2021*

# 2/ Site Analysis

**Opportunities**

The drawing here highlights a number of opportunities identified in the Winchester Public Realm Strategy Report. It should be noted that these are not comprehensive. For example, further opportunities might include:

- Opportunities to enhance Winchesterness through new development and public spaces
- Opportunities relating to areas in addition to those shown
- Opportunities relating to proposals for new transport movement arrangements
- Opportunities for providing new constellations of co-existent uses, night and day, designed to be compatible with proposals
- Opportunities for potential roof top amenity, play, sport, leisure, when and if desirable
- Opportunities for improved wellbeing and healthy movement
- Opportunities to enhance pedestrian and cycle priority
- Opportunities to provide safe places and routes for women and girls

Further opportunities should be expected to be defined as the proposals emerge through dialogue.


*Extract from Winchester Public Realm Strategy Report, by ARUP 2021*

# 3/Strategic Objectives

**City Centre Objectives**

A series of strategic design objectives that have been identified in the SPD and the development process to date include the following:

- Winchesterness
- Healthier and more vibrant street environments
- Good thresholds between public and private use
- Inclusive, safe and accessible spaces
- Increased footfall and street activity
- Priority of pedestrian and cycle movement
- Flexible use
- Climate resilience
- Enhanced biodiversity, and habitat connectivity
- Consideration of phasing and meanwhile use
- Positive edges/boundaries/gateways

As part of the design development process each of these objectives will be tested, discussed and developed in the context of the city centre.

We have identified a few broader themes that will help shape the public realm as well as support the urban and architectural design of development sites and the public realm coming forward in integrated ways. These are:

- Engaging with the wider context
- Distinctive Spatial Character
- Making key routes and connections
- Designing spaces and buildings together

*Examples of public spaces and activities that relate to the design objectives*

# 4/Design Approach

## Illustrative Public Realm Jigsaw

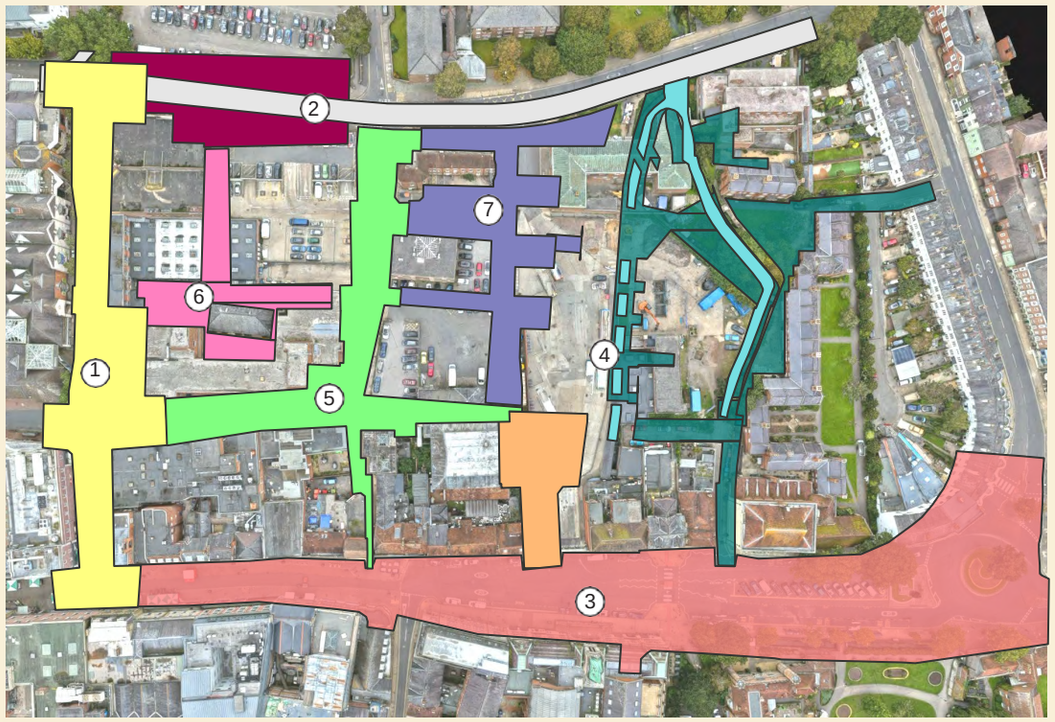
The proposed development will be made up of a jigsaw of spaces, with each element being distinct in how it accommodates patterns of use, movement, character and climate. The nature of these spaces differ as the character of the masterplan changes.

The jigsaw pieces may be led by the public realm network; including the ground floor frontages; adding up to a diverse yet integrated picture of urban spaces, buildings, streets, yards and uses. In developing the sites available you also change what is adjacent. It is therefore necessary to think about the relationships between buildings, as much as the buildings themselves, to deliver a place of urban vitality. For this reason we use a jigsaw puzzle as the image of the process, where the pieces seen individually can be tested together in design and dialogue.

In order to approach the public realm and landscape of Winchester it will be necessary to closely engage with all stakeholders throughout the process. This will be a challenge in terms of marshalling aspects of management and maintenance to deliver high quality combined and coordinated outcomes.

We have developed an illustrative sketch imagining ways to provide a network of spaces and routes through the city. These 'character areas' have been identified to assist in imaging what these spaces might look like.

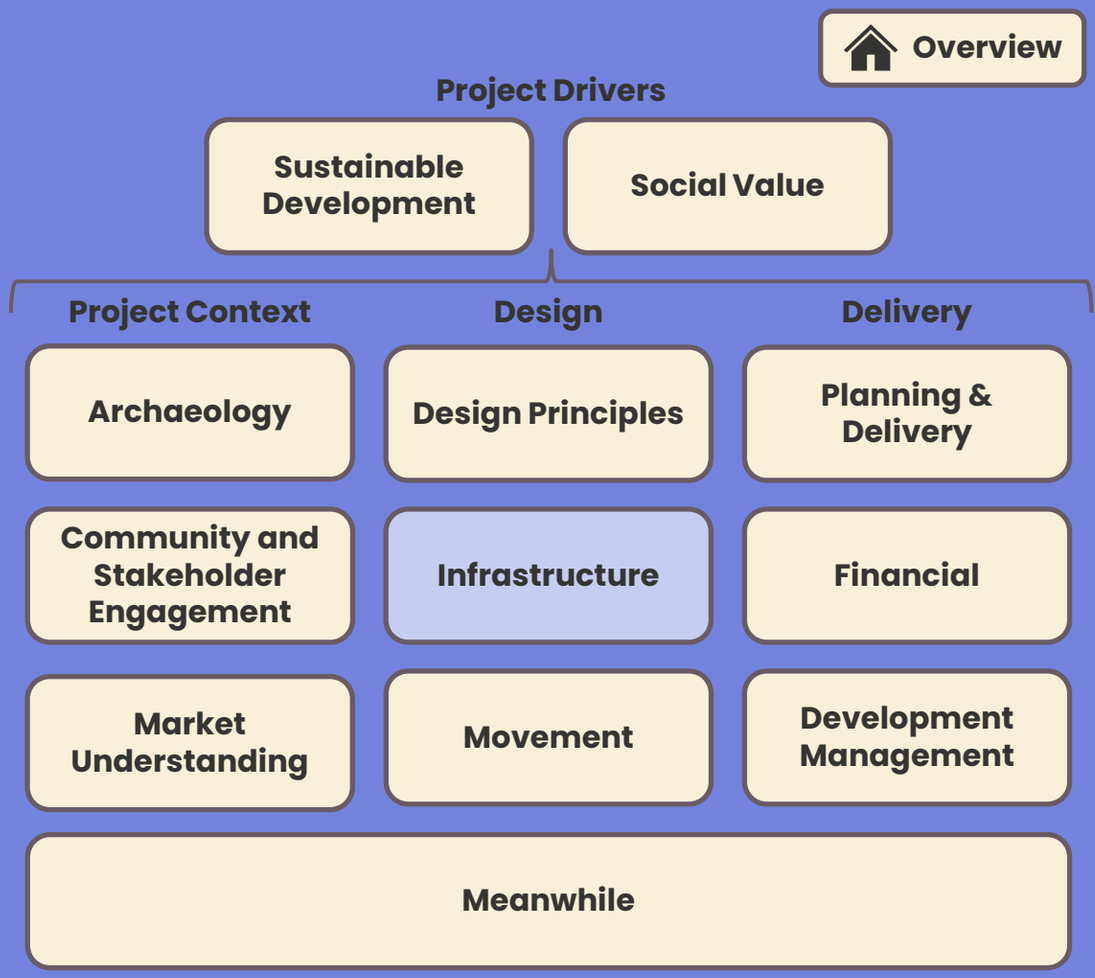
*Early illustrative sketch imagining ways to provide a network of spaces and routes through the City*




1. *Middle Brook Street. Stitch development into urban context, strengthening N/S route*
2. *Friarsgate. Green streetscape with good crossings and improvements for pedestrian and cycle use*
3. *The Broadway. Emphasising scale and vistas to buildings and countryside as exemplary pedestrianised space. A green Delta-like landscape, able to accommodate buses at the east end*
4. *Riverside Walk. Linear and flowing spaces that reflect the shape of the river*
5. *Tanner Street. Spine that has to accommodate bus route (and training for bus drivers), servicing and pedestrian access*
6. *Antiques Market. A series of rich and intimate spaces*
7. *Garden walk*

# Central Winchester Regeneration
# 7/ Infrastructure

Document Navigation



# 7/Infrastructure
Contents

# 7/Infrastructure
# 1/Overview

This Infrastructure Delivery Plan (IDP) has been prepared to support the regeneration of the city centre of Winchester. It forms part of the Development Delivery Plan (DDP) framework which sets out how the regeneration of city centre will be successfully delivered and how this will help achieve wider strategic ambitions for the city, its people and the planet.

Winchester City Council has set out ambitious aspirations for the regeneration of the city centre and creation of a mixed-use, pedestrian friendly quarter that reflects the distinctive character and heritage of the city. This will support a vibrant retail and cultural offer as well as new homes, set within an exceptional public realm and incorporating the imaginative re-use of existing buildings.

The 2022 Development Brief for the Central Winchester Regeneration (CWR) [1] establishes the strategic importance of regenerating and bringing new life to Central Winchester. It is a strategic aspiration of the project that the regeneration of the city centre creates a positive ripple effect out into the wider city. To deliver the vision set out within the Supplementary Planning Document (SPD) [2] adopted in 2018, the Development Brief establishes strategic objectives for the project. These include delivering exceptional public realm, greener sustainable transport, increased biodiversity and green infrastructure. Successful infrastructure delivery will be key to achieving these project objectives and wider benefits for the city.

The purpose of this Infrastructure Delivery Plan (IDP) is to provide an analysis of the baseline conditions of the site and identify key opportunities and constraints. Building on this analysis, the IDP maps out how the infrastructure will be delivered to meet existing and future needs, including those arising from the introduction of new residential and commercial premises, as well as increased visitor numbers in the area. For each infrastructure system, the IDP sets out how a delivery strategy will be developed, the key outcomes of that strategy and how this will feed into the planning submission for the project.

Figure 1: Central Winchester Regeneration site, considered in the wider Winchester context

# 7/Infrastructure
# 1/Overview

## Strategic Objectives

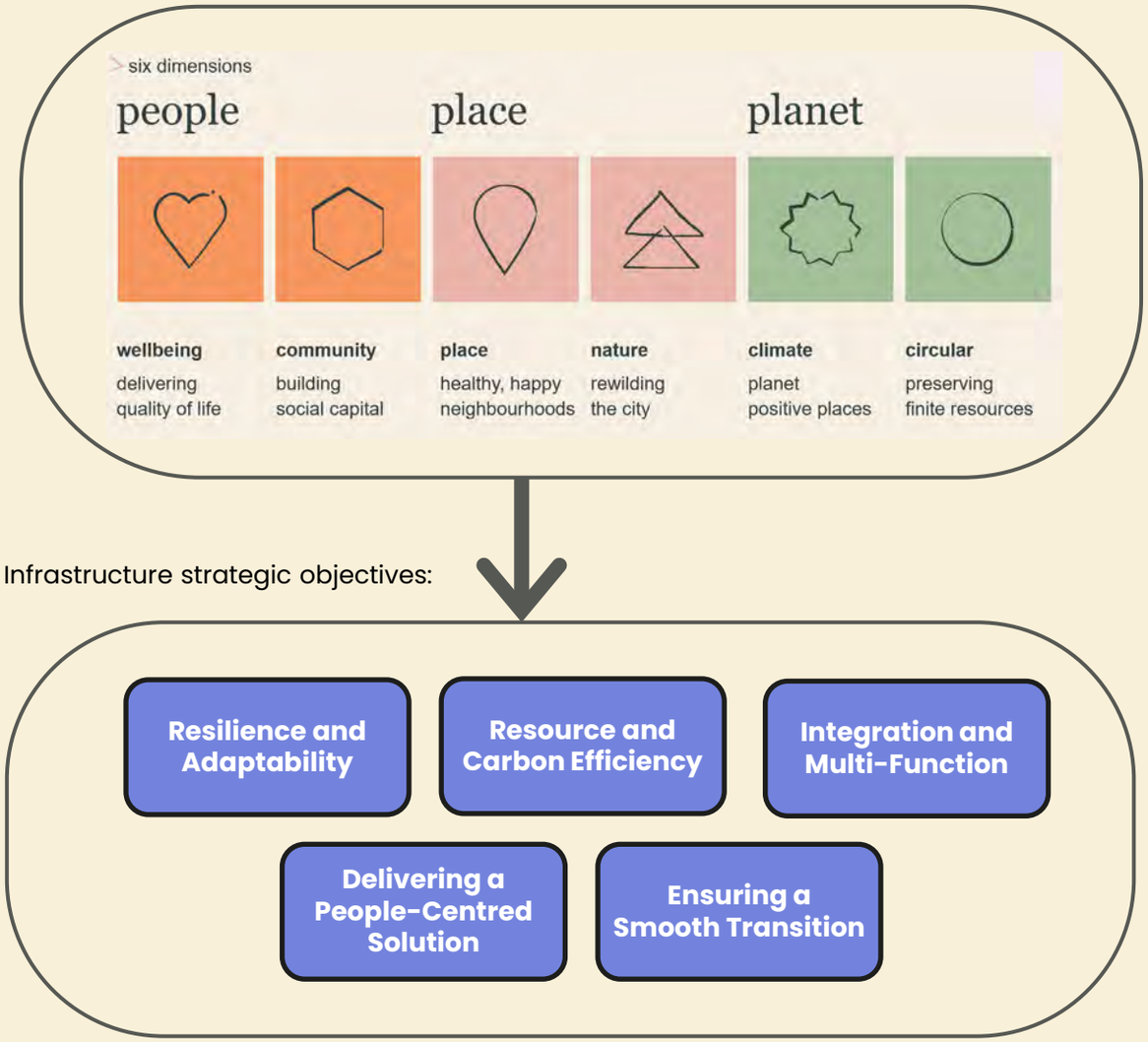
Infrastructure is an essential enabler of the regeneration of Central Winchester. The following strategic objectives are proposed to ensure that the delivery of the infrastructure can support the wider project ambitions. These objectives are rooted in the Footprint themes and draw on the objectives set out in the Development Brief [1] and SPD [2]. Outcomes from the co-creation workshops with members of the local community, council and key stakeholders held in May 2024 have also been incorporated into these strategic objectives and the following sections.

The proposed strategic objectives are:

- Resilience and adaptability, ensuring that the infrastructure delivered can withstand and adapt to change, including climate and socio-economic changes and can adapt to technological advances.
- Resource and carbon efficiency, optimising the use of materials, energy and water and minimising waste generation in the delivery and operation of the new infrastructure.
- Integration and multi-function, achieving multiple benefits from the infrastructure provided, whilst supporting the existing networks to get most value and contributing to viability.
- Delivery of a people centred solution, putting the current and future needs of all people of Winchester at the heart of the proposed solutions.
- Smooth transition, planning a phased implementation, testing the solutions and building capacity and capability in Winchester to ensure the new infrastructure is seamlessly adopted with minimal disruption to existing residents.

These strategic objectives will form a framework against which infrastructure options will be holistically tested, focusing on creating value for the city, its people and the planet.

Footprint themes:



## Policy Review

### Policy Review and Engagement

The following documents have been reviewed to support the development of the IDP:

- Central Winchester Regeneration Development Brief, March 2022 [1]
- Central Winchester Regeneration Supplementary Planning Document, 2018 [2]
- Winchester Regulation 19 Local Plan 2024 [3]
- Winchester Public Realm Strategy Report, 2021 [4]
- Winchester Carbon Neutrality Action Plan, 2019 [5]
- Winchester Movement Strategy, 2019 [6]
- Level 2 Strategic Flood Risk Assessment, Draft 2024 [7]

We will continue to review the WCC Emerging Local Plan (Reg 22) as we develop the design through the design and planning stage.

In preparing this document, we have liaised with Hampshire County Council, the Environment Agency, and officers at WCC to agree overall methodology and better understand the CWR site.

### Scope and Structure of the Plan

Section 2 of this chapter summarises the existing conditions of the site, highlighting key challenges and opportunities.

Section 3 maps out how the following infrastructure systems will be delivered:

- Remediation Strategy, addressing potential ground contamination and dealing with other buried infrastructure
- Green and Blue Infrastructure, including working in proximity to the river system, de-culverting a section of the watercourse, mitigating flood risk and sustainable surface water drainage
- Foul Drainage
- Water Supply
- Energy Infrastructure, including power and gas networks
- Digital Infrastructure

Section 4 concludes and summarises how each workstream will be captured in relevant planning documents.

Transport and mobility will be covered in Chapter 8 Movement

# 7/Infrastructure
# 2/Existing Conditions

The following pages provide an overview of the existing conditions of the site, including:

- Winchester's history, considering the development of the city and the evolution of the river network.
- The site history, reviewing previous and current land uses.
- Environmental and heritage designations, of both the site and in its vicinity.
- Ground conditions, covering topography, geology and hydrogeology, including local water resource context .
- Hydrology, including the open and culverted watercourses running across the city.
- Flood risk, considering fluvial flood risk and flooding from other sources.
- Nutrient neutrality requirements for the development.
- Existing utility networks and their associated future requirements.

For all items listed above, the review draws out the key challenges and opportunities, as well as functional and spatial dependencies between infrastructure and other systems.

The existing bus station occupying part of the site, road infrastructure, pedestrian and cycling routes are described within Chapter 8 - Movement.

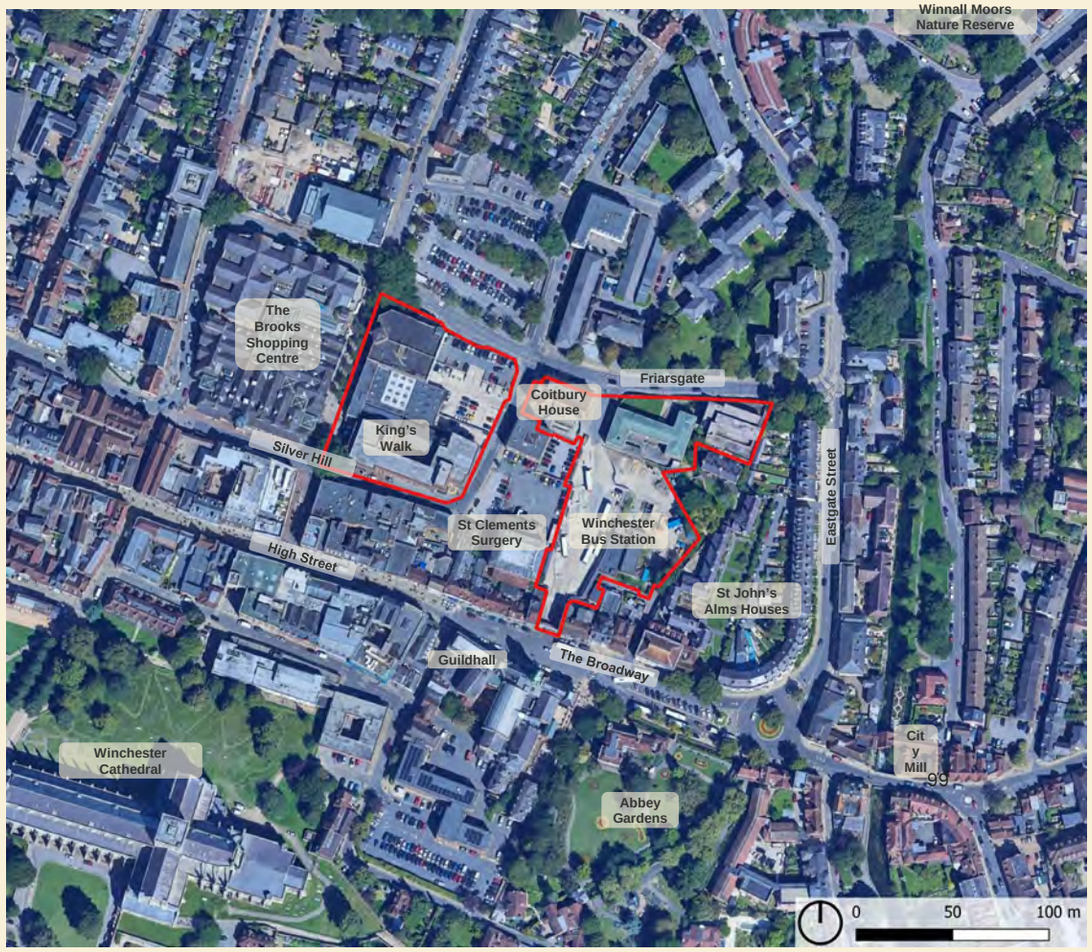


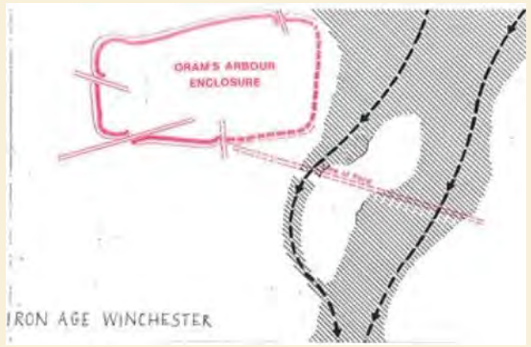

Figure 2: Central Winchester Regeneration site and its surrounding area, aerial photography view

## Winchester History

Winchester's first residents are traced back to the Iron Age, when a settlement known as Oram's Arbour was established [8]. A walled roman market town was built around 70 AD, laid out with a regular grid of streets. The city was later occupied by the Saxons and revived by King Alfred in the 9th Century. It has constantly evolved through the ages ever since, from the construction of the cathedral by the Normans, to Cromwell's men destroying Winchester Castle after the British Civil War [9].

The development of the city is intrinsically linked to the River Itchen. The river originally flowed down to Winchester where it entered a wide flood plain. The early settlements were organised alongside this flood plain. The Romans established their settlement, drained the flood plain and, though the extent of their infrastructure is unknown, it is understood that they diverted the Itchen into two streams from Easton in the North.

When Alfred and the Saxons came to Winchester, they developed further the division of the river initiated by the Romans and brought one of the river streams into the city, forming the main branch still present today. Alfred also brought other smaller streams through the city to support its development and the health of its people. These streams include those running through Winnall Moors Nature Reserve down Lower, Middle and Upper Brook streets and the Mill. Alfred's Brook, has flowed under Winchester High Street since around 870 AD. The river and its many branches were essential to the city's prosperity, for transport, trade, washing and powering Winchester's mills to support its cloth industry [10].





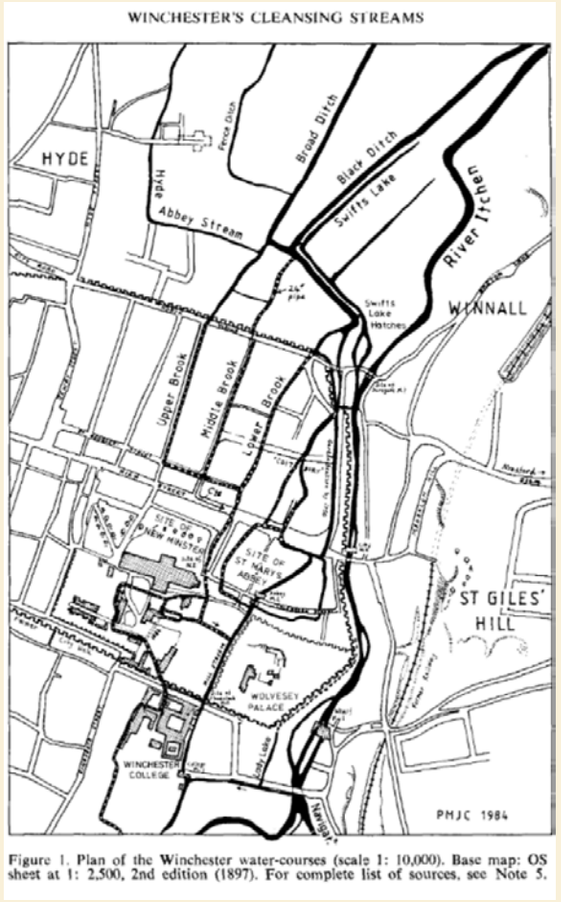



Figure 3 (left): Early Winchester waterways. Credit: Elizabeth Proudman [11]
Figure 4 (right): Waterways Map. Credit: John Crook [12]

## Winchester History

As the city and its population grew, the river was used to conduct increasing amounts of waste from the streets and out of the city walls. Gratings were installed on the stream in the 1300s, with the construction of Winchester College, to remove the waste before the river flowed through the Cathedral grounds south to the college [12]. The painting in Figure 5 by Samuel Prout from the early 1800s shows a small stream open and running along Middle Brook Street [13]. Low, Middle and Upper Brook streets were widened in the 1870s and the brooks culverted for use as storm drains as part of the newly introduced sewer system [14].

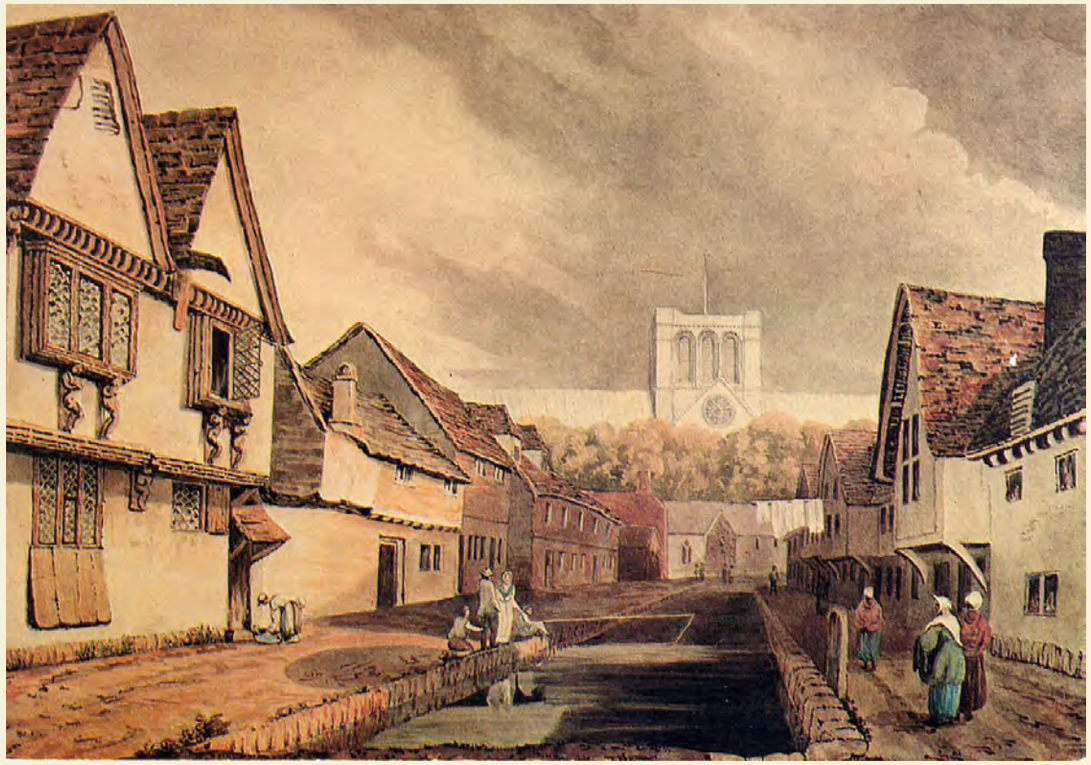


Figure 5: Middle Brook Street, 1813. By kind permission of the Mayor of Winchester. c City of Winchester. Samuel Prout, Public domain, via Wikimedia Commons [14]

## Site History

The Central Winchester Regeneration site is situated in the city centre, to the north of the Cathedral and the High Street. In the early history of Winchester, the site was an area of gardens, orchards and open ground, with few buildings along Middle Brook Street.

From the late 1800s, the area developed quickly with the dense construction of new red-brick housing to meet the housing demands of the growing Winchester population [12]. Along Silver Hill to the west of the site, several industrial buildings were constructed, including the still existing Woolstaplers' warehouse to the south of St Clements surgery carpark, now used as a storage warehouse. These buildings generally supported the leather industry, developing along Lower Brook Street, later to become Tanner Street. These tanneries may have contaminated the ground around Silver Hill, though future development would likely have remediated any issues.

The bus station was formally opened on the 20th of June 1935 [15], with an opening made in the existing buildings along the High Street to provide access. Further development of the site, including the construction of the multistorey car park, surgery and other commercial buildings, has been ongoing since the 1960s.

The Central Winchester Redevelopment site current uses are predominantly retail, with food and shopping outlets found in the Kings Walk building and the units on Middle Brook Street. To the north of the site, a multistorey carpark sits over the Iceland supermarket. Winchester Bus Station has occupied the plot to the east of the site since its construction.

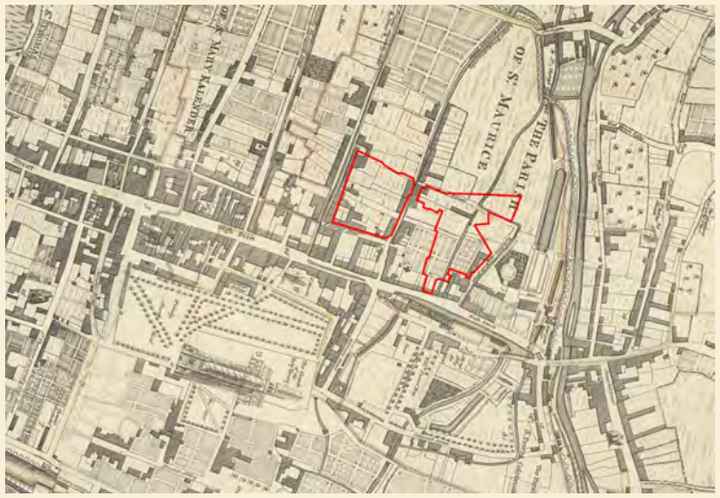



Figure 6: Extract from Godson's map of Winchester, 1750. Reproduced with the permission of the National Library of Scotland.

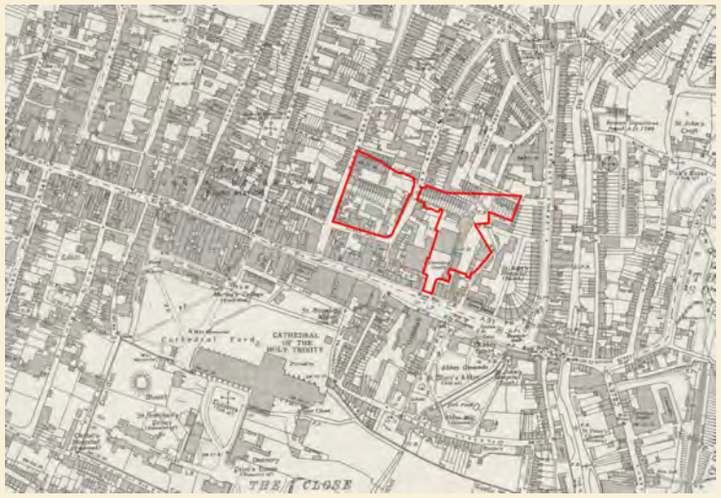



Figure 7: Extract from Hampshire OSM map, 1939. Reproduced with the permission of the National Library of Scotland.

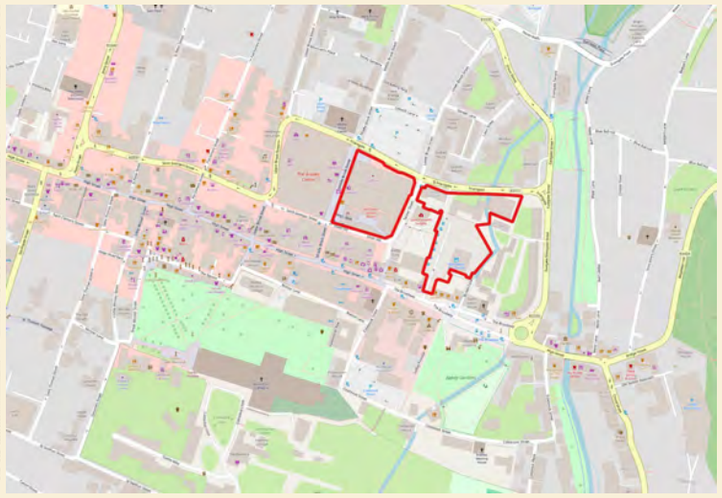


Figure 8: Present day Open Street Map, 2024

# 7/Infrastructure
# 2/Existing Conditions

## Historic England Listed Buildings and Sites

Historic England records many listed buildings and sites in and around the site [16]. The listed buildings adjacent to the site are summarised in the table below.

| Map Reference | List Entry Name | List Entry Number | Grade | Date First Listed |
|---|---|---|---|---|
| 1 | 36, MIDDLE BROOK STREET | 1173261 | II | Jan 1974 |
| 2 | 20-27, EASTGATE STREET | 1088091 | II | Aug 2002 |
| 3 | 9-19, EASTGATE STREET | 1095457 | II | Jan 1974 |
| 4 | ST JOHN'S HOSPITAL (NORTH) | 1172822 | II | Mar 1950 |
| 5 | 4-8, EASTGATE STREET<br>1-3, EASTGATE STREET | 1095456<br>1350669 | II | Jan 1974 |
| 6 | GATEWAY OF ST JOHN'S HOSPITAL (NORTH) | 1350702 | II | Jan 1974 |
| 7 | Statue of Alfred the Great | 1167789 | II | Mar 1950 |
| 8 | ST JOHN'S ROOMS AND CHAPEL | 1095441 | I | Mar 1950 |
| 9 | FENCE OF ABBEY HOUSE | 1296715 | II | Jan 1974 |
| 10 | ABBEY HOUSE | 1350674 | II* | Mar 1950 |
| 11 | THE GUILDHALL | 1095464 | II | Jan 1974 |
| 12 | 158 AND 159, HIGH STREET<br>The India Arms Public House<br>156, HIGH STREET<br>154, 154A AND 155, HIGH STREET | 1350701<br>1172798<br>1095440<br>1172787 | II | Jan 1974 |
| 13 | TOWER OF FORMER CHURCH OF ST MAURICE | 1095465 | II | Mar 1950 |
| 14 | 130-133, HIGH STREET | 1350700 | II | Mar 1950 |

Table 1: Historic England listed building reference

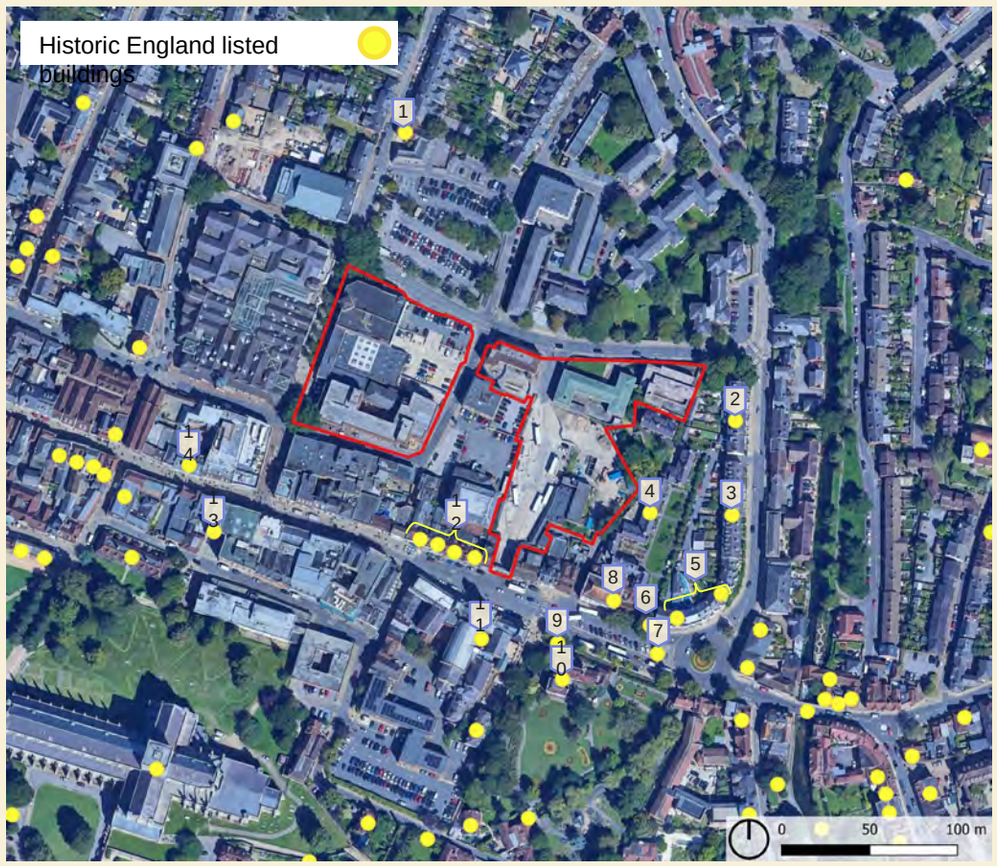



Figure 9: CWR site map, Historic England listed buildings and sites are highlighted

## Environmental and Heritage Designations

The site sits within the Winchester Conservation area. To the southwest is Winchester Cathedral, a Scheduled Monument. The Winchester City Mill, established in the heart of the city since the Saxon times, is to the southeast of the site [17]. It was rebuilt in 1744 and is now owned and managed by the National Trust. Other notable heritage sites, located on the historic Broadway south of the site, include the Guildhall, constructed in the 1870s, and King Alfred's Statue, erected in 1901 to mark the millennium of the great King's death [18].

The main channel of the River Itchen, running to the east of site, is both a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (the channels running through the site do not have any environmental designations). SSSIs are located 24m east, 220m north, 517m south and 739m north-east of the site. These are all attributed to the River Itchen flood plains.

**Key Considerations:**

- Conservation areas require development proposals to retain the 'sense of place' and create a variety of open spaces, trees and water features that give an area its special character.
- Works to the river system will need to consider and build on its character within Winchester.
- Proximity of the River Itchen SSSI will require careful management of surface run off, diffuse urban pollutants and air quality to avoid any detrimental impact on the river ecosystem.
- Work near the Cathedral will need to consider noise impacts and possibilities of extended 'reduced noise hours' around the Cathedral's schedule.

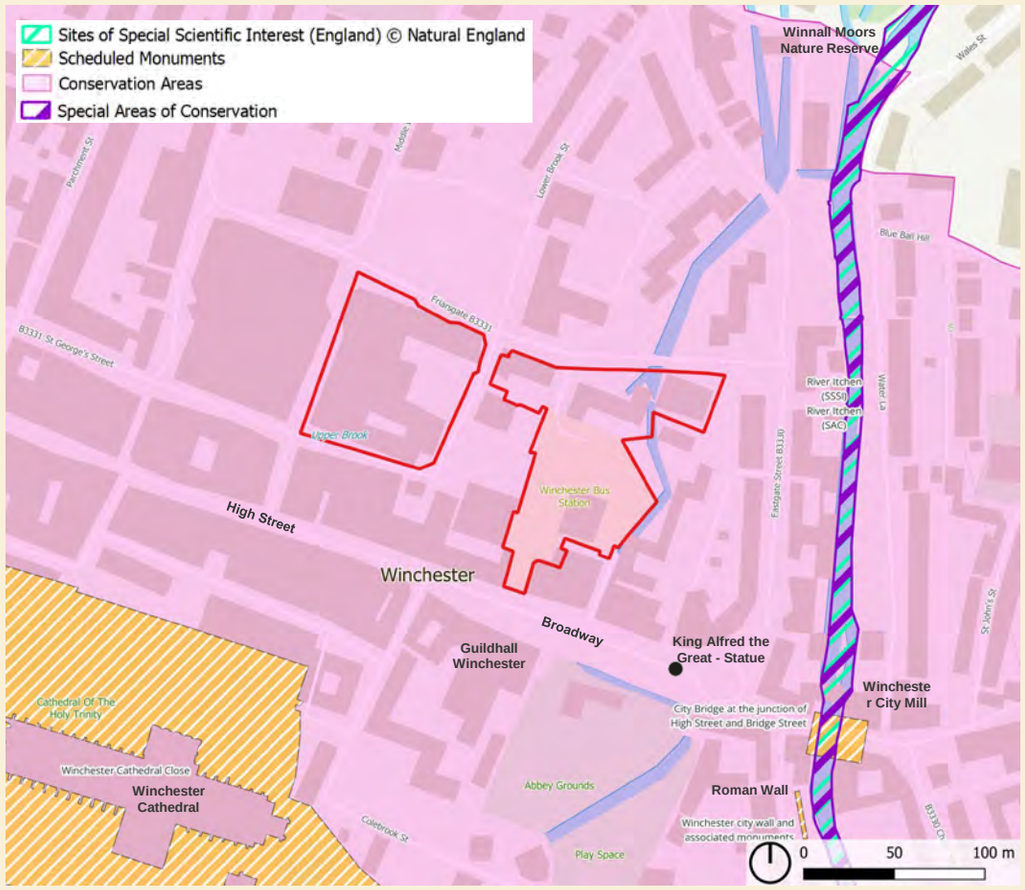



Figure 10: CWR site map, environmental and heritage designation review

# 7/Infrastructure
# 2/Existing Conditions

## Topography

Winchester City Centre, and this site, lies in the valley of the River Itchen, which gently slopes down towards the south. The river system dominates the floor of the valley, branching off the main channel to the east in man-made waterways through the city centre before re-emerging to the south.

The valley is constrained by two hills: St Giles to the east and St Paul's to the west. The sides of the valley rise steeply, gaining approximately 60m of elevation to reach levels around 100mAOD. Much of Winchester city is located on these rising valley slopes, with the road network roughly following the contour patterns. The M3 can be seen to the east of Winchester, in a slight cut below the valley high points and similarly the Southwest Main Line train line can be seen in a cut to the west.

Within the site, the ground is relatively flat, due largely to its position at the floor of the valley and the levelling effects of many years of previous development. Existing ground levels on site range between 36.00 and 38.00mAOD.

**Key Considerations:**

The site falls in the hollow of a valley and the floodplain of the River Itchen with a high risk of fluvial flood risk, but also vulnerability to surface water and groundwater flooding as discussed in the following sections.

The site is mostly flat with minimum requirements for earthworks beyond potential targeted ground remediation works.

This also provides ease of access and connectivity to surrounding parts of the city.

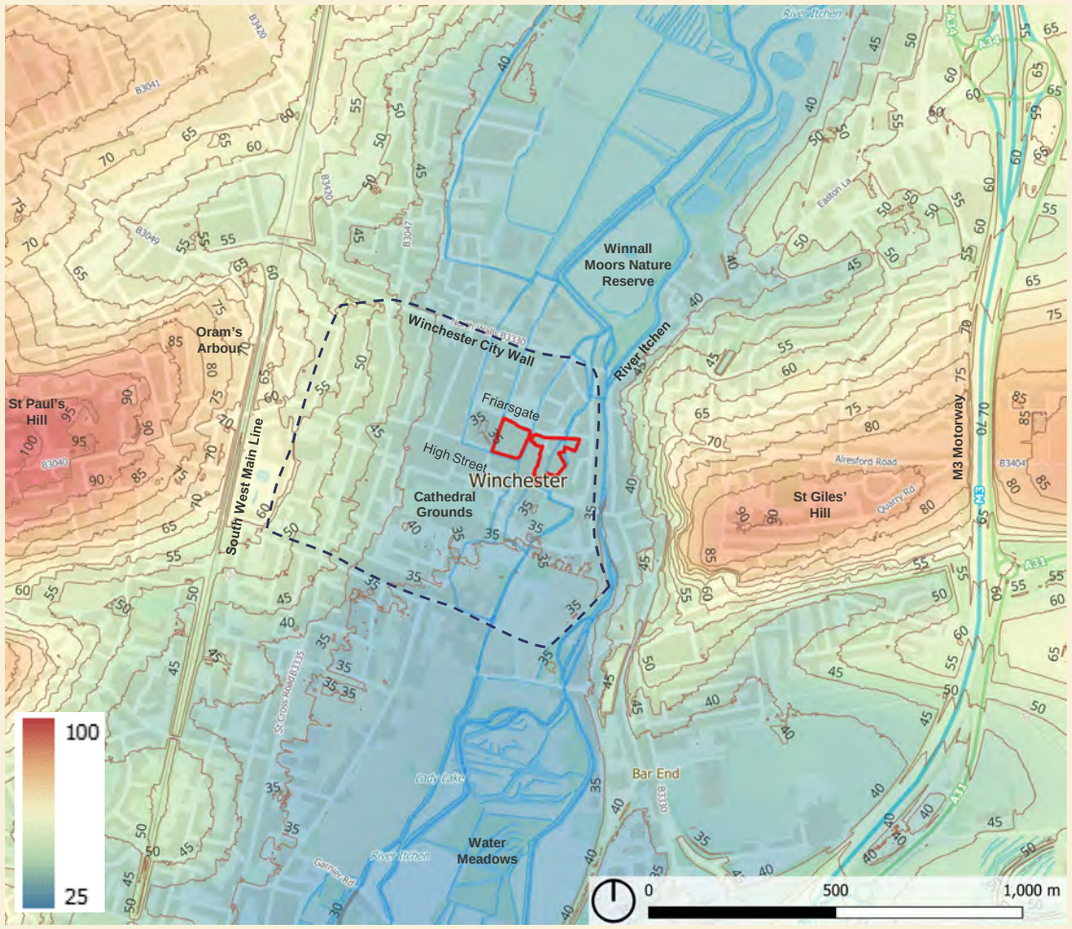



Figure 11: CWR site map, topography LiDAR plot

## Ground Conditions

The British Geological Survey (BGS) maps show the bedrock of the Winchester area as varying chalk formation, including the Lewes Nodular Chalk and the New Pit Chalk [19]. Superficial deposits above the chalk vary across Winchester, changing with the ground elevation. A rough stratigraphic transect across the Itchen Valley is shown below [20]. The bottom of the valley, and therefore the CWR site, are overlain with alluvium.

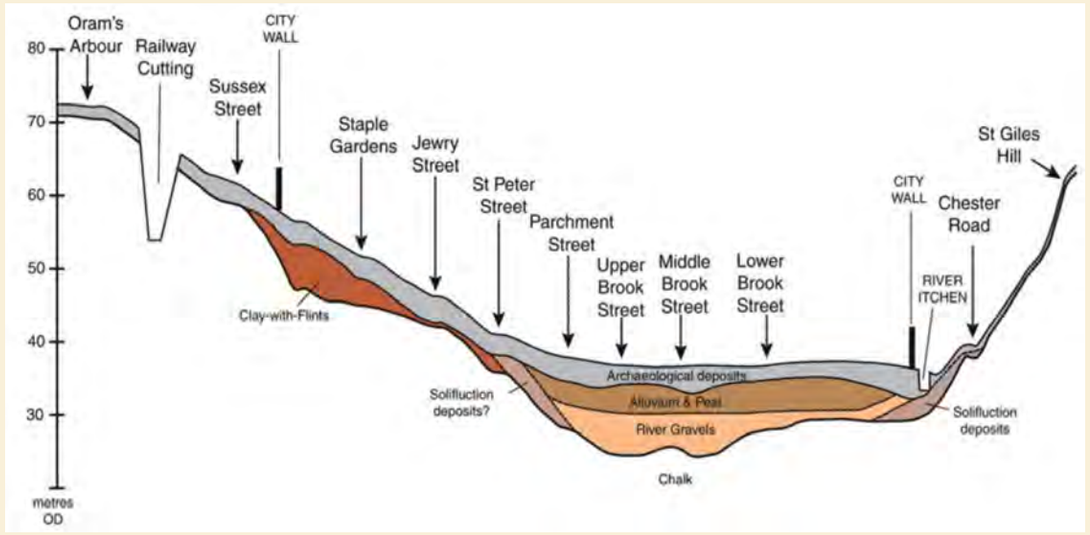



Figure 12: Stratigraphic transect across the valley of the Itchen, (Figure 22 of [20])

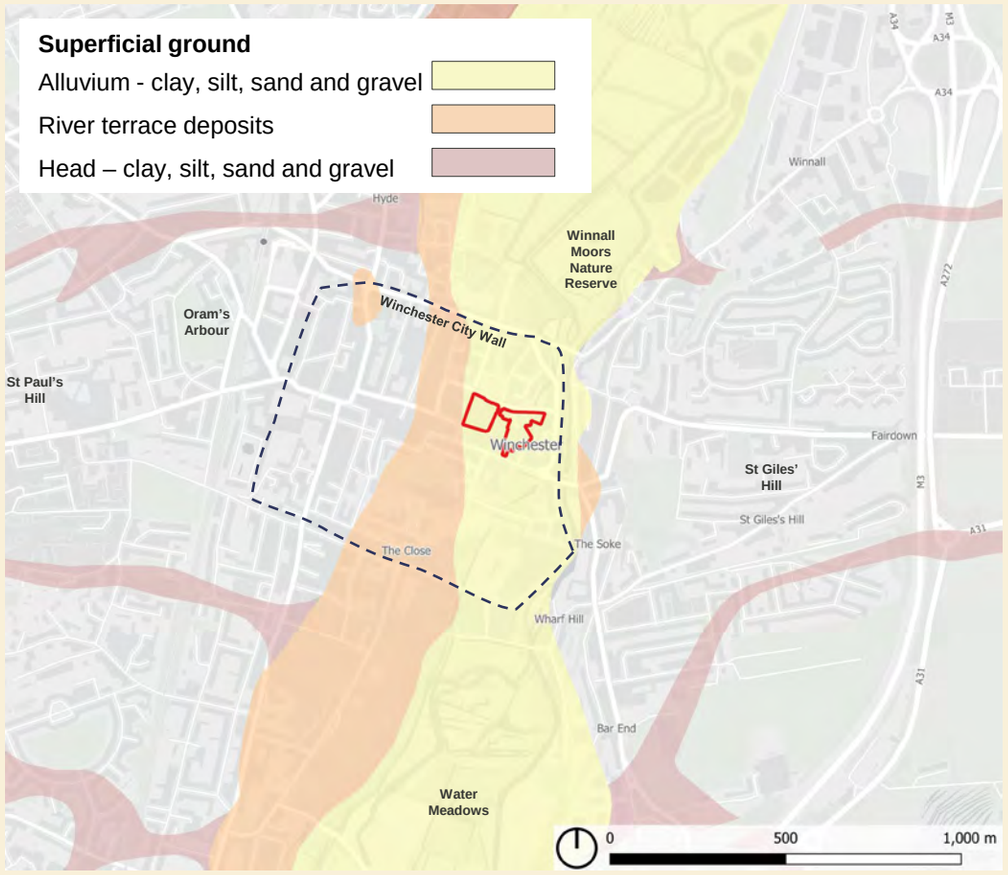



Figure 13: CWR site map, BGS superficial ground information

# 7/Infrastructure
# 2/Existing Conditions

## Ground Conditions

BGS Borehole records from 1983 found pockets of silt within the alluvium, these were found down to 2.5mBGL. The ground surface consists of artificial surfacing over made ground of variable depth.

The Central Winchester Regeneration Project Archaeological Desk-Based Assessment, published in 2017 [20], reconstructed transects across the CWR site using borehole data on or adjacent to the transect lines. These are shown on the following page with the current CWR site boundary indicated. The location of the transects is also shown on plan.

**Key Considerations**

- Further ground investigation will be required to establish the depths and nature of the made ground, as well as any ground contamination across the site.
- The presence of peat and implications for building foundations and design of hardstanding surfaces will also need to be established with further targeted investigations. Peat is a compressible material that could be responsible for ground settlement where loading is increased from current.
- Archaeological investigations during excavation works will need to be accounted for in programming these works.


Figure 14: Location of BGS borehole data on site

Table 2: Summary of BGS Borehole information

| | Soil Type | Top of stratum (m BGL) | Approx thickness of stratum (m) |
|---|---|---|---|
| Made Ground | Concrete and hardcore fill | 0.0 | 1.0 - 1.5 |
| Alluvium and peats | Very soft silty clay with pockets of peat and gravel | 1.0 – 1.5 | 1.1 – 2.5 |
| Gravel | Loose to medium dense, fine flint gravel with a sand and chalk mixture | 2.6 – 4.0 | 2.0 – 6.0 |

# 7/Infrastructure
# 2/Existing Conditions

## Ground Conditions

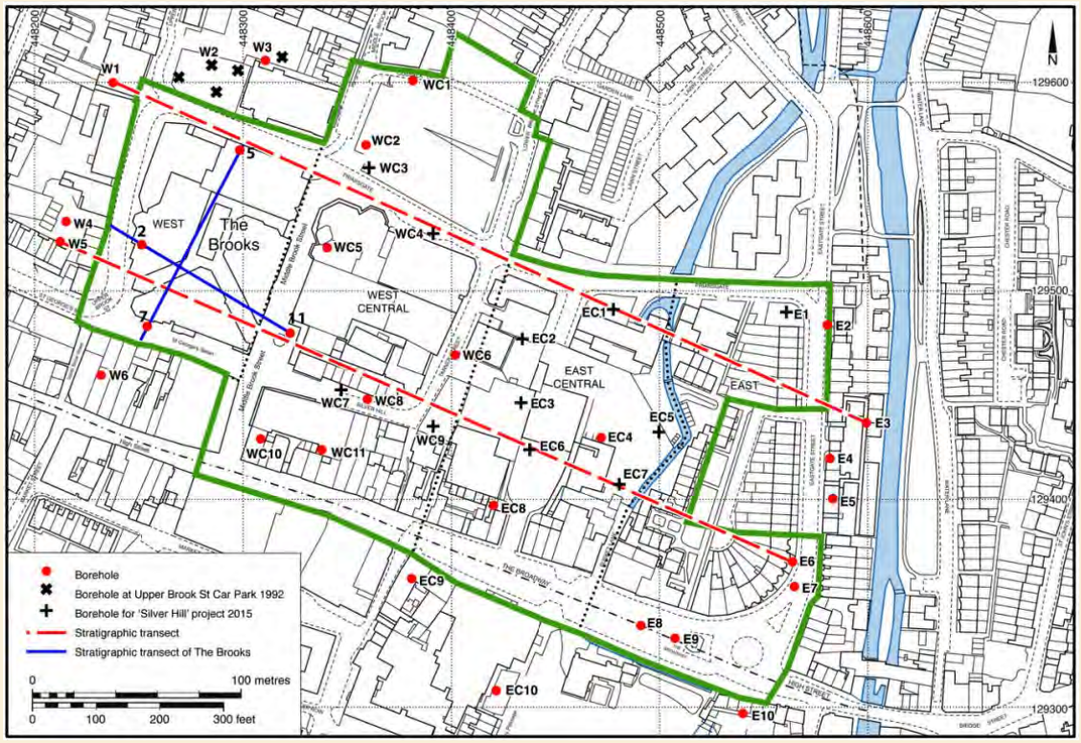



Figure 15: Plan of borehole information and transect locations across the CWR[20]

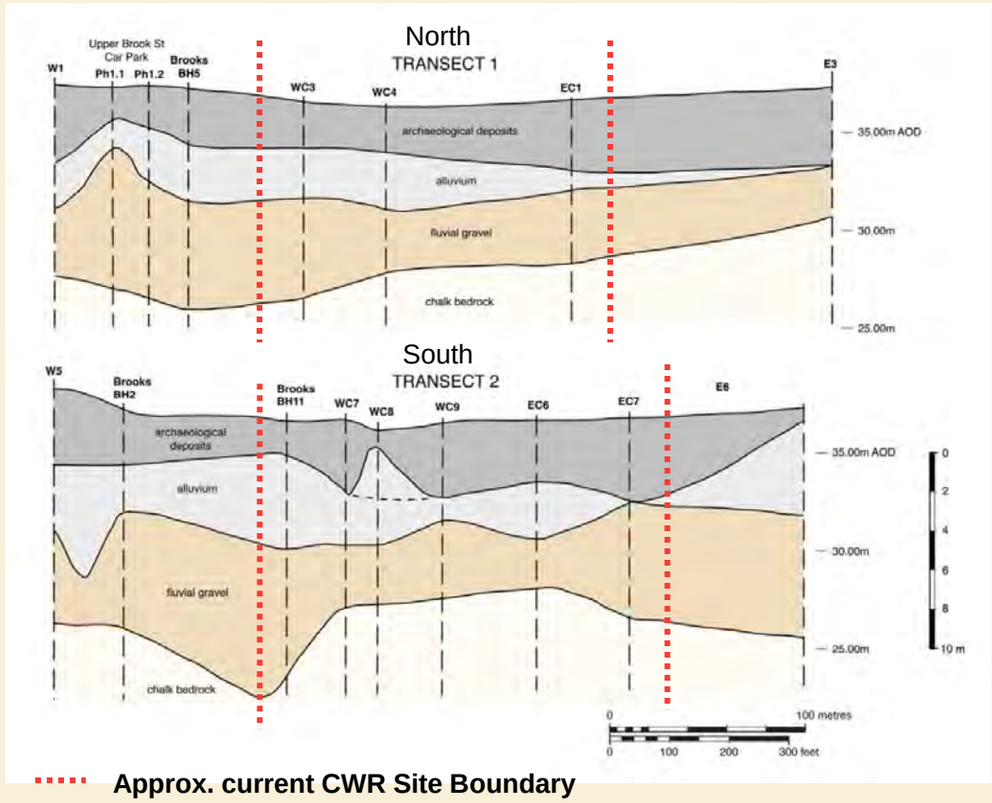



Figure 16: West (left) to east stratigraphic transects taken across the CWR site from the archaeological desk study [20] with current site boundary indicated.

## Hydrogeology

The chalk bedrock of Winchester is a highly productive aquifer. It is of strategic importance for water supply in the UK and the good quality water makes up 70% of Southern Water's supply [21]. The Water Framework Directive has currently given the aquifer 'poor' status and 46% of the Winchester district is within Source Protection Zones covering existing abstraction points to protect public drinking water supplies.

Southern Water abstraction areas, covering the Winchester District, are "seriously water-stressed", as is common for much of the South-East of England. With the increasing extreme conditions, brought on by climate change, water scarcity will be a key issue for the Winchester region in the future.

Site investigation in 2017 [20] for a previous iteration of the CWR project found the usual groundwater table levels to range from 33m to 35m AOD. The highest levels, at 34.5m to 35.14m AOD, were found at the western end of the High Street and in The Brooks excavation. Lowest levels, ranging from 32m to <34m AOD, were located in the southeastern part of CWR site, indicative of a south-easterly flow, in line with the run of the River Itchen.

**Key Considerations**

- The Chalk Aquifer is a strategic water resource of regional importance and water resources are scarce in the South-East of England. It will be critical to protect the aquifer and minimise the footprint of the proposed regeneration on water resources.
- Relatively shallow groundwater will also limit the potential for infiltration drainage and will need to be considered for in the design of foundations and buried infrastructure.

**Key Considerations (cont)**

- Potential ground contamination associated with previous use, and more recently the bus station, will need to be assessed as well as requirements for targeted ground remediations to protect the aquifer, the river system and site users. This may limit the potential for sustainable urban drainage solutions infiltrating to ground.


Figure 17: BGS Hydrogeology map of southern England [22]

## Hydrology

### The River System

As previously discussed, the development of the River Itchen network has been integral to the development of Winchester. A navigation canal was used to transport stones for the construction of the Cathedral from France and provided an important trade link between Winchester, Southampton and the sea [23].

The site is in the River Itchen operational catchment, with the main channel of the river Itchen running directly east of the site. The Abbey Mill Stream splits into two branches just north of the site, the west branch runs, culverted, through the site and the open east branch defines the eastern site boundary.

The River Itchen is classified as A ('Very Good') against Biological Quality and Chemical Quality criteria, in surveys between 2005-2009 [24].

The River Itchen is a chalk stream which naturally runs in multi braided clear streams. These characteristics can be seen where the streams run over the Winnall Moors and Water Meadows flood plains to the north and south of the city respectively. Through the city centre, manmade features including brick river walls, culverts and landscaped terraces manage and divert the river from its natural course.

Figure 18: The Winchester Abbey Mill Stream, upstream of Friarsgate bridge and downstream at the culvert outfall at the City Mill.

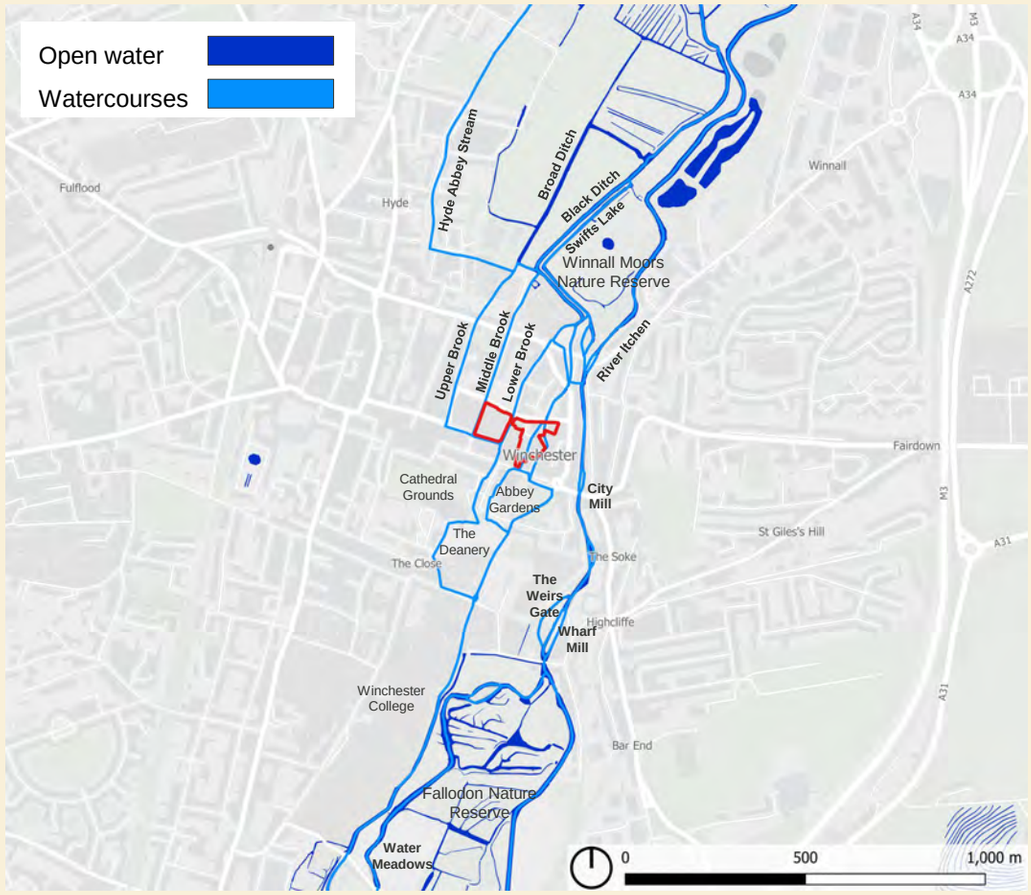



Figure 19: CWR site map, overview of watercourses

## Hydrology

**Culvert System**
The Abbey Mill Stream west branch runs culverted under the existing bus station. A survey of this culvert [25] identified the asset as a 2.4m x 1m rectangular concrete structure in good condition with no major defects detected. Some coarse settled deposits were found under the water level throughout, and cleaning was recommended.

Multiple culverts also run alongside the site boundaries; these culverts were first formed in the 1870s. Information from a 2010 survey [26] suggests the present-day culverts under Lower, Middle and Upper Brook Streets are 900mm diameter circular concrete pipes. It is believed that these culverts have outfalls to the Abbey Mill Stream to the south of the site.

The key findings from both surveys are summarised in the table below; locations of the manholes referenced are marked on the adjacent map.

| Culvert | CL (mAOD) | IL (mAOD) | Depth to invert (m) | Gate setting | Notes |
|---|---|---|---|---|---|
| Middle Brook | 36.62 | 35.32 | 1.3 | Fully open - board removed | |
| Lower Brook | 36.52 | Approx. 34.94 | Approx. 1.6 | Partly open - opening 0.3m | IL not given, extrapolated from up and downstream ILs. |
| Abbey Mill Stream (West Branch) | 36.98 | 35.61 | 1.4 | | |
| Silver Hill | 36.09 | Approx. 34.80 | Approx. 1.3 | | IL not given, extrapolated from up and downstream ILs. |

Table 3: Summary of culvert survey information

**Key Considerations**

- Significant opportunity to open-up the existing culvert across the bus station and re-naturalise the watercourse, building on its character, enhancing amenity and biodiversity along its corridor.
- Opening the culvert will need to be integrated with development proposals to make spatial provisions for maintenance and ensure flood risk is not increased upstream or downstream of the site.
- Opportunity for enhancing interface with existing open watercourse running along eastern edge of the site.


Figure 20: CWR site map, culverted and open watercourses

## Winchester Flood Risk

Winchester is prone predominantly to fluvial flooding when, after prolonged rainfall, the groundwater feeding Winchester's rivers and streams reaches substantial volumes. The city has been subject to severe flooding throughout its history. A new flood defence scheme recently installed at Winnall Moors was built where previously the Romans and Saxons had built defences to manage the flow of the Itchen. The new defences, the Winchester Flood Alleviation scheme, were completed in 2021, and includes new flood embankments and sluice gates upstream of the city to manage flood flows throughout the river system across the city [27].

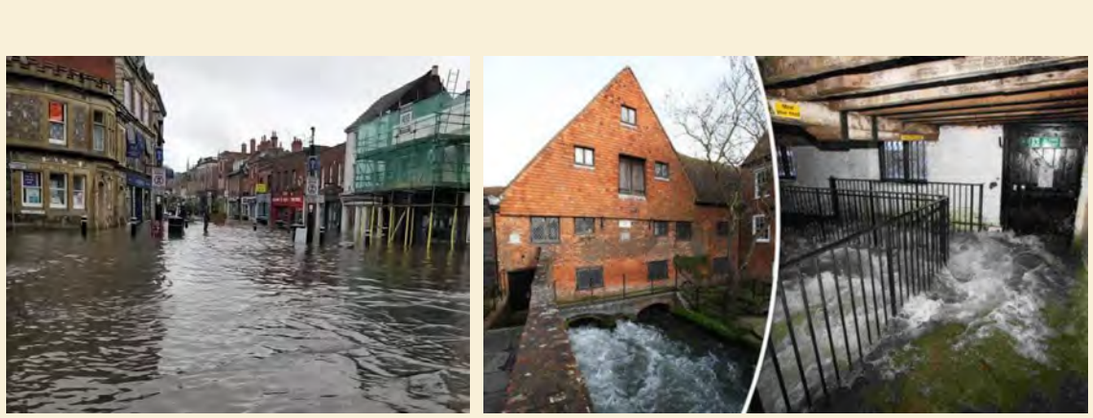


Figure 21: Flooding of Winchester High Street (August 2020) [28] and of the City Mill (winter 2013-2014) [27].

Recorded flood incidents within 500m of the site include those in the winter of 2000-2001 and in the winter 2013-2014. No flood incidents have been recorded since the construction of the new flood defences. A recent strategic flood risk assessment (SFRA) [7] has been prepared to review flood risk across the city following completion of the new flood defences. This SFRA has been reviewed as part of the baseline analysis.

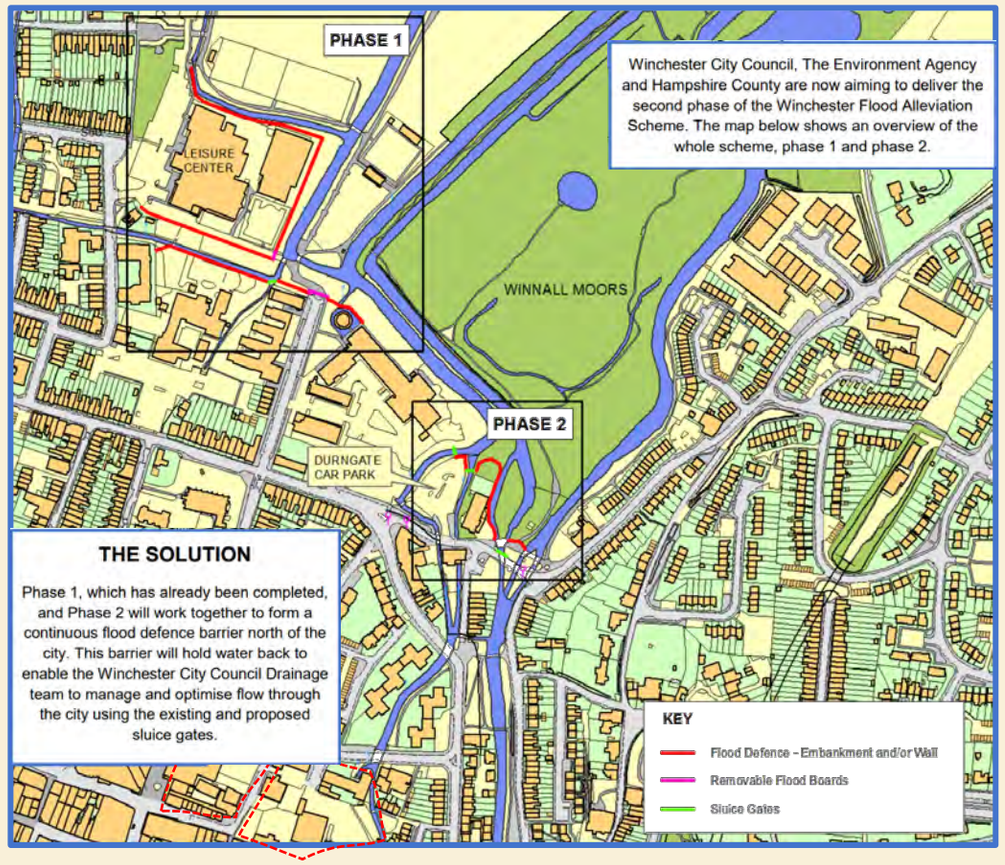



Figure 22: Details of the Winchester Flood Alleviation Scheme, the site boundary is indicated to the south of the scheme [27].

## Fluvial Flooding

### Flood Map

The new scheme has significantly reduced the flood risk to the site. However, part of the site still falls in Flood Zone 2, the 1:1000 year flood envelope.  Some areas are shown in Flood Zone 3, when reviewed in detail it is found:

The 1:30 year envelope has been used to define functional floodplain (Flood Zone 3b) and this is mostly contained to the river channel.

A small area of Flood Zone 3a is also seen downstream of bus station building this is associated with the open section of the Abbey Mill stream.

### Key Considerations

- The development of regeneration proposals will need to ensure that the vulnerability of proposed land uses is compatible with the flood zoning and that a sequential approach is adopted within the site, steering vulnerable uses away from flood risk.
- The  storage volume and river conveyance capacity of the functional floodplain (Flood Zone 3b) will need to be maintained.
- Fluvial flood risk associated with the short open section of watercourse just downstream of bus station building will need to be mitigated.
- Additionally, a number of flood risk mitigations measures will need to be implemented to the 1:100 year + climate change design event, as described overleaf.
- Sustainable drainage design will be implemented to control peak discharge to the river system and minimise flood risk as described in Section 3.3.

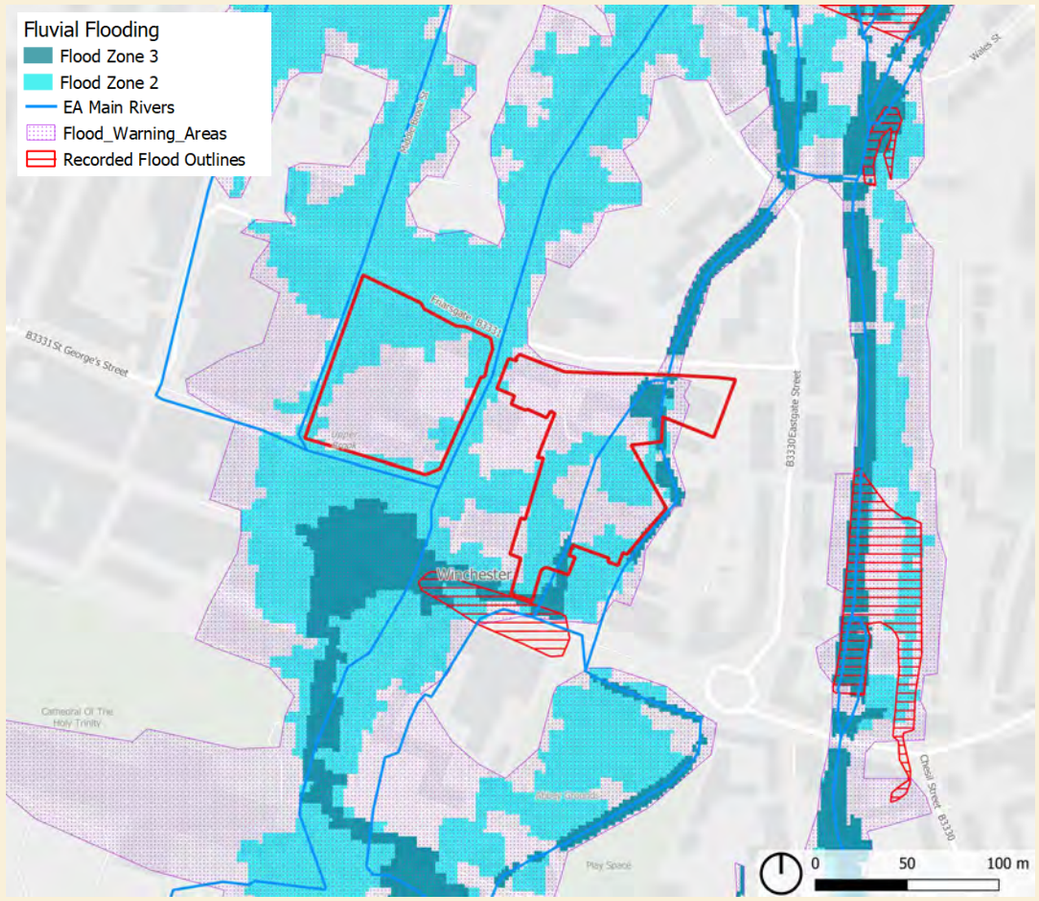



Figure 23: CWR site map, EA fluvial flood risk data

## Fluvial Flooding

### Design Flood Event and Mitigation

According to DEFRA guidance, considering the proposed land use and life of the proposed redevelopment, a climate change allowance of +35% increase in fluvial flow (Central allowance, 2080s epoch) will be considered when assessing and mitigating fluvial flood risk. The 1:100 year + 35% is therefore the design event used for flood mitigation measures. Flood maps included within the recent SFRA shows that part of the site is subject to flooding for that event.

The following describes the key requirements and flood risk mitigation measures associated with the 1:100 year + 35% for climate change design event.

### Key Considerations

- Regeneration proposals should not reduce flood plain storage volumes from current, level by level up the 1:100 year +35% flood level, to avoid increasing flood risk elsewhere. This should be combined with assessing the benefits of the proposed de-culverting on the watercourse across the site, which will help provide additional flood storage.
- Regeneration proposals should not obstruct overland flows and increase flood risk elsewhere. This will need to be considered and will likely require re-running the fluvial model to assess impacts. This should be combined with fluvial remodelling to assess the effect of the proposed de-culverting of the watercourse.
- Residential FFLs must be 300mm above flood levels. Proposed land use should be reviewed on plan and vertical arrangement, adopting a sequential approach within the site to locate low vulnerability uses in areas at greater risk of flooding.
- For non-residential buildings that cannot be located outside of areas at risk of flooding, temporary defences (e.g. movable panels) and flood resilience measures will need to be considered.
- Flood depths and extent of flooding should be confirmed with further analysis. The flood map is based on LIDAR data and should be refined using more detailed site topography.
- An emergency egress / access strategy will need to be developed. Consideration will need to be given to overland flow corridors along Middle Brook and Upper Brook Streets. Buildings and occupants will sign up to the EA flood warning system.
- Residual risk of flooding associated with potential failure of fluvial flood protection, or exceedance of fluvial works design criteria will need to be mitigated. This may include minimum levels for sleeping accommodations and mitigating risks associated with overland flows.


Figure 24: Hazard mapping for the 1:100 year + 35% modelled flood events [7]

## Surface Water and Sewer Flooding

The Environment Agency surface water flood map shows the vulnerability of low-lying areas across the site to surface water flooding. This suggests that the risks of surface water flooding is generally low within the site. However, the site will also potentially be at risk of surface water flooding from surface water runoff from the higher parts of the city, due to its location in the hollow of the valley.

Discussion with WCC has also highlighted that when river levels are high, surface water outfalls cannot discharge at the required rate, causing the sewer system to back-up and localised flooding. High groundwater levels, in particular following long periods of rainfall also reduce infiltration to ground and increase surface water runoff, contributing to potential surface water flooding issues. The combined sewer system is also overwhelmed during intense storm conditions, and WCC have reported localised flooding issues.

Hampshire County Council is the designated Lead Local Flood Authority for the area under the Flood and Water Management Act. They have produced a Local Flood and Water Management Strategy that sets out key principles and objectives for managing flooding and improving resilience in the area. These principles will be adhered to in the development of the drainage infrastructure.

**Key Considerations**

- The regeneration proposals will consider the risk of surface water and sewer flooding, ensuring that proposed buildings and facilities are protected, and that all occupants and users are safe.
- The regeneration proposals will aim to not contribute to any increase in surface water flooding off site. This will ensure that surface water overland flow routes are not obstructed adversely affecting neighbouring areas.
- A sustainable drainage strategy will be developed following established best practice, considering the drainage hierarchy of preferential discharge to ground or the river system rather than discharge to the existing sewer system. Peak surface water discharge will be limited to greenfield runoff rate, and attenuation storage will need to be designed to hold water when river levels are high and discharge rates are reduced.

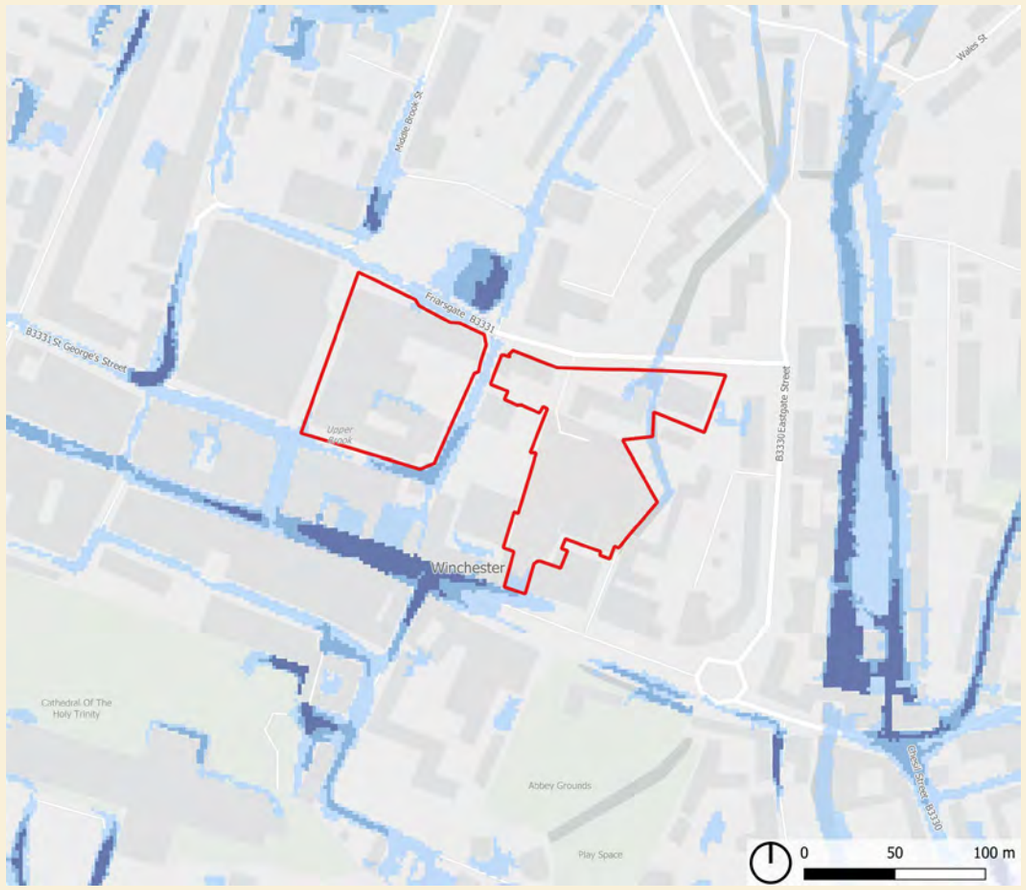



Figure 25: CWR site map, EA surface water flood risk data

## Nutrient Neutrality

Nutrient neutrality is an issue affecting many of the UK's water bodies. An excess of nutrients, predominantly nitrogen and phosphorous, in water bodies causes eutrophication. This process occurs when algal blooms, triggered by the excess nutrients, block light into the water and deplete the oxygen levels, damaging wildlife present in the water bodies [29]. Catchments with an excess of nutrients are known as being in an 'unfavourable condition'; in these areas local planning authorities have an obligation to ensure that any new development proposals will not contribute additional nutrients to the water system and are nutrient neutral.

Figure 26: Algal bloom and eutrophication in a water body resulting from excess nutrients. Copyright: Stefan Kadar

Long term farming within the Winchester district has increased nutrient levels in the water of the three riverine catchments in the district. Evidence shows this increase in nutrients is causing eutrophication. As such, all relevant developments in the district must consider nitrate neutrality. Moreover, those within the River Itchen catchment must demonstrate both nitrate and phosphate neutrality. Neutrality must be demonstrated at planning through a Nutrient Neutrality Assessment and Mitigation Strategy in the Habitat Regulations Assessment. [30]

To demonstrate neutrality, the annual nutrient load of the development is calculated, using tools provided by Natural England. For urban land use, nutrients loads are associated surface water runoff and wastewater. Where land use changes result in an increase of over-night residents, this results in an increase in wastewater discharge and associated nutrient loads. Mitigation strategies are then identified on site. Where onsite mitigation does not fully mitigate the nutrient load, credits are purchased to support mitigation schemes elsewhere in the catchment. [31]

## Nutrient Neutrality

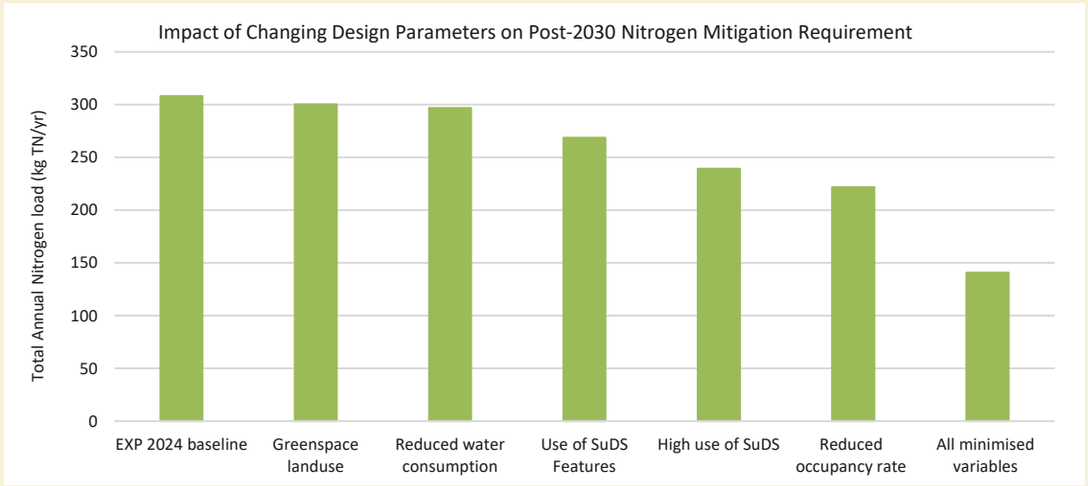



Figure 27: Demonstration of opportunities to reduce annual nitrogen load through design.

Mitigation requirements differ whether occupants are on site pre or post 2030. This is due to requirements on water companies in the Levelling up and Regeneration Act 2023 to upgrade wastewater treatment plants in designated areas by 2030 [29]. Following the upgrades, the nutrient concentration in the consented discharge will reduce and therefore the mitigation required from developers will also reduce.

**Key Considerations**

- Nutrient neutrality will need to be achieved. This will need to mitigate the increase in occupants and increased wastewater flows by developing onsite mitigation or contributing to a local mitigation scheme. Setting strategic design parameters at planning can aid in reducing the required mitigation.

## Utilities

### Existing Utilities

Utilities present within the CWR site are:

- SGN gas mains
- Southern Water mains and sewers
- Scottish and Southern Electricity Networks electricity cables
- BT Group internet cables
- Virgin Media cables
- Vodafone cables

Services generally run around the perimeter of the site following the road network with some branching off the main routes to serve blocks of buildings, primarily electrical cables.

Other utilities have been found on site during investigation and archaeology work though are not shown in the existing utilities information. These include:

- High voltage cable to the south of Coitbury House.
- 3 phase power to east side of Friarsgate Medial Centre site
- Gas supply to south side of Friarsgate Medical Centre site

Further site investigation and scanning will be required on site to confirm the location of any other utilities before construction can commence.

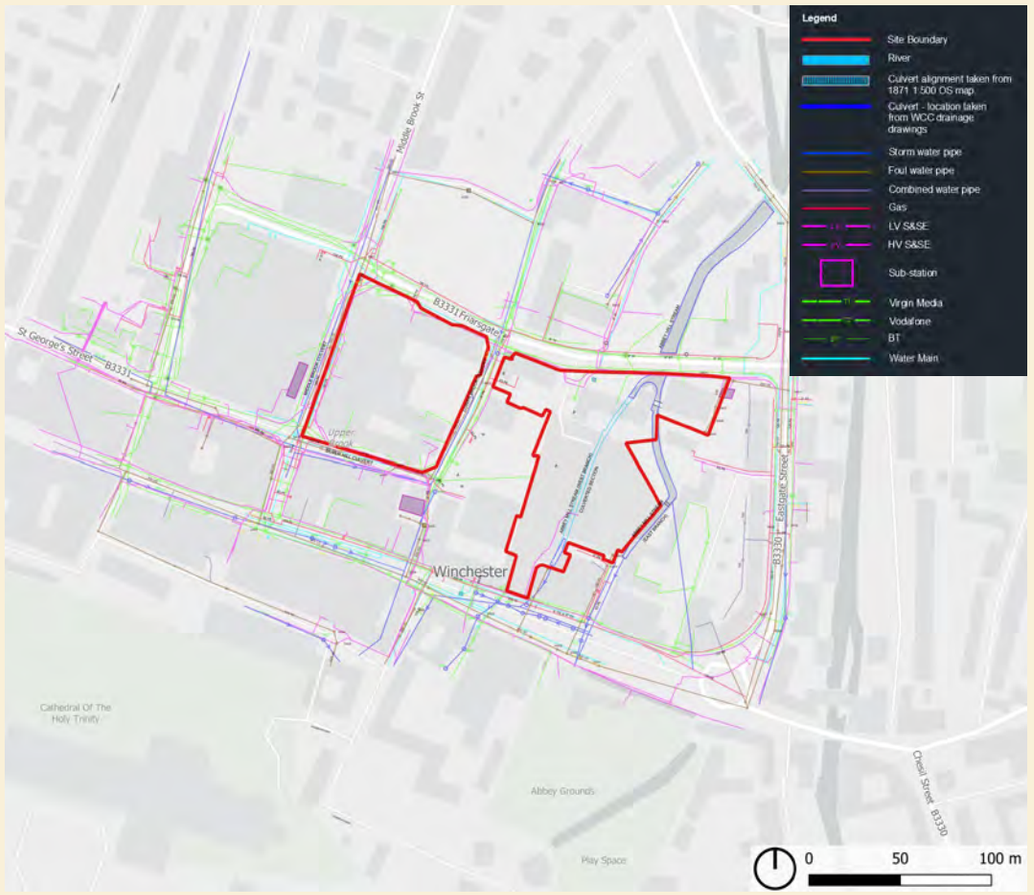



Figure 28: CWR site map, existing utilities overlay

## Utilities

### Future Utility Requirements

Several utility operators for the CWR site have been contacted to ascertain whether future capacity can be provided on the existing utilities networks. The capacity inquiries assume that the development will be delivered in four phases, completed by 2032. The checks are summarised below.

**Capacity checks**

- Potable water - Southern Water. Southern Water have confirmed there is sufficient capacity in their network at present to serve the water requirements. They are unable to reserve future capacity until receipt of developed proposals.
- Foul water - Southern Water. There is currently adequate capacity in the local sewerage network to accommodate flows from the proposed development. Again, future capacity in the foul network cannot be reserved without developed proposals with the level of detail seen in a planning submission.
- Surface water – Southern Water. Southern Water have indicated sufficient capacity for Qbar runoff rates, which are typically lower than greenfield rates.
- Electricity – SSEN. SSEN have confirmed adequate capacity in their network for the anticipated loads though work is required to allow the network to service the proposed development. SSEN have suggested the works required are: SSEN to install 3 x 1mva substations, RMU's, 1 with 1600A with 1 x 1250A MCCB & 2 x 630A and 1 with 1600A with 1 x 800A MCCB & 3 x 630A with bases in GRP Housings. This would provide 2530kVA over five different supplies (Retail Unit, Commercial Unit, BNO Supply for 300 flats, Landlords Supply, and EV Chargers).

SSEN would excavate off site back to Gordon Road Primary approximately 0.8km with 2 new circuit breakers. All on site excavation, joint holes and ducting to connect to the network is to be completed by the developer.

Capacity checks for the gas network have not been completed as it is felt the demand for gas on site will significantly reduce.

**Key Considerations**

- The utilities companies each have stand-back distance and build over requirements for construction near the existing utilities that must be complied with.
- Capacity checks and electrical network upgrade based on early-stage development capacity assessment will need to be confirmed when design is further established.
- Southern Water do not ordinarily charge for network upgrades required but would charge for connections onto the network. This cost should be taken into account in future designs.
- Minor diversions / decommissioning will likely be required of existing branches serving existing buildings.
- Discharge of surface water into public sewers is very low on the SUDS hierarchy, it is likely to only be part of the surface water strategy for flood risk. Direct discharge to the river will be maximised where possible.

# 7/Infrastructure
# 3/ Approach to Infrastructure Delivery

## Overview

Building on the analysis of the site conditions, a plan has been developed for the delivery of each infrastructure system. The plans take into account the ambitions and vision set out in the SPD [2] and the strategic objectives for the infrastructure provision set out in Section 1.2.

Each plan focuses on mapping out the proposed process and outcomes for each infrastructure system. Relevant best practice case studies illustrate how each infrastructure system may respond to the existing site conditions and be successfully delivered.

The infrastructure systems and strategies addressed in the following sections are:

- Remediation strategy
- Green and blue infrastructure proposals
- Foul drainage system
- Water supply networks
- Energy networks
- Digital infrastructure systems

# 3/ Approach to Infrastructure Delivery

## Remediation Strategy

The remediation strategy will set out how any ground contamination within the site will be mitigated to protect potential environmental receptors, all users and occupants of the site and existing communities. This will also set out how ground obstruction and any redundant buried infrastructure will be dealt with. This strategy will be delivered in the geo-environmental assessment and remediation strategy.

**Key steps in developing the remediation strategy:**

Review of all available assets and archive drawings, complementary surveys, desktop studies and other data sources.

Scope any additional ground investigation and surveys required.

Review additional survey information.

Assess contamination risks, ground obstructions and potential impact on development proposals.

Develop ground remediation strategies, review of best practice and bringing in learning from other places. This will aim at maximising on-site remediation and minimising removal of material off-site, considering economic viability and carbon emissions.

Develop strategies for decommissioning and/or removal of redundant infrastructure and removal of ground obstructions.

**The key outputs of the remediation strategy will include:**

- Assessment of baseline conditions including ground and groundwater contamination and investigation of buried infrastructure (e.g. fuel tank and associated contamination risks in the bus station).
- Assessment of contamination risk to receptors, and project delivery.
- Remediation and mitigation strategies, and their integration with enabling works, earthworks and reuse of materials on site.

Figure 30: Bridgewater masterplan, Stratford London
*Bridgewater masterplan is a legacy development on the edge of the Olympic Park in London where ground showed localised hotspots of contamination from previous industrial use. The remediation strategy included remediating hotspots and capping the existing ground where required.*

# 3/ Approach to Infrastructure Delivery



## Green and Blue Infrastructure

The Green and Blue Infrastructure Strategy will be delivered as a standalone document, detailing the proposals of green and blue infrastructure across the development, to mitigate fluvial flood risk, sustainable drainage, de-culverting the watercourse running across the bus station, adding amenity and enhancing biodiversity across the site. This will be supported by a flood risk assessment for planning, technical proposals for de-culverting the watercourse and a sustainable drainage strategy.

Inspiration and lessons for developing the Winchester green and blue infrastructure proposals will be drawn from case studies and best practice examples. Some such examples are given in the following pages.

**Key steps in developing the Green and Blue Infrastructure Strategy:**

- Baseline assessment of site hydrology including flood risk from all sources, existing drainage arrangement and review of all relevant available records from WCC and EA.
- Scope any additional drainage and culvert surveys as required.
- Baseline assessment of site ecology and existing habitats.
- Review of relevant best practice and case studies on green and blue infrastructure delivery, learning from other places.
- Develop flood risk mitigation measures, considering all risks of flooding including residual fluvial flood risk and maintenance of flood defences and embankments.
- Develop proposals for de-culverting section of watercourse across the site, ensuring flood risk is not increased elsewhere, and maximising amenity and ecology benefits in collaboration with masterplanning and landscape architects.
- Sustainable drainage proposals, minimising off site flood risk, controlling pollution and maximising amenity and biodiversity benefits. This will also be integrated with mitigation of nutrient loads.
- Explore opportunities for harvesting of rainwater in cost efficient and carbon effective way using latest smart weather-control technology to respond to local water scarcity.

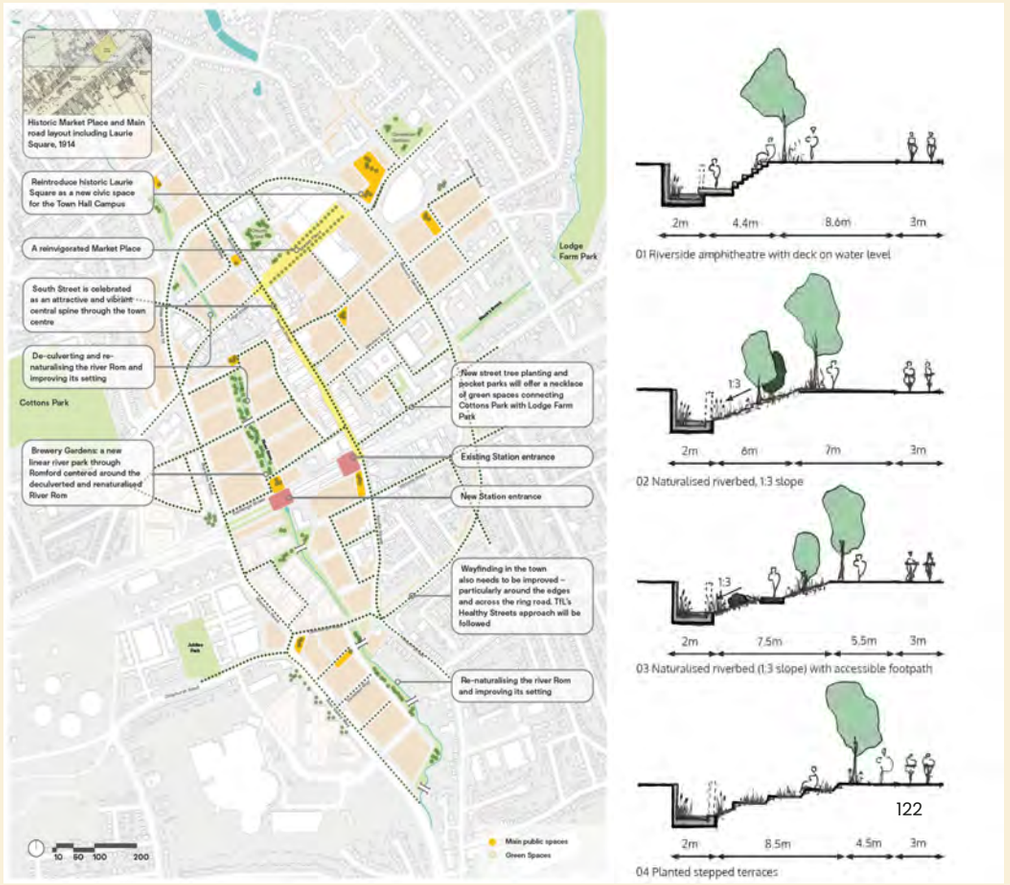



Figure 31: River Rom de-culverting proposals. Credit: Periscope
*These sections were developed as part of the de-culverting of the River Rom through Romford to enhance amenity and biodiversity whilst controlling flood risk.*

# 3/ Approach to Infrastructure Delivery

## Green and Blue Infrastructure

- Develop proposals for enhancement of biodiversity across the masterplan beyond strategic green infrastructure proposals (opportunities for creation of habitats on buildings).
- Assess and manage design risks throughout above process.
- Consider phasing implications.
- Coordinate with utility corridors within site and street typologies.
- Capture proposals in the flood risk assessment (FRA), surface water drainage strategy and Green and Blue Infrastructure Strategy.
- Actively engage with EA, WCC, Lead Local Flood Authority (LLFA) and Southern Water on all above points.

Porter Brook in Sheffield is another good example of opening-up a watercourse in a constrained site to provide blue and green public amenity.

Figure 32: Porter Brook, Sheffield, before (C: Paul Gaskell) and after (C: Zac Tudor / Sheffield City Council) works

**The key outputs of the Green and Blue Infrastructure Strategy will include:**

- Flood risk mitigation strategies, including maintenance of flood defences and considering flood risk from all sources. These will be captured in the flood risk assessment (FRA).
- Proposals for enhancing the river corridor, looking at de-culverting the section of watercourse across the bus station and enhancing adjacent watercourse sections.
- Development of a sustainable drainage strategy, this will be issued in a separate planning document and include the proposed drainage network and SUDs features.
- Proposals for the removal of any redundant drainage infrastructure, in particular in the bus station, and compliance with stand-off distance and build-over requirements.
- Strategies for achieving amenity, wellbeing and biodiversity net gain targets.
- Context of water resource scarcity in Winchester and incorporation of water circularity into design proposals.

## Green and Blue Infrastructure

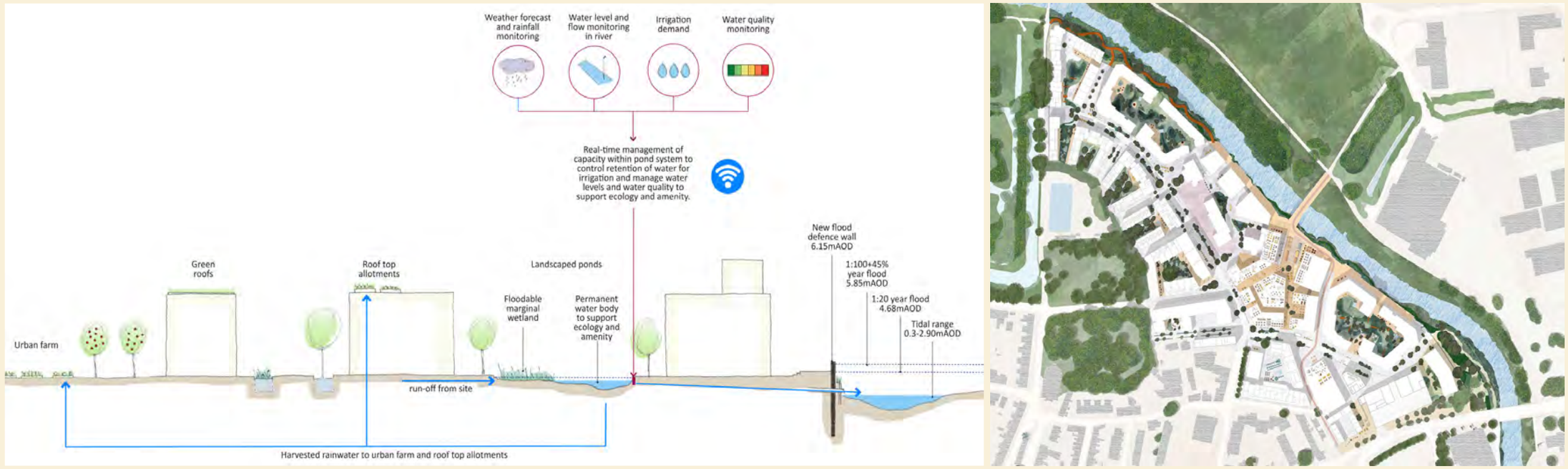



Figure 33: Phoenix Project, Lewes, masterplan plan and section showing smart water management integration into green and blue infrastructure.
*Water management on Phoenix aimed to deliver multi-benefit, including sustainable urban drainage, biodiversity enhancements, fluvial flood protection, amenity access to the river and to harvest rainwater in a carbon efficient way to minimise the water footprint of the development and achieve local planning water use targets of 90l/person per day in residential buildings.*

# 3/ Approach to Infrastructure Delivery

## Foul Drainage

The foul drainage strategy will define the strategic foul drainage network within the regeneration site and connection points to existing sewers in consultation with Southern Water. This will include proposals for any diversions of existing sewers, decommissioning of redundant sewers, and will ensure that Southern Water setback distances are adhered to and that the network can be maintained and accessed. The strategy will be delivered as part of the Utilities Statement.

**Key steps in developing the foul drainage proposals:**

- Assessment of peak foul drainage flows.
- Further engagement with Southern Water on connection points, capacity and requirements for any off-site reinforcements.
- Develop foul drainage network proposals ensuring compliance with Southern Water stand-off distances and including decommissioning and diversion existing sewers.
- Coordinate with utility corridors within site and street typologies.
- Capture proposals in Utility Statement for planning.

**The key outputs of the foul drainage strategy will include:**

- Foul drainage network proposals, including connection points to strategic sewer system at site boundary.
- Proposals for reducing foul drainage flows, as part of water demand reductions, and minimising pumping and whole life carbon.
- Confirmation of capacity with Southern Water in receiving network, and any upgrade requirements.
- Proposals for diversions, de-commissioning of redundant sewers, in particular in bus station, compliance with stand-off distances and any build-over requirements.

Figure 35: Old Oak West Masterplan, West London
*Old Oak West masterplan aims to deliver 10,000 new homes in West London in an area with very limited sewer capacity. The design approach taken maximises diversion of stormwater from the sewer system by maximising direct discharge to the Grand Union canal to free up capacity for foul water drainage flows.*

# 3/ Approach to Infrastructure Delivery



## Water Supply

The water supply strategy will define the strategic water supply network within the regeneration site and connection points to existing water mains in consultation with Southern Water. This will include proposals for any diversions of existing mains, decommissioning of redundant mains, and will ensure that Southern Water setback distances are adhered to and that the network can be maintained and accessed. This will also focus on water efficiency and include a strategy to achieve the local water use targets and minimise the footprint of the regeneration proposals on local water resources.

The strategy will be delivered as part of the Utilities Statement.

**Key steps in developing the water supply proposals:**

- Assessment of demand and peak demand following water efficiency measures.
- Development of a strategy to achieve water use targets and minimising the footprint of the project on local water resources.
- Further engagement with Southern Water on connection points, capacity and requirements for any off-site reinforcements.
- Develop proposed water supply network proposals ensuring compliance with Southern Water stand-off distances and including decommissioning and diversion existing mains.
- Coordinate with utility corridors within site and street typologies.
- Capture proposals in Utility Statement for planning.

**The key outputs of the water supply strategy will include:**

- Water supply network proposals, including connection points to strategic mains at site boundary.
- Proposals for reducing water demand reductions, pressure on water resources and whole life carbon associated with water use.
- Confirmation of capacity with Southern Water in local mains, and any upgrade requirements.
- Proposals for diversions, de-commissioning of redundant mains (particularly at the bus station) and compliance with stand-off distances and any build-over requirements.

Figure 36: Hartree, water use reduction optioneering study
*The Hartree masterplan provides 5,600 new homes in Northwest Cambridge. The water supply strategy responds to severe regional water scarcity issues, achieving very ambitions water use targets of 80l/person per day in residential buildings through the use of water efficient fittings and smart harnessing of rainwater.*

# 3/ Approach to Infrastructure Delivery

## Energy Networks

An energy strategy will be developed as part of developing a route map to zero carbon for the project. This will identify how operational and embodied carbon emissions are mitigated through fabric first building design, whole electric and heat pump building systems, renewables and low carbon lightweight construction. This will establish the energy requirements and will feed into developing the energy network infrastructure strategy, including sub-stations, connection points and network upgrades. The gas network will also need to be maintained to supply existing gas users. This will also include proposals for any diversions and decommissioning of any cables. The Energy Strategy will be a key planning document. The energy infrastructure strategy will be delivered as part of the Utilities Statement.

**Key steps in developing the energy strategy and energy infrastructure proposals:**

- Development of energy strategy, following hierarchy , to minimise energy demand. This will support an assessment of loads and on-site generation potential and will also include electrical vehicle charging and any residual gas demand.
- Review of relevant best practice and case studies on energy infrastructure delivery, learning from other places.
- Further engagement with providers on connection points, capacity and requirements for any off-site reinforcements.
- Develop proposal for networks and substations, including decommissioning and diversion existing cables, and gas mains.
- Coordinate with utility corridors within site and street typologies.
- Capture proposals in Utility Statement for planning and Energy Statement.

**The key outputs of the energy infrastructure strategy will include:**

- Electricity network and substations proposals, including connection points to strategic mains at site boundary.
- Proposal for residual gas supply.
- Proposals for reducing energy demands through Energy Strategy.
- Confirmation of capacity within local networks, and any upgrade requirements.
- Proposals for diversions, de-commissioning of redundant networks, in particular within the bus station.

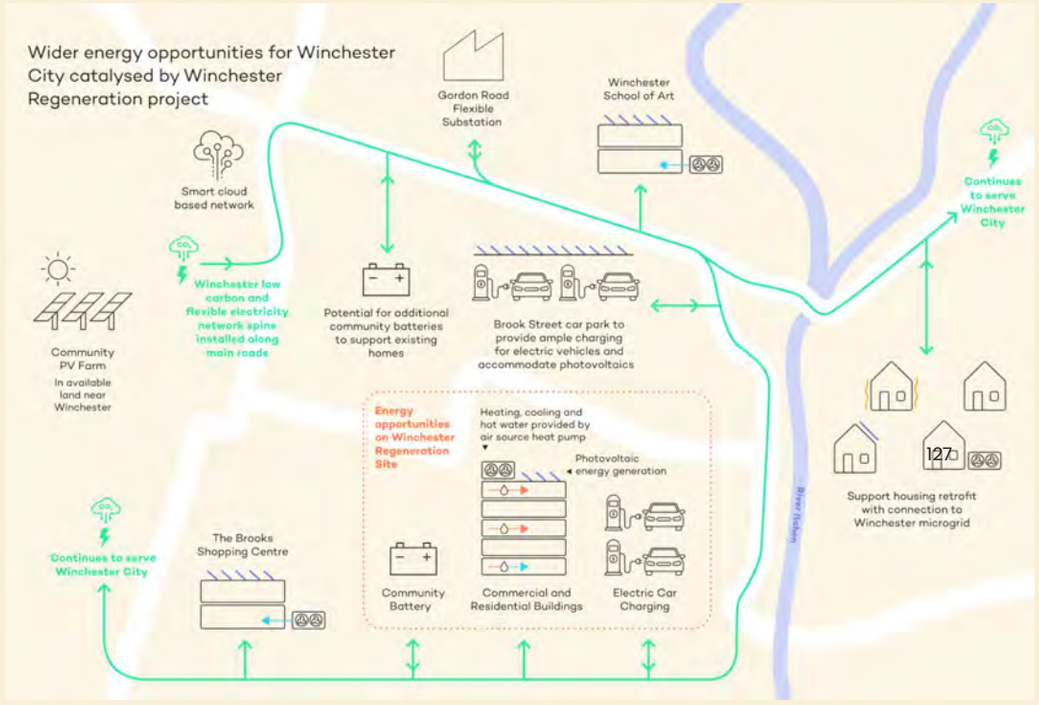



Figure 37: CWR Wider Energy Opportunities, smart energy network concept presented in bid submission

# 7/Infrastructure
# 3/ Approach to Infrastructure Delivery

## Digital Infrastructure

The digital infrastructure strategy will play a key role in the regeneration proposals and will support innovative approaches for sustainable mobility, zero carbon buildings, minimising demand on local water resources and waste management. An integrated digital infrastructure strategy will be developed alongside the other strategies developed earlier and the transport and sustainable mobility strategy. The strategy will be captured within the Utility Statement for planning.

**Key steps in developing the digital strategy:**

- Review of best practice case studies, learning from other places.
- Review of the findings from the informal scrutiny group - A Digital Winchester District.
- Further engagement with providers on connection points, capacity and requirements for any off-site reinforcements.
- Develop proposal for networks, including decommissioning and diversion of existing cables.
- Coordinate with utility corridors within site and street typologies.
- Capture proposals in Utility Statement for planning.

**The key outputs of the digital strategy will include:**

- Integration of digital infrastructure with other infrastructure (e.g. buses, bins, energy systems and renewables, smart harvesting of rainwater, flood warning system, etc).
- Optimisation of reduction in physical infrastructure – studies of how digital infrastructure will reduce other requirements.
- Support opportunities for smart operations.
- Digital networks proposal, including connection points.
- Confirmation of capacity with providers and any upgrade requirements.
- Proposals for diversions, de-commissioning of redundant cables.

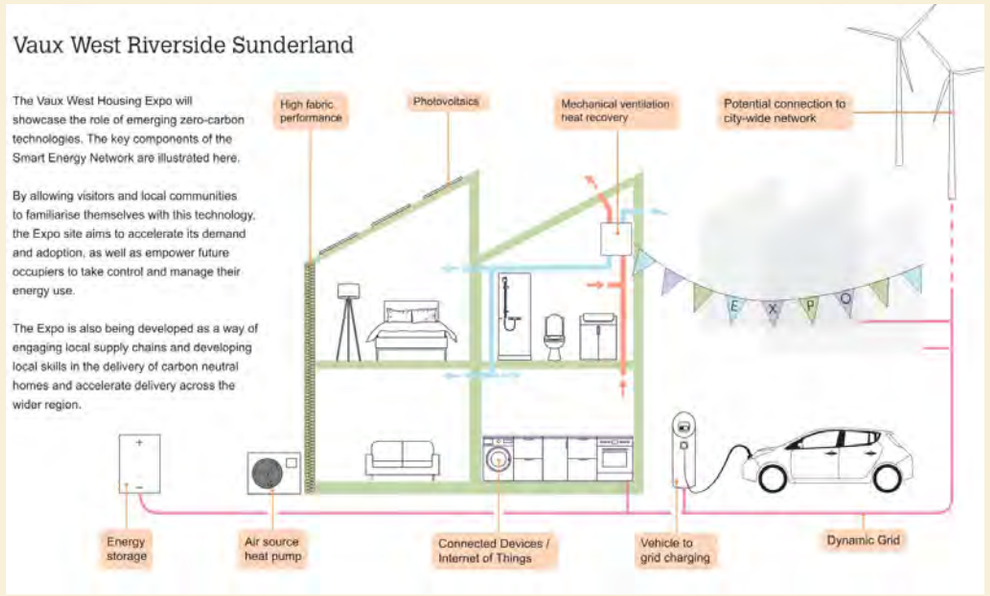



Figure 38: Vaux West Riverside Sunderland, smart energy network diagram

# 7/Infrastructure
# 4/ Conclusions and Deliverables

This Infrastructure Delivery Plan (IDP) has been prepared to support the regeneration of the city centre of Winchester. It forms part of in the Development Delivery Plan (DDP) framework which sets out how the regeneration of city centre will be successfully delivered and how this will help achieve wider strategic ambitions for the city, its people and the planet.

The IDP responds to the aspirations of the 2022 Development Brief for the Central Winchester Regeneration (CWR) [1] which establishes the strategic importance of regenerating and bringing new life to central Winchester. It also aims to deliver the vision set out within the 2018 Supplementary Planning Document [2].

Infrastructure is an essential enabler of the regeneration of Central Winchester. The following strategic objectives are proposed to ensure that the delivery of the infrastructure can support the wider project ambitions. These objectives are rooted in the Footprint themes and draw on the objectives set out in the Delivery Brief and SPD and include resilience and adaptability, resource and carbon efficiency, integration and multi-function, delivery of a people centred solution and ensuring a smooth transition is achieved.

The review of the existing site conditions and wider context has identified a number of key challenges and opportunities. These include:

- Sensitivities associated with working in the historic centre of Winchester, considering the rich heritage, maintaining and enhancing the unique quality of the place.
- Ground conditions at the base of the valley of the River Itchen, with the presence of peat potentially having implication for the design of building foundation and hardstanding surfaces. The history of the site also brings a potential for ground contamination that would need to be remediated, and any excavation works will need to be sensitive to any buried archaeology.
- The chalk aquifer underlying the site is a water resource of strategic importance, in a water scarce region. It will be critical to protect the aquifer from contamination and minimise the water footprint of the regeneration proposals. Relatively high groundwater levels will also limit the potential for infiltration drainage.
- The history of Winchester is integrally linked to the River Itchen network. Culverted watercourses run across the site, and the city centre has been subject to severe fluvial flooding. A recent flood alleviation scheme has significantly reduced the risk of flooding across the city, but parts of the site still flood for the 1:100 year + 35% event. The development proposals will need to include a range of flood risk mitigation measures to protect proposed occupants and buildings and not increase flood risk elsewhere. The de-culverting of the river across the site brings opportunities to enhance amenity and biodiversity.
- A sustainable urban drainage strategy will need to be developed to mitigate flood risk, control and diffuse urban pollution and contribute to enhancing the public realm and biodiversity.
- Nutrient neutrality requirements in the Winchester District establish that the development must mitigate any increase in nutrient loads, either through on-site interventions or collaboration with offsite mitigation schemes.
- Development proposals will need to be coordinated with existing utilities surrounding the site. The existing water infrastructure generally has capacity to serve the development proposals, and proposals have been outlined with SSEN to increase power capacity and meet the requirements of the development proposals.

# 4/ Conclusions and Deliverables



Building on the analysis of the site conditions, and the strategic objectives for the infrastructure provision, a plan has been developed for the delivery of each infrastructure system. This focuses on mapping out the proposed process and outcomes for each system. This includes:

- A remediation strategy which will set out how any ground contamination within the site will be mitigated to protect potential environmental receptors, all users and occupants of the site and existing communities. This will also set out how ground obstruction and any redundant buried infrastructure will be dealt with. This strategy will be delivered in the Geo-Environmental assessment for planning.
- A Green and Blue Infrastructure Strategy will be delivered as a standalone document, detailing the proposals of green and blue infrastructure across the development, to mitigate fluvial flood risk, sustainable drainage, de-culverting the watercourse running across the bus station, adding amenity and enhancing biodiversity across the site. This will be supported by a flood risk assessment for planning, technical proposals for de-culverting the watercourse and a sustainable drainage strategy.
- A foul drainage strategy will define the strategic foul drainage network within the regeneration site and connection points to existing sewers. This will include proposals for any diversions of existing sewers, decommissioning of redundant sewers, and will ensure that the network can be maintained and accessed. The strategy will be delivered as part of the Utilities Statement.

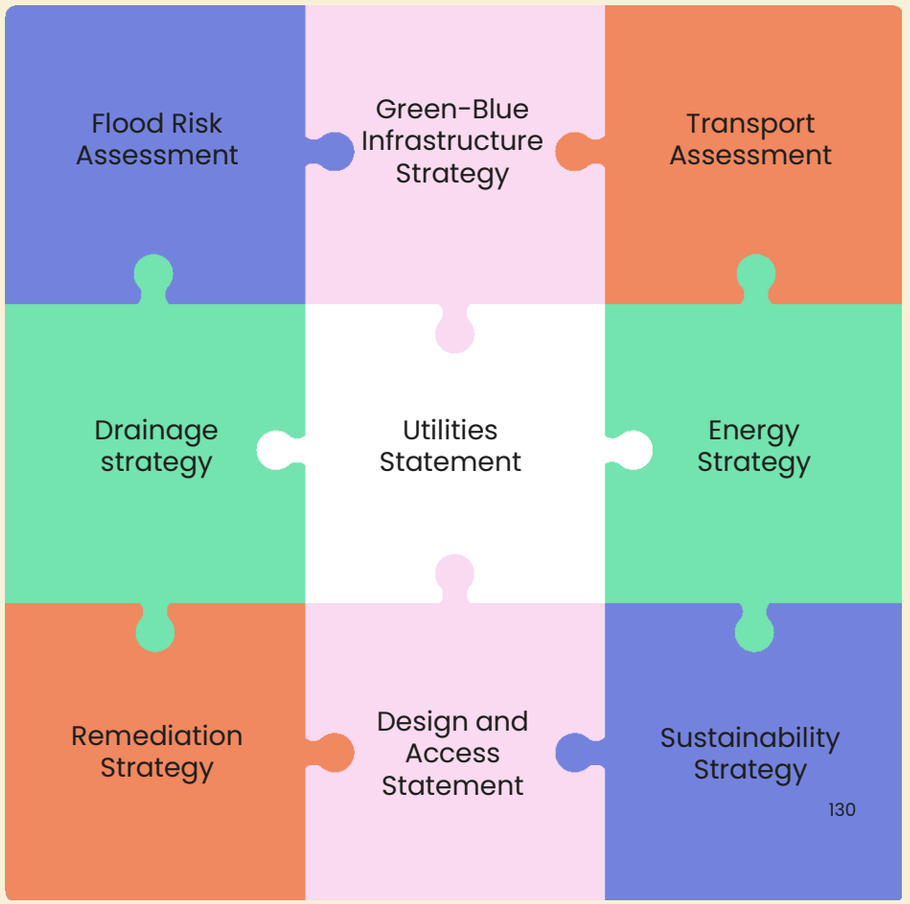



Figure 39: Illustration of the planning documents that will capture the different infrastructure delivery proposals.

# 4/ Conclusions and Deliverables



- A water supply strategy will define the strategic water supply network within the regeneration site and connection points to existing water mains. This will include proposals for any diversions of existing mains, decommissioning of redundant mains, and will ensure that the network can be maintained and accessed. This will also focus on water efficiency and include a strategy to achieve the local water use targets and minimise the footprint of the regeneration proposals on local water resources. The strategy will be delivered as part of the Utilities Statement.
- An Energy Strategy will be developed as part of developing a route map to zero carbon for the project. This will establish the energy requirements and will feed into developing the energy network infrastructure strategy, including sub-stations, connection points and network upgrades. The gas network will also need to be maintained to supply existing gas users. The Energy Strategy will include proposals for diversions and decommissioning of any cables and will be a key planning document. The energy infrastructure strategy will be delivered as part of the Utilities Statement.
- The digital infrastructure strategy will play a key role in the regeneration proposals and will support innovative approaches for sustainable mobility, zero carbon buildings, minimising demand on local water resources and waste management. An integrated digital infrastructure strategy will be developed alongside the other strategies developed and the transport and sustainable mobility strategy. It will be captured within the Utility Statement  for planning.

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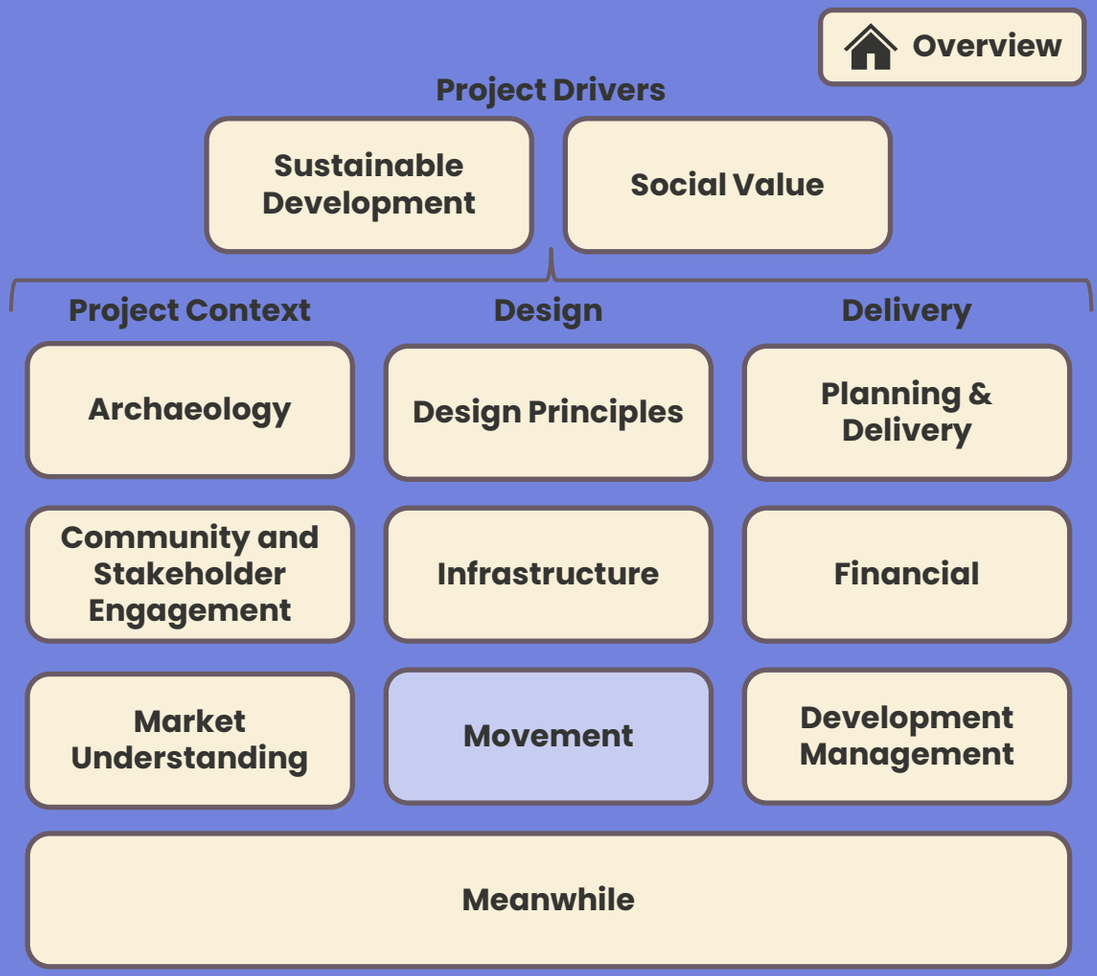
# Central Winchester Regeneration
# 8/ Movement

Document Navigation



# 8/Movement

## Contents

# 8/Movement
# 1/Introduction

This chapter has been prepared by Momentum Transport Consultancy to support the proposed development of the Central Winchester Regeneration (CWR) masterplan site.

CWR is proposed to be a mixed-use development consisting of residential uses, retail, commercial and community spaces.

Within the CWR site sits the existing Winchester Bus Station, for which an interim scheme to relocate the bus provision to an on-street solution has been previously agreed and is set out within the Winchester Movement Strategy (WMS).

This chapter seeks to specify the transport infrastructure required to deliver the CWR masterplan, and includes:

- A review of national, regional and local policy
- Analysis of the existing transport conditions on site
- A forecast of the number of trips generated by the masterplan
- Specification of the number of car parking spaces, cycle parking spaces, loading bays and bin storage necessary to serve CWR
- Measures to active and sustainable travel
- A revised plan for vacant possession of the bus station

# 8/Movement
# 2/Policy and Standards

## Policy and Standards Review

Scope of Policy Review

- City of Winchester Movement Strategy
- Winchester CWIP
- Local Schemes and Feasibility Studies
- Local Parking Standards

This section provides a summary of the relevant national, regional and local policies and studies that have been considered in the preparation of the IDP.

**National Policy**

**National Planning Policy Framework (2023)**

The National Planning Policy Framework (NPPF) Chapter 'Promoting Sustainable Transport' emphasises the need to 'maximise sustainable transport solutions', 'provide attractive and well-designed walking and cycling networks', 'facilitate access to high quality public transport' and 'create spaces that are safe, secure and attractive'.

Applications for developments should give priority first to pedestrians and cycle movements and address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

**Decarbonising Transport – A Better, Greener Britain (2021)**

The plan sets out the Government's commitments and the actions needed to de-carbonise the transport system in the UK.

One of the Government's key commitments is accelerating modal shift to public and active transport by increasing the share of journeys taken by cycling and walking. The aim is that by 2030 half of all journeys in towns and cities are undertaken by walking and cycling.

**Regional and Local Policy**

**Hampshire County Council Local Transport Plan 4 (2024)**

The Hampshire County Council Local Transport Plan 4 (LTP4) sets out the vision for future transport and travel infrastructure and sets the policy framework against which area transport strategies, including the Winchester Movement Strategy, should be developed.

The LTP4 proposes a major shift in the approach to transport provision from 'planning for vehicles' towards 'planning for people and places', and developing alternatives to reduce reliance on the private car, giving people a choice of high-quality travel options.

**Winchester District Local Plan (2013)**

Transportation is addressed in Chapter 9 – Prosperous Economy of the current Winchester District Local Plan. Policy CP10-Transport states that 'Developments should be located and designed to reduce the need to travel. The use of non-car modes particularly walking and cycling should be encouraged through travel plans, management and improvements to the existing network, and improvements to accommodate additional traffic should be undertaken (or funded) where necessary'.

**Winchester District Local Plan 2020-2040 (Emerging)**

The Council is currently in the process of developing a new emerging Local Plan for 2020-2040. The Local Development Scheme (LDS) was published in 2023 and sets out the Council's programme for the production of planning policy documents that form the Winchester Local Plan. The 2020-2040 emerging Local Plan is projected to be adopted in Q3 of 2025. The key transport policies include:

Continued overleaf ..

# 8/Movement
# 2/Policy and Standards

## Policy and Standards Review

- Policy T1 – Sustainable and Active Transport and Travel which states that developments should prioritise the offering of a 'genuine choice of sustainable and active transport modes of travel', be designed so that they minimise the need to travel by car and incorporate 'sustainable and active travel routes into the layout with connections to the wider network'.
- Policy T2 – Parking for New Developments states that 'Residential development proposed with no parking provision will be supported where it is located in easy walking distance of a range of services and facilities, or there is suitable access to non-car based modes of transport'.

The emerging Local Plan promotes the concept/principles of 20—minute neighbourhoods, and focus new developments in the most sustainable locations.

In addition, 'secure parking for cycles, e-mobility, mobility scooters or any other form of non car transport must be provided in a safe and convenient location and should be undercover, with charging points and provided according to the relevant standard or locally specific demand'. Policy T2 also states that parking for commercial uses will be considered on a case-by-case basis.

# 8/Movement
# 2/Policy and Standards

## Policy and Standards Review

### City of Winchester Movement Strategy (2019)

The Winchester Movement Strategy (WMS) was adopted by Hampshire County Council and Winchester City Council in 2019 and sets out the vision and long-term priorities for travel and transport improvements in Winchester.

The overarching vision is to "support strong and sustainable economic growth for the city of Winchester whilst at the same time enhancing it as a place and community where people can have an excellent quality of life". The vision is supported by three key priorities.


Source: Morten Watkins/Solent News

**Priority One: Reduce city centre car traffic**

The majority of the street space in the city centre is currently dedicated to vehicle traffic. In addition, a one way-system is currently in place in the city centre, creating a complex system making journeys by car longer and creating barriers to walking and cycling and any highway or public realm changes complex to implement.

**Priority Two: Support healthier lifestyle choices**

An Air Quality Management Area (AQMA) is currently in place in Winchester city centre and covers the Central Winchester Regeneration site. We understand the Council plans to release the site from AQMA, subject to an AQ Strategy which reduces barriers to walking and cycling with the aim to support the growth of alternatives to the private car. This is being consulted on currently.

**Priority Three: Invest in infrastructure to support sustainable growth**

The council seeks to support the growth of its population (jobs, residents and students) and associated increase in trips and will consider the level of private parking permitted when granting permission for employment and residential development, in order to influence people's travel behaviour.

# 8/Movement
# 2/Policy and Standards

## Policy and Standards Review

The Movement Strategy Action Plan sets out how the Strategy will be delivered and which workstreams will be taken forward. The schemes identified in proximity to the CWR site include:

- Re-allocation of road space to improve pedestrian and cycle provision, including provision of contraflow cycle facilities, crossing improvements and route enhancements to the city centre, including Jewry Street/High Street
- Enhancing public realm in the city centre, including redefining parts of the one-way system on Friarsgate to reduce car dominance, re-characterising St Georges Street by reducing traffic to one lane and re-allocating space to people and other activities, and improving pedestrian priority on Jewry Street, in particular where it meets High Street

Other schemes to be taken forward include:

- Increasing the capacity of Park and Ride facilities in the periphery of Winchester
- Introducing bus priority measures on key radial routes into the city centre
- New bus partnership with bus operators across the city to improve bus services and infrastructure
- Implement traffic demand management to reduce or re-distribute car travel demand, including car parking supply and management strategies and develop travel plans to encourage behaviour change
- Better management of deliveries of goods to the city centre including review of loading controls, ensuring adequate loading space and reviewing freight management practices with local businesses
- Support development of sites and infrastructure which enables sustainable transport modes to be provided as part of the preparation of the Local Plan 2036
- Enhancing the strategic road network capacity on the M3 by supporting changes to Junction 9, and upgrades to Junctions 9 to 14

The WMS states that the successful delivery of the Central Winchester Regeneration scheme, including moving bus stops from off-street to on-street 'is conditional upon either traffic levels in the city centre having been reduced or a suitable bus stop alternative being provided'.

# 8/Movement
# 2/Policy and Standards

**Draft City of Winchester Local Cycling and Walking Infrastructure Plan (2020)**

The Draft City of Winchester Local and Cycling and Walking Infrastructure Plan (LCWIP) supplements the WMS and identifies improvements for cyclists and pedestrians in the built urban area of Winchester. The report identifies a network of 23 walking and 30 cycling routes. A total of 9 cycling routes and 13 walking routes were designated as 'primary routes' and selected for the development of infrastructure improvements, while the remaining routes were designated as 'secondary routes' where infrastructure improvements are to be developed at a later stage.

Proposed cycle infrastructure improvements identified in proximity to the site include:

**C3: Stockbridge Road to Bridge Street via High Street, St George's Street, Silver Hill and Broadway**

- Contra-flow cycle lane on High Street, St George's Street.
- Reconfigure Silver Hill into a pedestrian/cycle priority street by allowing access only to pedestrians, cyclists, buses and service vehicles.
- Explore options for new cycle route alignment with two-way cycle track following relocation of the Winchester Bus Station and redevelopment of the CWR site.
- The Broadway: two-way cycle track.

**C4: Andover Road to Rail Station and North Walls**

- Segregated contra-flow cycle lane on North Walls and crossing upgrades.

**C8: Parchment Street**

- Segregated contraflow cycle lane and junction improvements with North Walls and St George's Street.


*Figure 1: CWIP proposed walking and cycling routes (Source: CWIP)*

# 8/Movement
# 2/Policy and Standards

**Draft City of Winchester Local Cycling and Walking Infrastructure Plan (2020)**

The LCWIP proposes the provision of additional cycle hubs, including one at the bus station on Tanner Street, and one at the Winchester Discovery Centre on Jewry Street.

Proposed walking infrastructure improvements include:

**W1: Rail Station to Leisure Park via High Street**

- Reconfigure the Broadway by reducing vehicle access, providing additional pedestrian space, public realm, and removing the roundabout at Eastgate Street and investigate the potential to reconfigure Bridge Street from two lanes to one lane.

**W10: Parchment Street**

- Review on-street parking needs and consider opportunities to widen footways.
- Raise the carriageway to footway level within the retail section of Parchment Street to prioritise pedestrian movement.
- Introduce a raised junction at St George's Street to improve continuity of the route and better link the Parchment Street retail area with the core of the city centre.

**W11: Middle Brook Street**

- Investigate reduction of Friarsgate from two lanes to one lane, reducing the crossing distance and providing an opportunity to widen the footway and/or provide cycle facilities along Friarsgate.
- Provide a continuous, level footway treatment across Silver Hill to delineate a continuous pedestrian route. Upgrade footway surface materials and provide a continuous level footway from Silver Hill to High Street.
- Investigate future opportunities to open access from the south end of Middle Brook Street to the Cathedral.

**W12: North Walls corridor**

- Reconfigure the street to provide wider footways and a contra-flow cycle lane (segregated preferred), which would require reducing the width of the carriageway to one running lane.

Source : https://cyclewinchester.org.uk/

**Walking and Cycle Friendly Winchester (2022)**

The feasibility study looks at potential interventions that 'would make streets and roads better and more attractive for walking and cycling journeys'. Consultation was undertaken in 2022 to identify the issues that discourage people from walking and cycling in their neighbourhood, which areas experience severance, rat-running and vehicles driving above speed-limit, as well as barriers to active travel on key routes in and around the city.
Findings in proximity to the site include:

- Severance on Jewry Street and Bridge Street
- Rat-running on St George's Street
- Speeding vehicles on North Walls and Jewry Street
- Overall poor quality of existing walking and cycling infrastructure and disconnected routes and paths

# 8/Movement
# 2/Policy and Standards

## Local Schemes and Feasibility Studies

### Bus Provision Study (2021)

The Winchester Bus Strategy is a complementary piece of work to the Central Winchester Regeneration Framework and sets out how on-street bus facilities could be provided to replace those currently within Winchester Bus Station to deliver the CWR scheme.

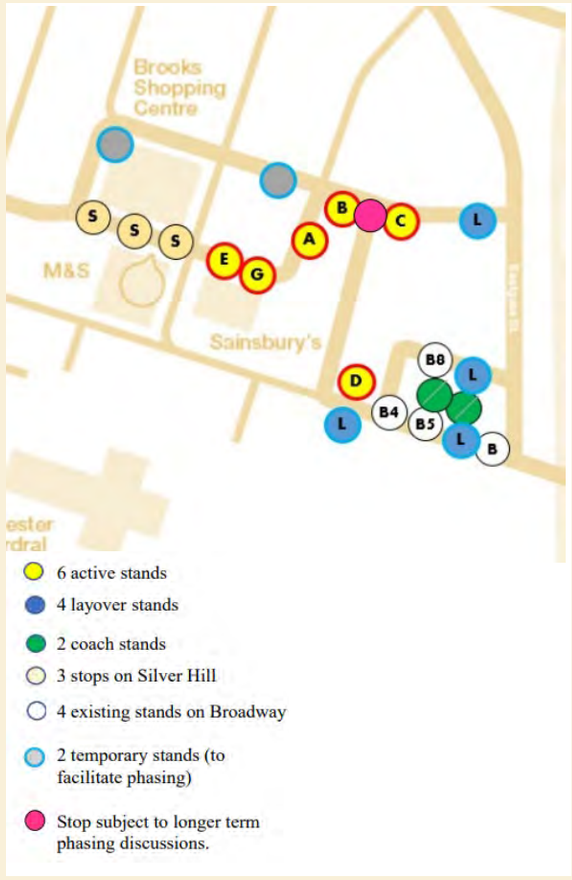



*Figure 2: Bus stand relocation proposals (Source: ARUP)*

### Winchester 'Mini Holland' Feasibility Study (2022)

The study was developed with Walking Strategy Group and Cycle Winchester and looks at the feasibility of implementing a 'Mini Holland' scheme.

In proximity to the site, recommendations included the provision of a segregated two-way cycle route and pavement widening on North Walls, a new bus gate on Jewry Street at St. George's Street junction, road space reallocation on Bridge Street to enable pavement widening and reduce severance for cycling journeys, and permeability improvements for active travel through the Central Winchester Regeneration site.

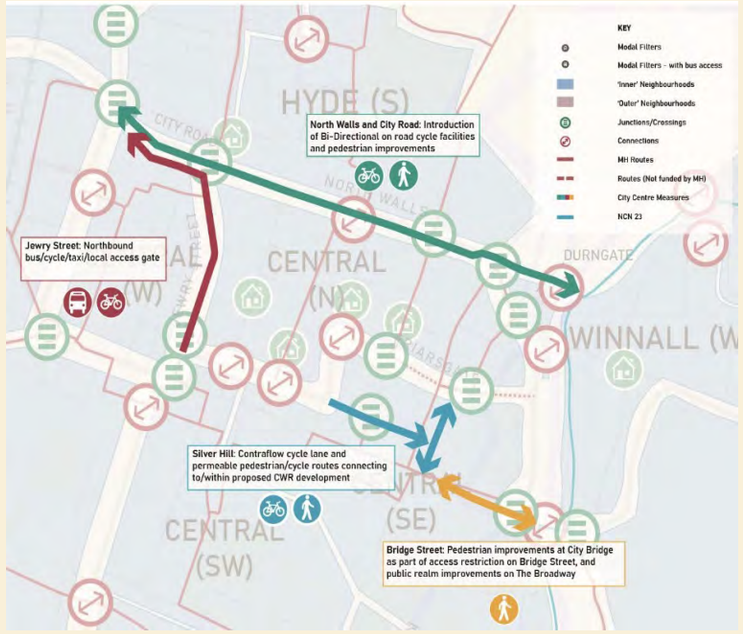



*Figure 3: Mini Holland Study proposals (Source: Mini Holland Feasibility Study)*

Other studies undertaken to date include:

- Park and Ride Feasibility Study
- Urban Freight Transport Study
- Bridge Street Feasibility Study

# 8/Movement
# 2/Policy and Standards

## Local Parking Standards

### Winchester City Council Residential Parking Standards Supplementary Planning Guidance (2009)

The Car Parking Standards Supplementary Planning Document (SPD) was adopted as supplementary to the Winchester District Local Plan Review by the Council on 15 December 2009. Car Parking Standards are set out below:

| Dwelling Size | Shared/Communal Parking Spaces | Allocated Parking Spaces |
|---|---|---|
| 1 Bed | 1 | 1.5 |
| 2 Bed | 1.5 | 2 |
| 3 Bed | 2 | 2 |
| 4+ Bed | 2.5 | 3 |

It should be noted that these standards were based on an anticipated car ownership of 0.8 for all 1 bed dwellings, 1.2 for 2 bed dwellings and 1.7 for 3 bed dwellings in 2016. In addition, Policy 7 of the Car Parking Standards SPD states that in Winchester Town Centre, 'car parking may be provided to a lower standard than elsewhere in the district' and that 'each development will be negotiated on an individual basis'. As set out in policy T2 of the emerging Local Plan, residential developments proposed with no car parking provision will be supported by the Council, and cycle parking should be provided with each development.

The Car Parking Standards SPD does not provide cycle parking standards, and parking requirements for land uses other than residential.

Cycle parking standards from LTN 1/20 have been considered and selected to determine the cycle parking requirements for the site following recommendations from Winchester City Council.

### Department for Transport Local Transport Note (LTN) 1/20 (2020)

| Land Use | Sub-Category | Short Stay | Long Stay |
|---|---|---|---|
| All | Parking for adapted cycles for disabled people | 5% of total capacity co-located with disabled car parking. | 5% of total capacity co-located with disabled car parking. |
| Retail | Small (<200sqm) | 1 per 100sqm | 1 per 100sqm |
| | Medium (200-1000sqm) | 1 per 200sqm | 1 per 200sqm |
| | >1000sqm | 1 per 250sqm | 1 per 500 sqm |
| Employment | Office/Finance | 1 per 1000sqm | 1 per 500sqm |
| Residential | All except sheltered/elderly housing or nursing homes | - | 1 per bedroom |

# 8/Movement
# 3/Transport Baseline Review

## Highways

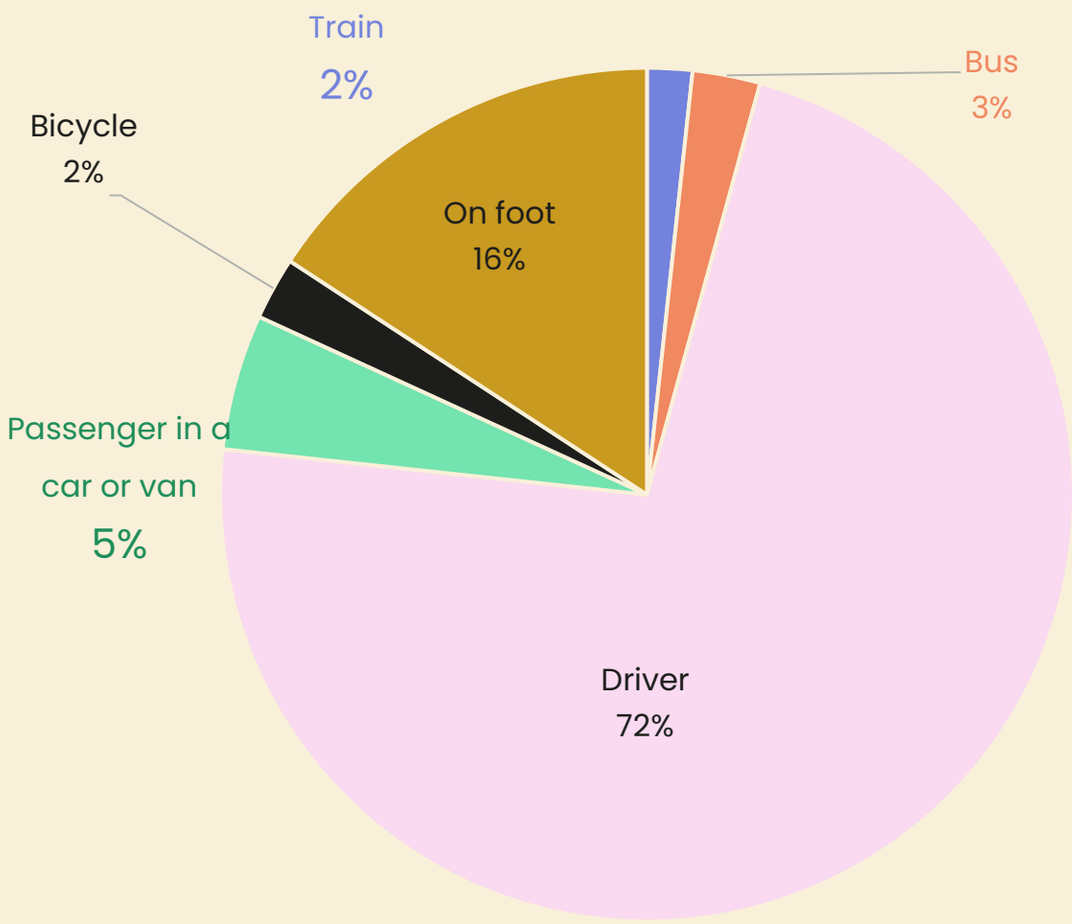
This section provides a summary of the existing baseline transport conditions around the CWR site.

### Existing Travel Patterns

The mode share profile for Winchester from Census 2021 shows that the majority of commuter trips to Winchester are made by car (77%). Only 5% of journeys are made by public transport, and 2% by bike.

The baseline analysis undertaken as part of the WMS showed that 60% of those who live and work in the city of Winchester walk or cycle to work, while 75% of those travelling into and out of Winchester for work do so by car. This shows that the vast majority of the car-demand in the city centre is generated by trips from outside the city.

*Figure 4: Mode Share (Census 2021)*



# 8/Movement
# 3/Transport Baseline Review

## Highways

**The one-way system**

**Key Considerations**

A one-way system is currently in place on the main roads within the town centre including those enabling access to the CWR site. Some of the one-way roads have two lanes for vehicle traffic (Friarsgate and St George's Street for example). Vehicles can currently access the site via Friarsgate, Tanner St and Broadway. Vehicles coming from the west of Winchester are required to take a detour along North Walls, Union Street and Eastgate Street.

*Figure 5: Silver Hill - one-way  westbound, one lane*

*Figure 6: Broadway – two-way access, car park and bus lanes*

The one-way system therefore creates longer car journeys within the city centre, depending on the origin and destination of vehicles and the availability of car parking spaces. In addition, vehicle lanes are narrow, leaving little space for additional footway provision or formal cycle infrastructure.

This creates an impression of car-dominated streets, in particular where there are two lanes for vehicle traffic and little space for pedestrians and cyclists.


*Figure 7: Friarsgate - one way westbound , two lanes*

*Figure 8: Tanner Street – two-way to Friarsgate car park and surgery, then one-way*

# 8/Movement
# 3/Transport Baseline Review

## Highways

### Car Parking

### Key Considerations

A number of off-street car parks are located within a walking distance from the site, as shown in Figure 9.

Friarsgate, Middle Brook Street and Cossack Lane car parks are located in immediate vicinity of the site and provide a total 491 car parking spaces. The combination of the city centre one-way system and locations of the central car parks creates a pattern of movement where drivers will pass the car parks on the outer edges of city centre and circulate the one-way system looking for a parking space in the central car parks. This then creates congestion within the city centre for buses and residents.

Five Park & Ride (P&R) sites are located outside the city centre: Pitt P&R and South Winchester to the West, and Barfield and Barfield Phase II P&R and St Catherine's P&R to the East. The P&R sites provide a total 2,137 spaces and can be accessed using buses departing from Broadway from Monday to Saturday.

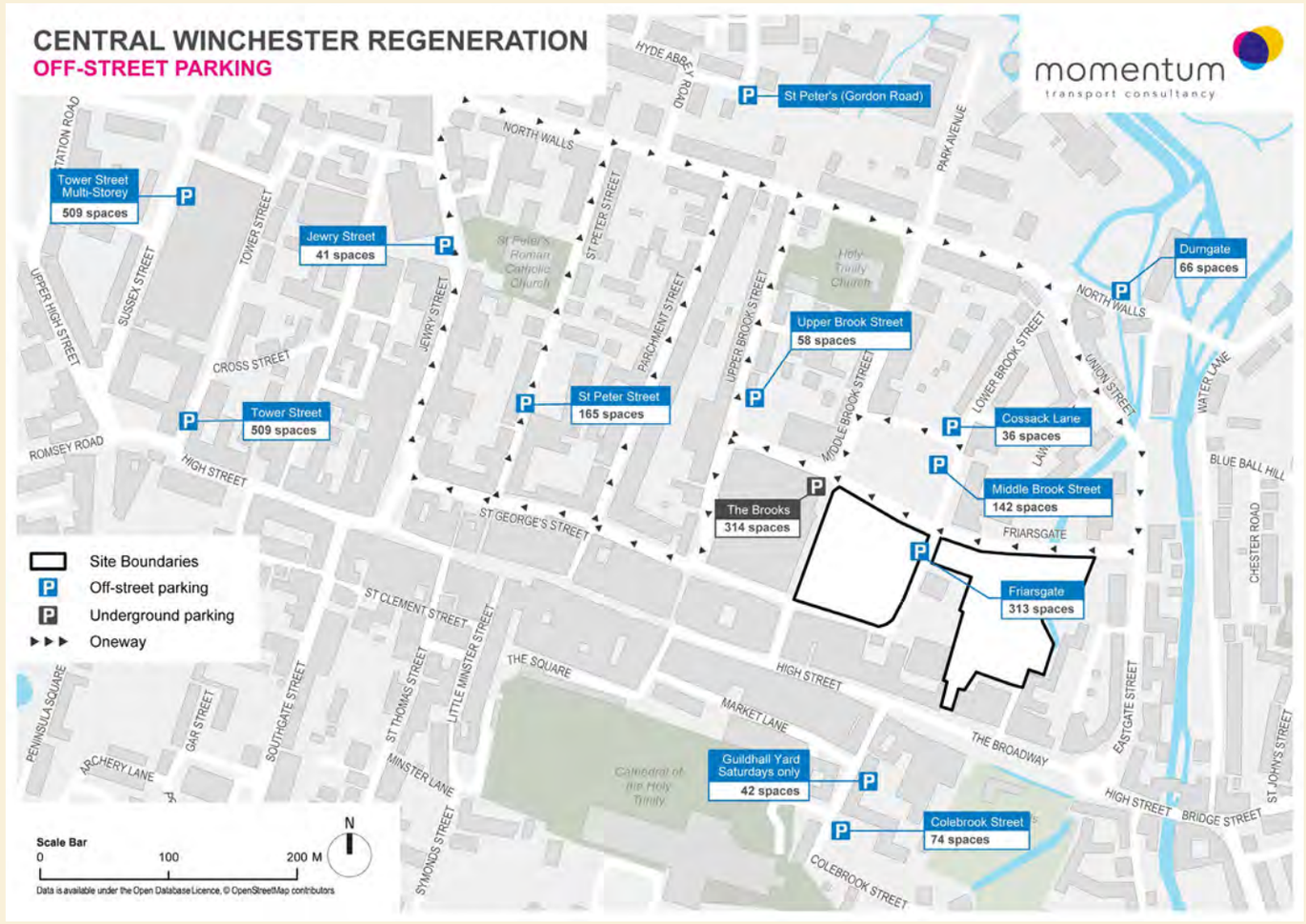



Figure 9: Off Street Parking

# 8/Movement
# 3/Transport Baseline Review

## Walking

### Key Considerations

The CWR site benefits from its central location within the core city centre area. It is bound by key town centre pedestrian access and exit routes, including Broadway and High Street to the south, Tanner Steet and Silver Hill to the west, and Friarsgate to the north.

As shown in Figure 6, the site is located within a 15-minute walking distance of all key amenities including education, leisure and retail uses, while Winchester rail station is located a 12min walk from the site. Due to this central location, there are currently high levels of pedestrian flows on the streets surrounding the site.

Two pedestrianised roads are currently located in proximity to the CWR site: Middle Brook Street which is permanently reserved for pedestrians, and High Street which operates as a pedestrian zone from Monday to Saturday from 10am to 2pm. However, as assessed in the LCWIP, the walking network in Winchester does not form a coherent network, and footways are often narrow and constrained by the limited public highway width, built environment and topography.

The audit of the city centre walking infrastructure undertaken as part of the WMS identified several locations in immediate proximity to the site where walking provision is of low quality. The key issue identified included footways with insufficient widths and of poor quality on North Walls, Silver Hill and Tanner Street. This also creates the impression of a car-dominated environment and severance.

The CWR scheme therefore provides an opportunity to significantly improve the quality of the pedestrian network at one of the city centre's key entry points for pedestrians. It could also improve pedestrian permeability between key links within the town centre, including Friarsgate, Silver Hill, High Street and Broadway.

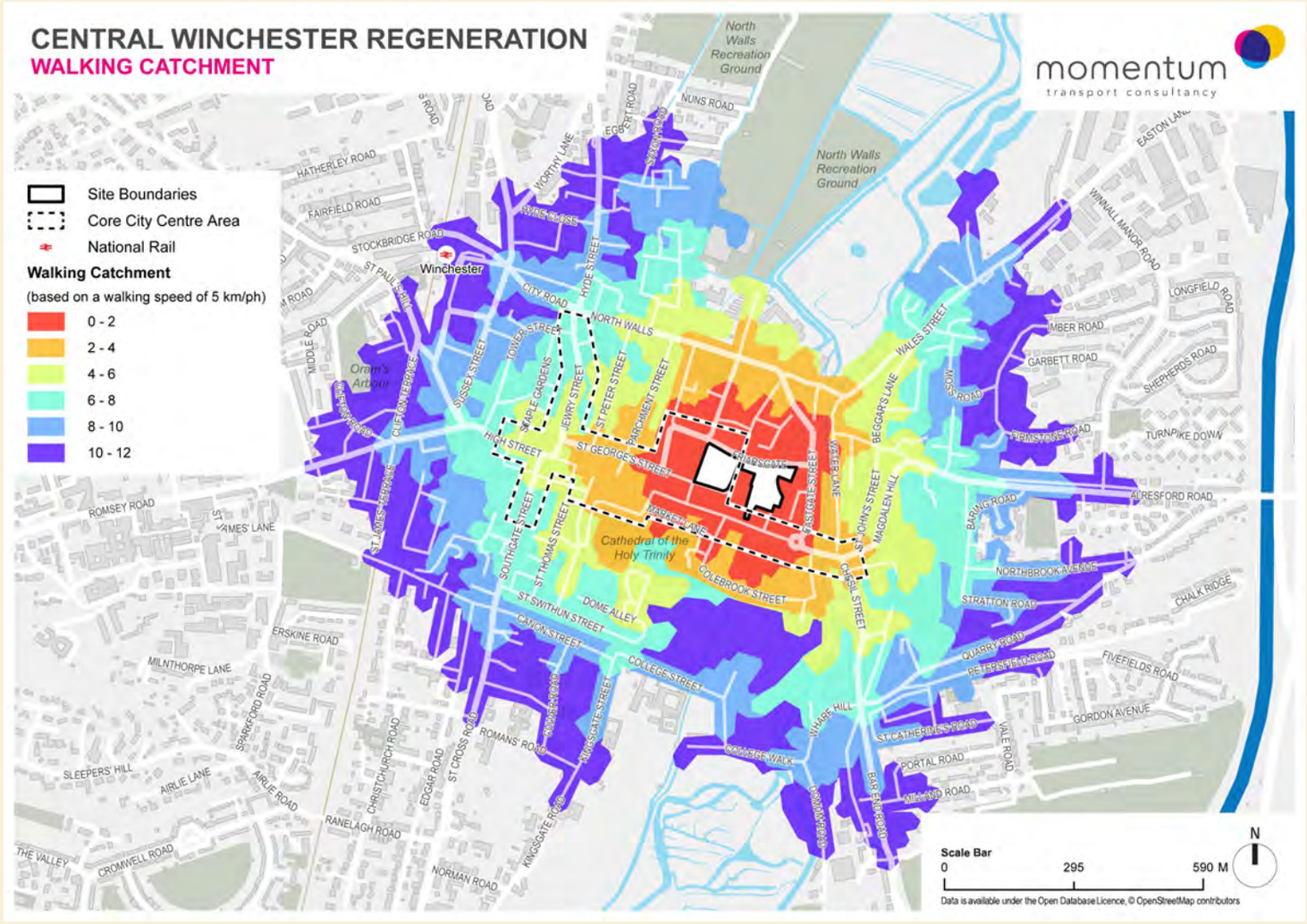



*Figure 10: Walking Catchment*

# 8/Movement
# 3/Transport Baseline Review

## Cycling

### Key Considerations

The cycle infrastructure in Central Winchester and in proximity to the CWR site is currently of poor quality. The following routes have been identified as poor-quality cycle routes as part of the WMS:

- Jewry Street
- St George's Street
- Upper Brook Street and junction with Friarsgate
- Friarsgate and junction with Middle Brook Street
- Junction Silver Hill/Middle Brook Street

There is currently one section of segregated contra-flow cycle lane in the city centre which is located on Middle Brook Street on the section between Friarsgate and Cossack Lane. The eastern section of High Street is pedestrian and cycle only between 10am-4pm Monday to Saturday.

The cycle mode share for commuting trips in Winchester was 2% in the Census 2021, indicating low levels of cycling trips in the city centre. Feedback gathered as part of WMS suggests that the one-way system currently operating on the main streets in the city centre and providing access to the CWR site makes cycling difficult as it encourages cyclists to cycle illegally through pedestrian areas. It also creates an impression of car dominance as a number of one-way streets operate with two lanes for vehicles, including Friarsgate, Upper Brook Street and St George's St. This makes navigating difficult for cyclists and does not encourage less confident cyclists to cycle within the city centre. In addition, the constrained highway widths in and around the city centre mean that providing formal and segregated on-street cycle infrastructure is challenging.

The CWR site provides an opportunity to facilitate access to the city centre for cyclists and create further connections with the proposed routes identified as part of the CWIP. As shown in Figure 11 the 20min cycle catchment covers the entirety of the city of Winchester. Connecting the site to the proposed cycle network improvements and providing high quality cycle infrastructure on site therefore represents a key opportunity to support the increase in cycling trips for local journeys.

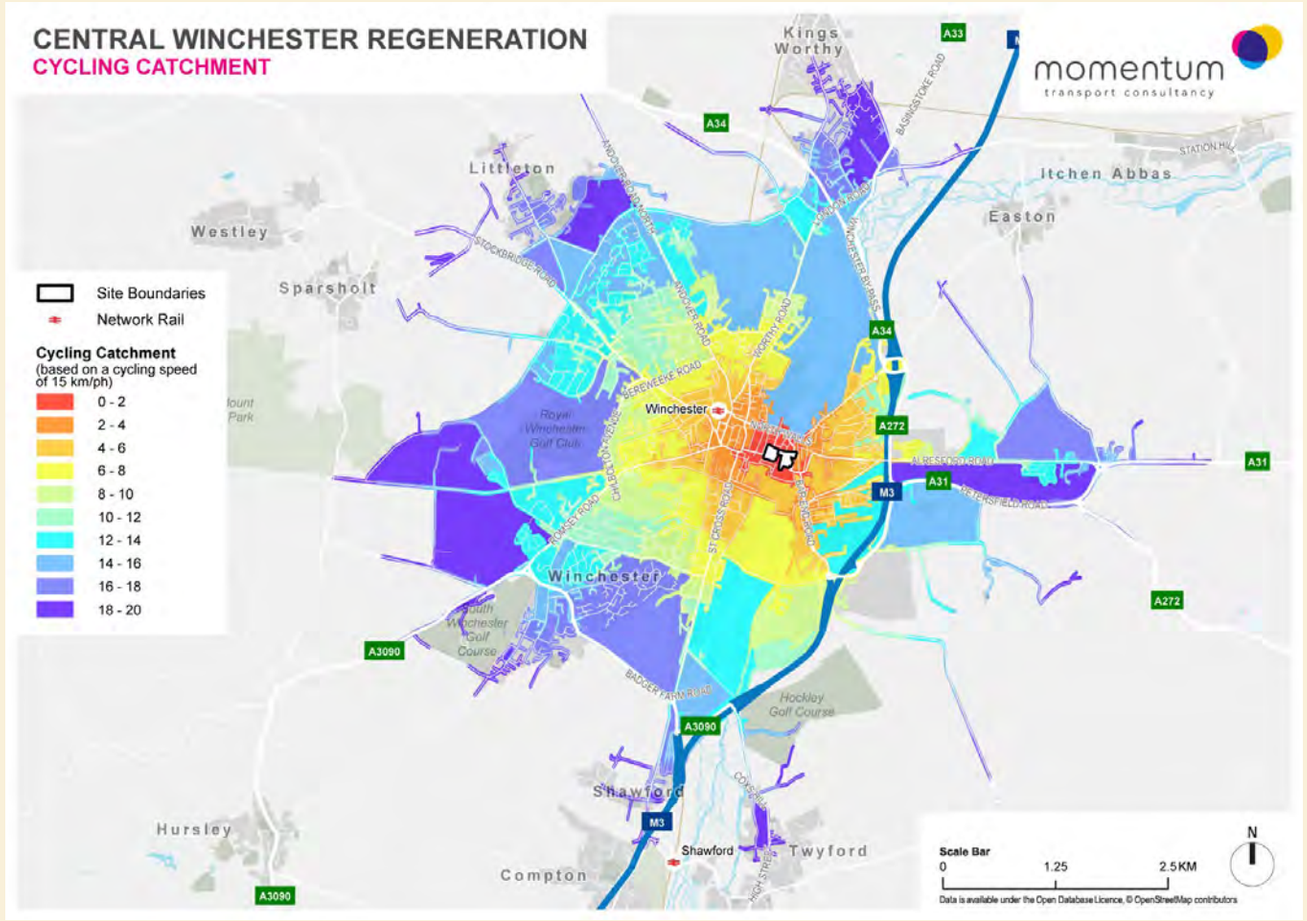



*Figure 11: Cycling Catchment*

# 8/Movement
# 3/Transport Baseline Review

**Public Transport**

**Key Considerations**

The CWR site is currently the location of Winchester Bus Station and is well connected to the local public transport network. A total of 9 frequent bus routes currently connect the Bus Station with various locations in the outskirts of Winchester, in addition to multiple irregular services with lower frequency during the day. The bus station also provides coach services to London and Southampton.

There are seven stands in the bus station for passenger pick up and drop off and four spaces for bus layover. In addition, three bus stops are located on Silver Hill west to the CWR site for passenger pick-up and drop-off.

Six bus stands are located on Broadway for P&R services and tourist coaches. Services connect the site to St Catherine's, Barfield, Barfield Phase II, South Winchester and Pitt P&R sites. Not all of these stands operate independently and require a first in/first out approach.

Due to the one-way system operating in the city centre, all services using Winchester Bus Station are required to access via Broadway, and exit via Friarsgate, Tanner Street, Silver Hill and St George's Street. In addition, the vast majority of bus services arrive from the west of the city centre and are required to use the one-way system from North Walls to then depart out towards the west when leaving the bus station.

This system creates high levels of delays, in particular for inbound journeys to the bus station. The bus punctuality analysis undertaken as part of the WMS indicates a punctuality rate below 80% for inbound and outbound buses along North Walls, Eastgate Street and Broadway, indicating that one every five buses arrive late. This makes buses a less attractive alternative to the car for trips into and out of Winchester. Winchester Rail Station is located a 12min walking distance from the site and provides frequent services to London, Weymouth, Southampton and Portsmouth, as well as services to Manchester and Bournemouth.

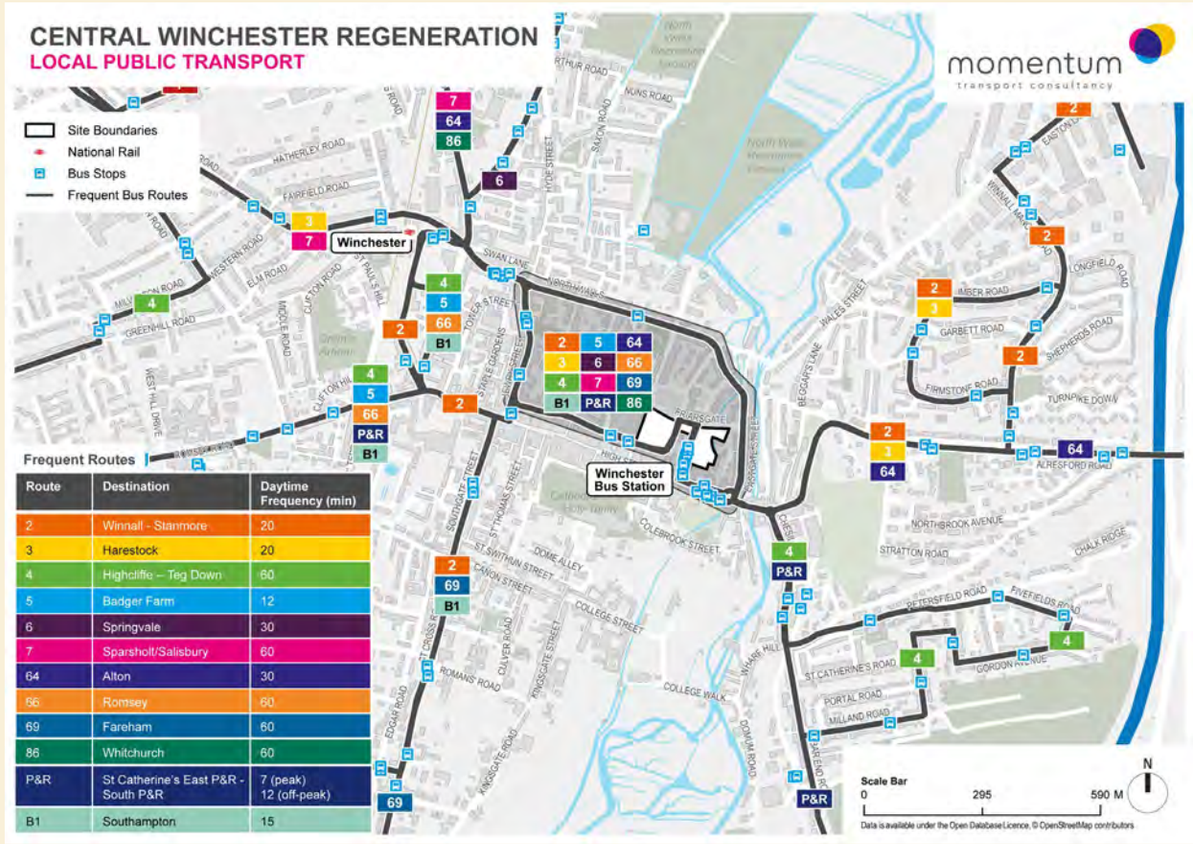



*Figure 12: Local Public Transport*

# 8/Movement
# 4/Masterplan Infrastructure

## Trip Generation

This section outlines the transport and mobility infrastructure provision and improvement proposals.

**Methodology**

Based on the development brief, we have undertaken a trip generation assessment to understand the potential number of trips which could be generated by the CWR development.

Trip rates for each land use have been calculated using TRICS, which provides a database of travel surveys for a wide range of sites and land uses. Comparable sites located in the UK have been used to generate trip rates. The trip rates for each land use are indicated below.

| Land Use | Daily | | AM Peak (08:00-09:00) | | PM Peak (17:00-18:00) | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| Residential | 3.8 | 3.9 | 0.2 | 0.8 | 0.6 | 0.3 |
| Retail | 246.5 | 245.1 | 17.8 | 17.0 | 18.1 | 18.2 |
| F&B | 60.0 | 61.3 | 0 | 0 | 7.8 | 3.8 |
| Community Use | 14.0 | 14.1 | 3.8 | 0.3 | 0.3 | 2.8 |

In creating the trip generation, some assumptions were made on the share of primary trips for each land use to ensure a robust approach. Primary trips are defined as trips made to the site exclusively for a particular land use and which are therefore generating new trips to the site. The primary trip assumptions are:

- 100% of the trips related to the residential use are primary trips.
- 30 % of the trips related to the other land uses (retail, food and beverage, community space) as these uses are expected to also be used by CWR residents.

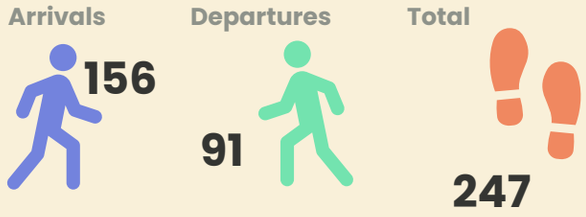
**Results**

The results of the trip generation for the CWR site are outlined below.

Daily


AM Peak (08:00-09:00)


PM Peak (15:00-16:00)



# 8/Movement
# 4/Masterplan Infrastructure

## Trip Generation

We estimate the CWR site would generate a total 2,318 trips daily. The AM peak would be between 08:00 and 09:00 with a total 267 trips and the PM peak between 15:00 and 16:00 with 247 trips.

**Key Output**

Given the existing travel patterns in Winchester where the vast majority of commuting trips are made by car, modal shift is required to meet the wider transport policy objectives and increase in the use of sustainable transport modes.

Measures to achieve this include:

- CWR being a car-free development
- Providing access to a car club scheme for CWR residents
- Creating high quality cycle facilities
- Ensuring the interim bus solution facilitates a good passenger and operational experience

*Figure 13: CWR Development site*

# 8/Movement
# 4/Masterplan Infrastructure

## Transport Specification

### Cycle Parking Provision

Cycle provision requirements for the CWR site have been calculated using the LTN 1/20 standards and are outlined in Figure 14 .

5% of the total cycle parking capacity should be for adapted/larger cycles and co-located with disabled car parking.  This represents a total 1 space for short stay and 25 spaces for long-stay.

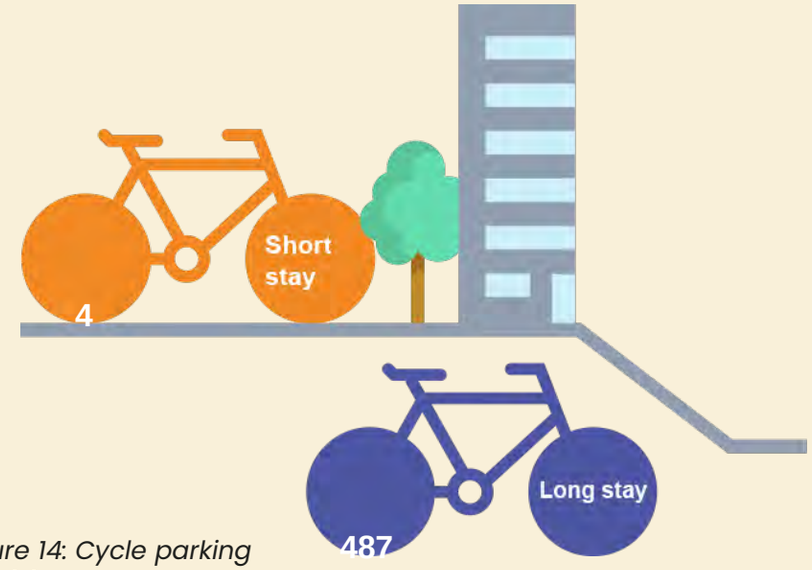



*Figure 14: Cycle parking provision*

*Figure 15: Example Short-stay cycle parking*

*Figure 16: Long-stay cycle parking – two-tier racks*

### Key Output

Short-stay cycle parking should be provided as Sheffield stands and be publicly accessible. The location should be secure, well-lit, and provide coverage if possible. Long-stay and residential cycle parking should be provided inside residential buildings and have step-free access. Communal long-stay cycle parking can be provided as two-tier racks, but these should be combined with the provision of Sheffield stands to accommodate larger and adapted cycles.

# 8/Movement
# 4/Masterplan Infrastructure

## Transport Specification

### Car Parking Provision

The CWR site is located in Winchester city centre and is one of the most accessible areas in the area with regards to public transport services and local facilities, has the lowest car ownership in the district, and is well serviced by off-street parking provision. This has been outlined in the Winchester Residential Parking SPD and in the baseline study. This location provides an opportunity to limit car movements to and from the site. It is therefore proposed to limit car parking provision to blue badge holders only for both residential and commercial uses. The provision of blue badge spaces will be determined at the planning stage in consultation with WCC.

As set out in policy T2 of the emerging Local Plan, residential developments proposed with no car parking provision will be supported when within walking distance of a range of services and facilities. This approach would also limit additional congestion in the town centre and support the implementation of the walking and cycling improvements proposed as part of the LCWIP.


*Figure 17: Car club parking bay (source: Zipcar)*

### Key Output

To support the proposal for a car free development, it is proposed to provide one car club bay for the site, with space to accommodate a further bay in the future should demand dictate.

# 8/Movement
# 4/Masterplan Infrastructure

## Transport Specification

### Waste, Deliveries and Servicing

Delivery and servicing requirements for the site have been forecast using servicing trip rate assumptions. The development has been estimated to generate a total 36 deliveries per day and 2 deliveries in the peak hours. 2 loading bays will be required to accommodate the deliveries.

### Key Output

These can be provided on-street rather than from a dedicated loading area and access will be prioritised from routes already serving traffic, for example Tanner Street and Silver Hill.

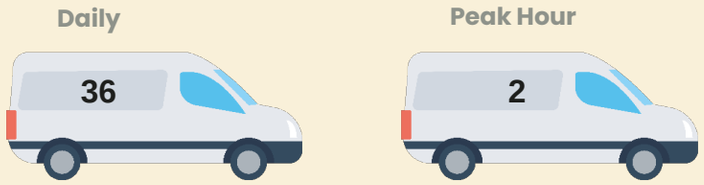



Figure 18: Deliveries and servicing forecast

### Waste Management

### Key Output

Waste management will be in line with WCC's Waste Management Guidelines document. The key requirements from this are summarised below:

- Separate bins provided for refuse, recycling and glass.
- 1x 1,100l refuse, 1x 1,100l recycling and 1x 240l glass bin should be provided per 6 dwellings. Based on the current development brief we have assessed this equates to 38 bins of each type.


Figure 19: Waste storage forecast

- Commercial waste storage will be additional to this.
- Bin storage area to be located no more than 10m from a suitable parking location for the waste vehicle.
- Widths of roads used by the waste vehicle to be a minimum of 5m.
- The waste vehicle should not have to reverse more than 12m.

# 8/Movement
# 4/Masterplan Infrastructure

## Transport Modes

### Key Considerations

### Pedestrians

The CWR masterplan will be pedestrian friendly and permeable for those walking through the site. For people accessing the site from the north,  Friarsgate currently creates severance and is a poor environment for pedestrians. Improving the pedestrian crossings of Friarsgate at Middle Brook Street and Coitbury House would help to improve this.

For those accessing from the south, the central and lower sections of Middle Brook Street are pedestrianised, and pedestrian priority can be continued on Middle Brook Street as it crosses Silver Hill. These improvements have all been identified within the current LCWIP.

### Cyclists

The LCWIP identifies cycle improvements on the route from Stockbridge Road to Bridge Street via St George's Street, passing through Broadway, and Silver Hill. Through consultation with WCC and HCC, potential future primary cycle routes have also been identified on Upper Brook Street and Middle Brook Street, with secondary routes on Friarsgate, and within the masterplan.

Through this consultation, a north-south primary cycle route has also been identified on Middle Brook Street to connect the High Street to Friarsgate, from which cyclists can continue north to Middle Brook Street. To enable this, a toucan crossing would be suitable.

As per the LCWIP, there is an existing cycle hub on Middle Brook Street. This could be reprovided to support those travelling to Winchester by bicycle. The location for this will consider the aspirations for the masterplan as well as the proposed Broadway bus hub location.

### Vehicles

Due to the car free nature of the proposals, there will be very limited car trips within the site.
Delivery, waste and servicing vehicles will circulate the site. The streets within the site will be designed to encourage low speeds and can operate as one-way to avoid providing a wide carriageway.
Buses will continue to use Tanner Street and Silver Hill, and these existing trafficked routes will be utilised for masterplan related vehicle traffic where possible.
Measures to reduce impact of large vehicles circulating the site will be proposed and could include time restrictions on deliveries, the consolidation of deliveries to a single post room, and the consolidation of bins to fewer waste stores.

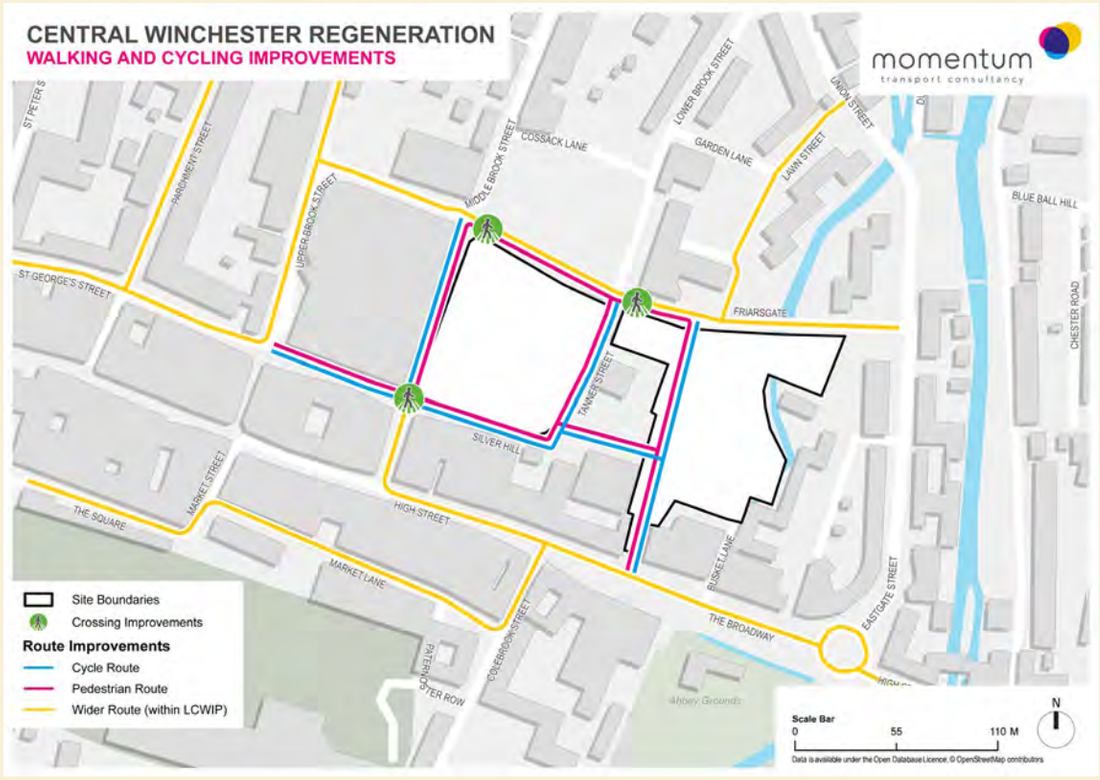



*Figure 20: Walking and cycling improvements*

# 8/Movement
# 4/Masterplan Infrastructure

## Sustainable Transport

### Mobility Hub

Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all. Mobility hubs should be built at public and shared transport locations to enable easy and convenient multi-modal journeys which cater for a variety of needs /users and reduce the attractiveness of privately owned cars. Mobility hubs should be located at key end of trip destinations, such as work, residential and retail areas.

The proximity of the CWR site to the High Street retail and bus infrastructure , as well as the provision of the future residential uses makes the area a suitable location for the provision of a mobility hub.

In addition to the existing public transport provision, the mobility hub could provide:

- Cycle parking, including bike repair and pumps
- A digital pillar including transport information, wayfinding , walking distances
- Package delivery lockers

### Last mile logistics

To support the implementation of sustainable delivery and servicing on the CWR site and limit the number of motorised vehicles undertaking deliveries within the site a micro-consolidation centre could be provided. A micro-consolidation centre would centralise all delivery and servicing operations at one single location, reducing the need for traffic to circulate within the site. In addition to the two loading bays required for the site, it could provide:

- On-street cargo bike spaces to cater for trips and deliveries made by cargo bikes.
- Package delivery lockers: these should be located in close proximity to the vehicle loading bays and could also be used by people external to the site. The lockers would reduce the walking distance required for delivery persons within the site.

Figure 21: Mobility Hub (Source: CoMoUK)

# 8/Movement
# 5/Bus Infrastructure

To facilitate the delivery of the CWR an interim solution for buses is required in order for WCC to give vacant possession. The DA sets out that no works will be undertaken in respect of the bus station for a period of 2 years from the date of signing the DA.

We have begun initial consultation with bus operators (Stagecoach and Bluestar), along with WCC and Hampshire County Council, to establish a brief which enables us to develop options for discussion.

The Winchester Movement Strategy also highlights the aspiration for a public realm scheme on Broadway that utilises the potential of the space outside of Guildhall for public realm.

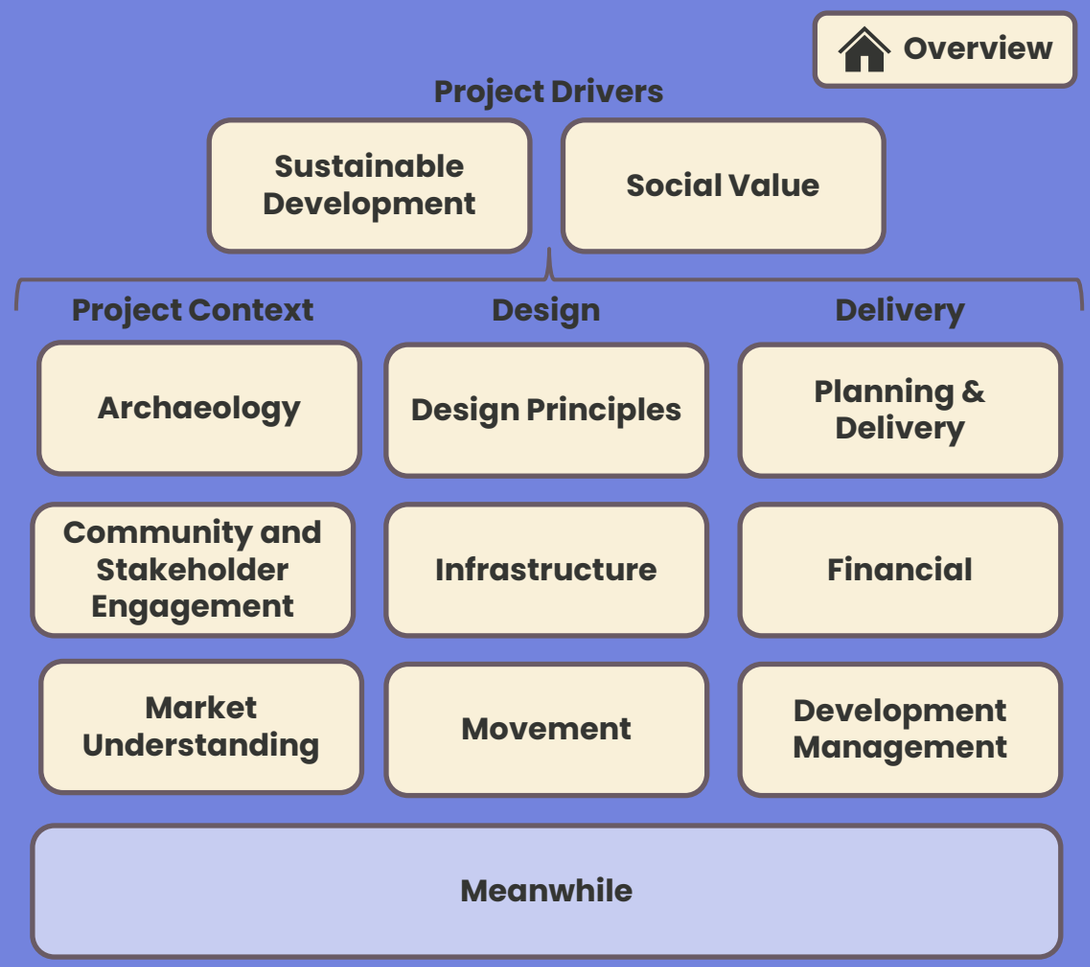
During the next stage, we will continue to develop design proposals in collaboration with stakeholders to support the following key principles:

- Understanding the current capacity requirements of bus operators, to provide a design solution which enables them to continue to operate their current services without disruption
- Establishing the long-term future bus capacity needs for car-free journeys in the city
- Developing an interim proposal which does not impede the aspiration for greater public realm on the Broadway
- Creating solutions with a focus on place making, and destination which supports active travel in the city

We will establish a focused design workstream working with stakeholders, and support ongoing engagement with the community, to integrate the interim bus solution into the Masterplan

# Central Winchester Regeneration
## 9/ Meanwhile

Document Navigation



# 9/Meanwhile

## Contents

# 1/Introduction

The focus of our Meanwhile strategy is to build on the foundations that have already been established, particularly the growing Creative Quarter at Kings Walk, and recently completed Friarsgate Park which provides a platform to do more.

**Social Value**

We plan to establish an approach which engages with local community and interest groups and supports them to take an active role in co-creating and developing Meanwhile projects on the CWR sites. This will ensure that projects are being created that address local needs and aspirations, and they are developed and managed by the people that use them.

We will be seeking to engage with groups that we have identified during our engagement and stakeholder mapping carried out to date. Our Meanwhile strategy will have a particular focus on how to create opportunities to connect with younger people. We want to make young people feel welcome and part of the development of Winchester.

Projects undertaken with children can help to break down barriers and they then bring along families who may otherwise not have participated, and over time those connections are made.

By adopting a community led approach to delivering the Meanwhile strategy, we will achieve quick wins and fuller engagement in the development process. In the early stages of the project (pre-construction) we see that there will be positive outcomes including skills training, supporting small businesses, improving access to nature, greater participation in the co-creation of the development outcomes.

**Site Activation**

The Meanwhile strategy is critical to support the improvement and activation of public space, and access through the site. We will look at an approach that can bring forward elements of the development early, to create inspiring entry points to the site, and establish the longer-term routes across the site.

Creating permeability through the site, will help to establish an early sense of place, to help people orientate themselves, and understand the development proposals in context. It will also support a sense of pride in, and connection to, the development as it progresses.

# 1/Introduction

**Scope**

The following pages set out an overarching framework for the potential Meanwhile opportunities that could be brought forward. At this stage of the project, we are setting out what might be possible, and areas of the site where we see potential to bring forward sites in collaboration with the community and stakeholders.

**We will not be able do all of these – but we will focus on the ones that resonate most with the community groups and stakeholders that we will be engaging with. We also expect that some of these groups will lead on either delivering or managing these activities in partnership with us.**

The extent to which elements of this strategy can be brought forward will be subject to availability of budget and external funding. However, we will seek to identify areas of the site, where we might be able to bring forward elements of the final development early in support of improvements to public routes and spaces, in other words, All-While.

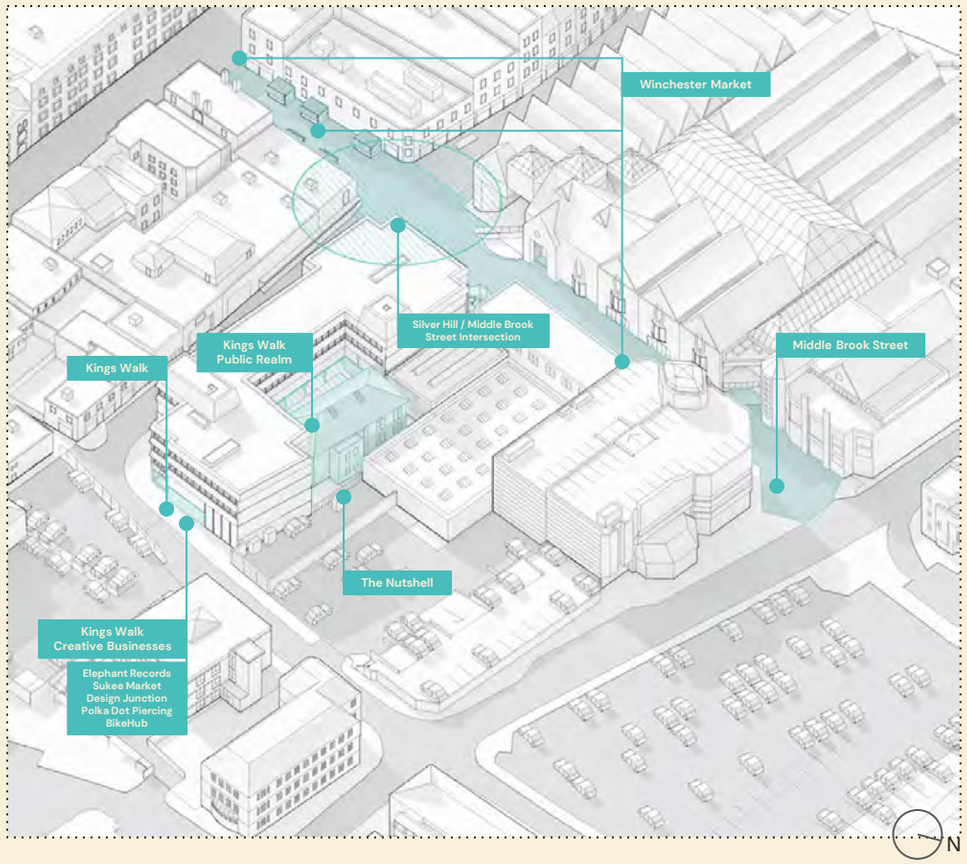
**Management**

The curation and management of the Meanwhile strategy will be developed in the next stage of the project and will form part of the wider Estate Management plan.

# 9/Meanwhile
# 1/Introduction

## There Today and Working — To be Celebrated

We will support the growing and vibrant Creative Quarter that has been successfully started at Kings Walk.
We will support WCC and the local businesses based there, to continue to develop this and seek further opportunities to support its growth.




**Local Businesses** — The Nutshell


**Regular Events** — Winchester Market

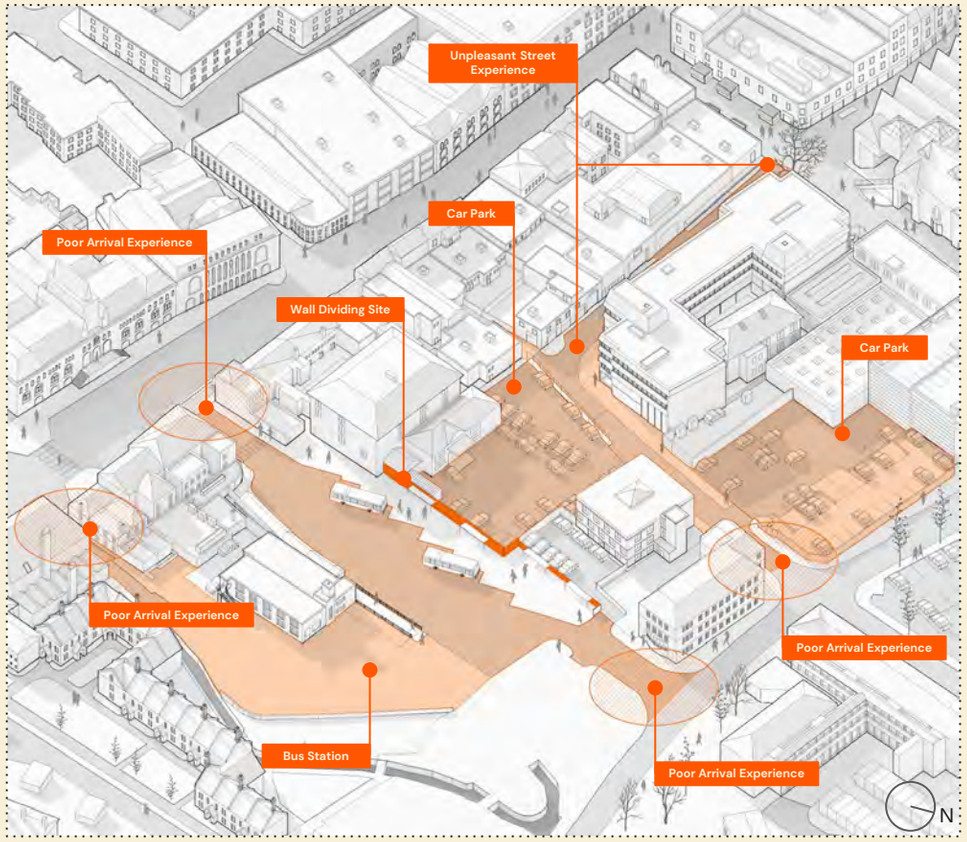

**Public Realm** — Kings Walk Arcade

**Local Businesses** — South Downs Social

# 9/Meanwhile
# 1/Introduction

There are areas of the site which provide a poor arrival experience. We will identify opportunities to improve these site entry points, early in the development.

## There Today and Challenging — To be Addressed



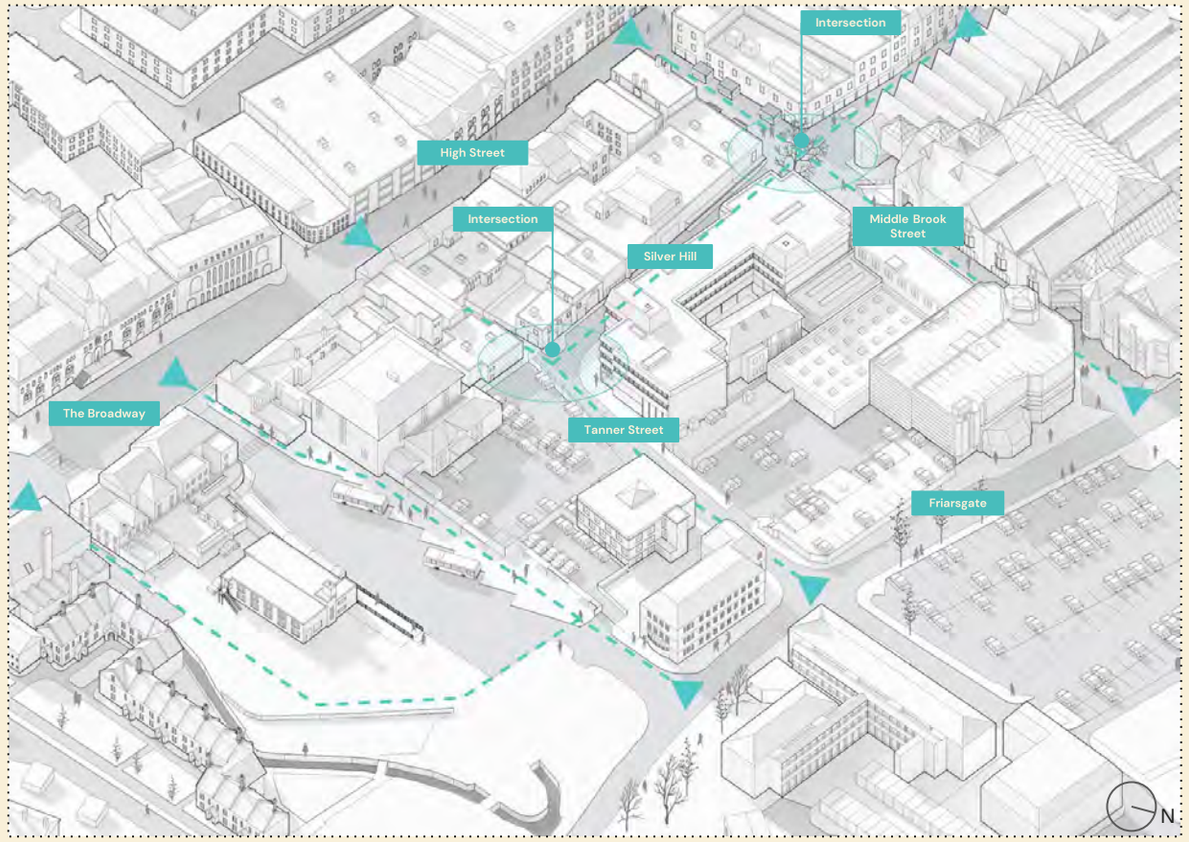

**Poor Arrival Experience** — Bus Station South Entrance

**Poor Arrival Experience** — Bus Station North Entrance

**Poor Street Experience** — Tanner Street

**Friarsgate Car Park**

## Key Entry Points and Views — Existing




**Busket Lane**

**Bus Station** — South Gateway

**Bus Station** — North Entry

**Cross Keys Passage**

**Middle Brook Street** — North

**Middle Brook Street** — South

**Silver Hill**

**Tanner Street**

# 9/Meanwhile
# 2/Opportunities

## Opportunities — Categories

In developing the Meanwhile strategy we have identified the following categories of opportunity that present themselves.

The strategy will seek a mixture of these, some with a view to facilitating engagement, enjoyment and positive community participation, others to support the long-term ambitions of CWR and the Creative Quarter.

### Currently On Site

Projects that are **currently on site (or soon to be)** and are **successful at activating the site**


**Kings Walk** — Winchester

### Legacy

Opportunities that represent **long term investments** and aim at **building on the success of existing assets**

**Coachworks** — Ashford

### Catalyst

Temporary opportunities that aim to **activate the area** through **public realm interventions**


**College Square** — Croydon

### Transitional

Temporary opportunities that offer the **potential to act as transitions** towards **future permanent projects**

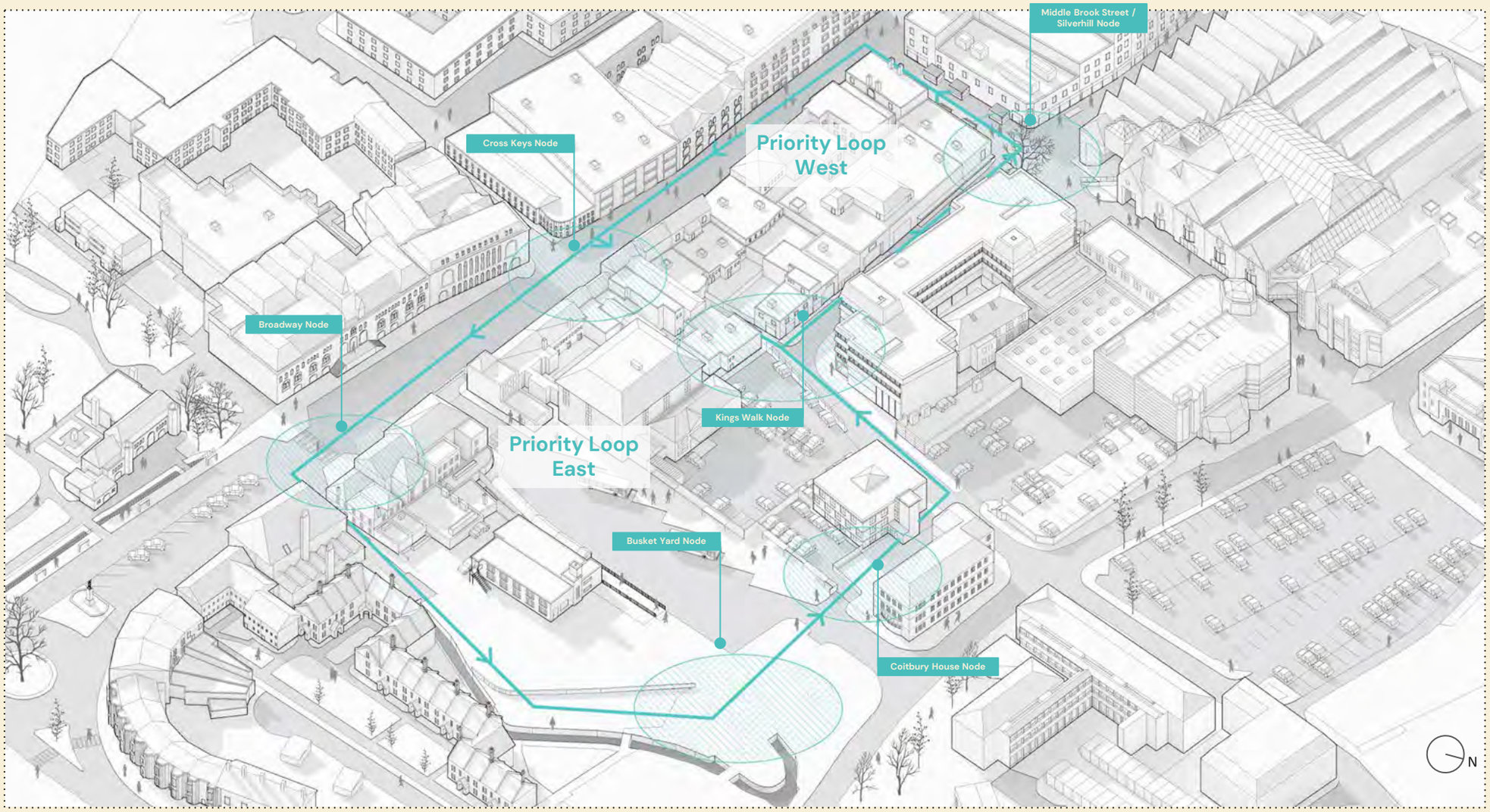
**Cyclehoop** — Hammersmith

# 9/Meanwhile
# 2/Opportunities

## Site Strategy — Key Routes

Currently the sites are difficult to access and impede circular access through this part of Winchester. We would like to support early access through the site, to begin to establish this as a distinct Quarter.

Creating access loops through the site, providing new public routes, spaces and access to Meanwhile projects.

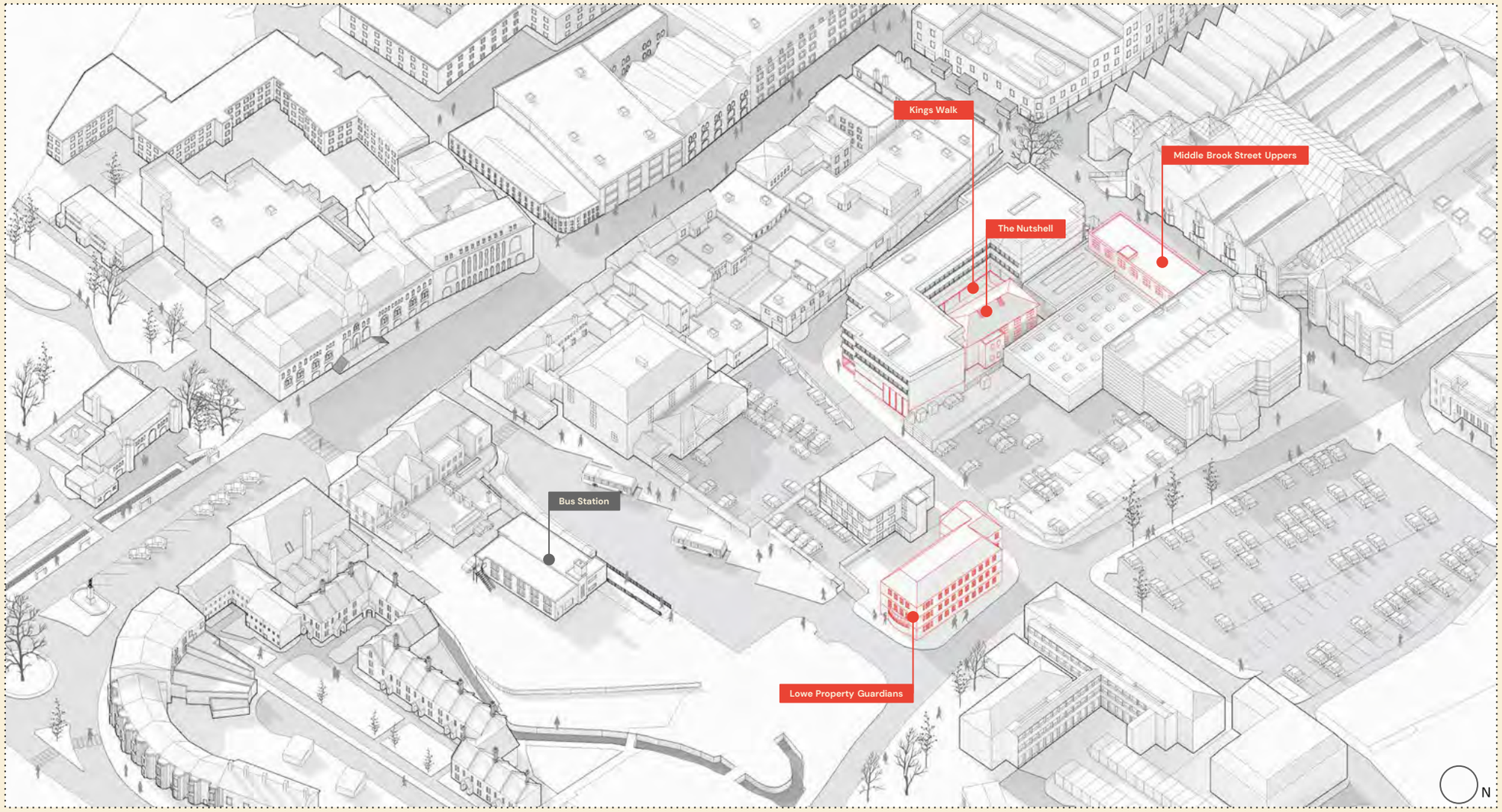


# 9/Meanwhile
# 2/Opportunities

## Existing Conditions

This graphic identifies where we have current established Meanwhile uses

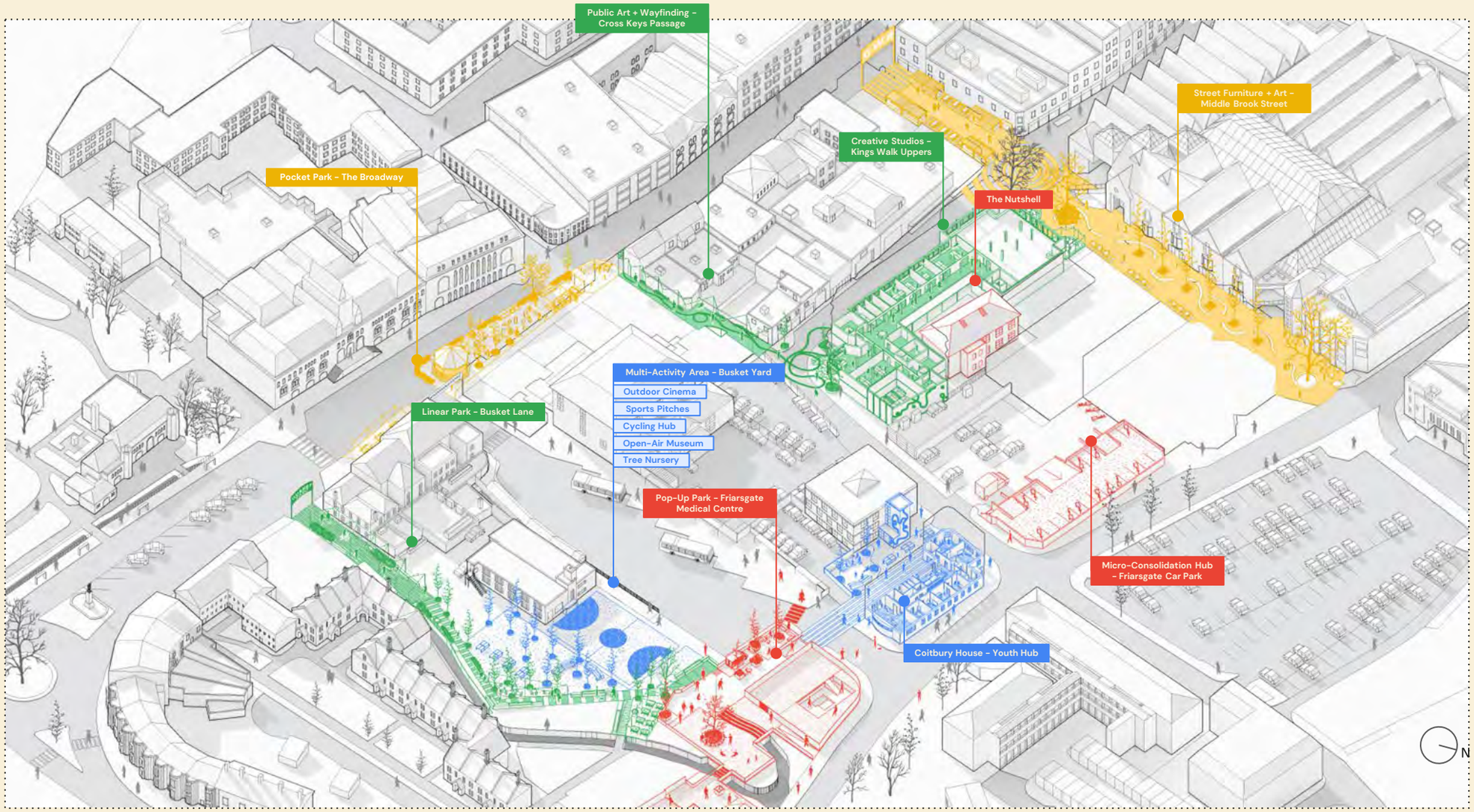
Currently on site
Legacy
Catalyst
Transitional



# 9/Meanwhile
# 3/Site Activation

This graphic identifies the scope of **potential** areas of the site that could be activated with Meanwhile projects.

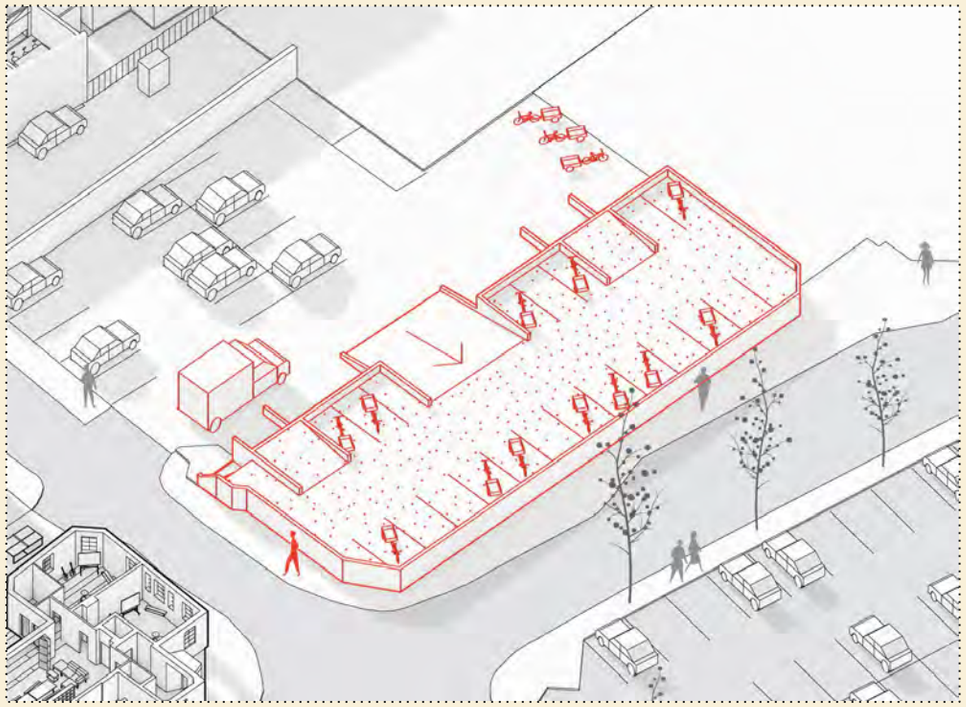
- Currently on site
- Legacy
- Catalyst
- Transitional



# 9/Meanwhile
# 3/Site Activation

Currently on site
Legacy
Catalyst
Transitional

## Micro-Consolidation Site – *This is happening*
Friarsgate Car Park



The site of the former Friarsgate car park will be transformed into a micro-consolidation delivery hub, providing a sustainable and efficient delivery option for Central Winchester businesses. This initiative aims to reduce the number of delivery vans loading on the street, reducing congestion and idling in the city centre, and employing zero-emission vehicles such as cargo bikes and electric vehicles. The hub will minimise duplicated time and mileage typically incurred by multiple couriers by consolidating last-mile deliveries from a range of parcel carrier companies, and adopting a centralised delivery, neighbourhood-scale delivery strategy.

**Zhero Logistics** — Hackney Bridge, London

**Pedivan** — Various Locations, London

**Seattle Neighbourhood Delivery Hub** — Seattle, Washington


**Wandsworth Micro Logistics Hub** — Southside Shopping Centre, London

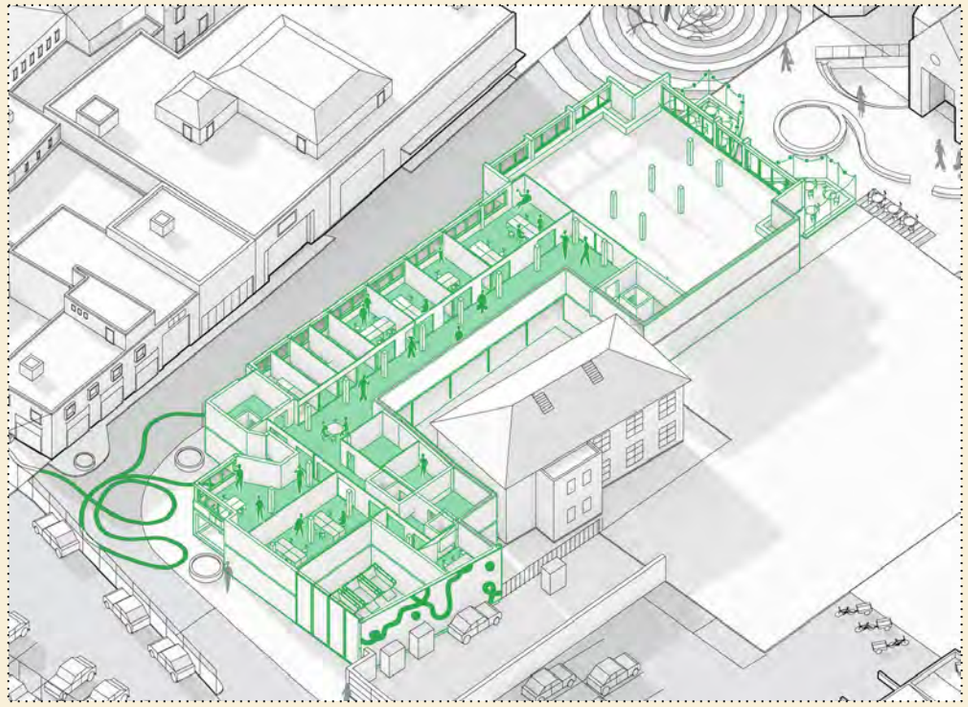
**Delivery Mates**— Westminster, London


**Zhero Logistics** — Hackney Bridge, London

# 9/Meanwhile
# 3/Site Activation

Currently on site
Legacy
Catalyst
Transitional

**Creative Studios – *In discussion with potential partners***
Kings Walk Uppers



Celebrating the success of Kings Walk, the project will build upon the existing creative cluster by introducing new creative workspaces on the first floor of the building. By retrofitting and expanding its available space, a range of studios offering affordable rent to small businesses and makers will be introduced. This initiative will support the creative quarter and establish CWR as the heart of Winchester's independent and creative community.

**Peckham Levels** — Peckham, London

**Arthaus** — Digbeth, Birmingham

**Newhampton Arts Centre** — Wolverhampton

**Netil House** — Hackney, London

# 9/Meanwhile
# 3/Site Activation

Currently on site
Legacy
Catalyst
Transitional

**Public Realm – *Partnership opportunity with adjacent owners/operators***
Cross Keys Passage

The activation of Cross Keys Passage will establish it as a key route to the centre of the site. Enhancements such as festoon lighting, new gateway signage, floor graphics and planting will significantly improve the pedestrian experience, and the use of paint and vibrant colours will make this route both enjoyable and experiential.

**Alley Oop** — Vancouver, Canada

**20ft Wide** — Austin, Texas


**Dairy Block** — Denver, Colorado

**Nord Alley** — Seattle, Washington

# 9/Meanwhile
# 3/Site Activation

Currently on site
Legacy
Catalyst
Transitional

**Public Realm / Outdoor Activity Area – *Sponsor required***
Busket Yard

A new route will connect Busket Lane to Friarsgate Park, running alongside the River Itchen as a permanent intervention. This proposal aims to connect people to nature and integrate Winchester's waterways into the masterplan by making the river more accessible and improving the pedestrian realm around it.

The new route will create a biodiverse corridor along the edge of the site, with planting, lighting, seating, and floor graphics to make this route safe and inviting, and new gateway signage to emphasise arrival from The Broadway.

In Busket Yard, there is potential for a temporary urban-sports area will be created with various pitches, seating, and planting, allowing activity to spill out into the Friarsgate Park to the north.

**Superkilen** — Copenhagen,

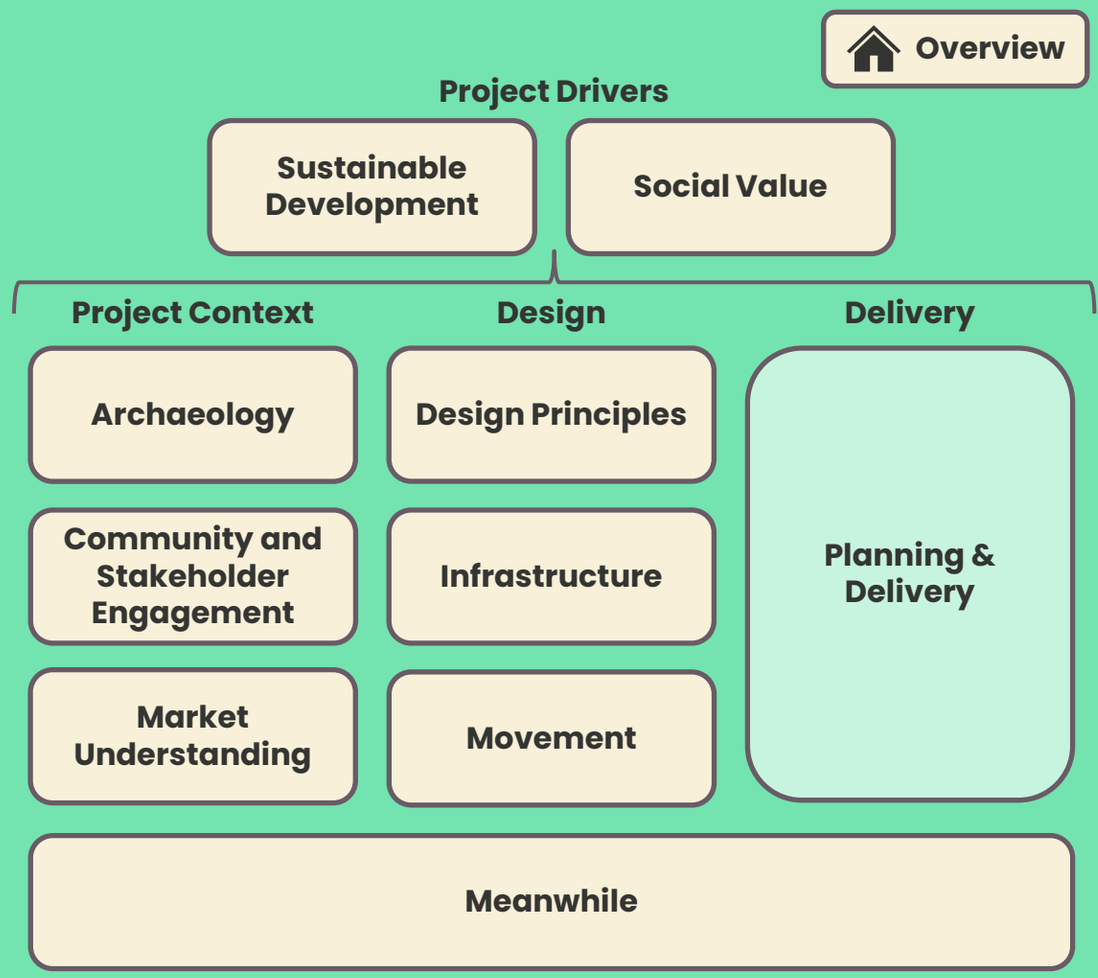
**Pigalle Duperré** — Paris, France

**Common Monnem** — Mannheim, Germany

**City Thread** — Chattanooga, USA

# Central Winchester Regeneration
# 10/ Planning and Delivery

Document Navigation



# 10/Planning and Delivery

## Contents

# 10/Planning and Delivery
# 1/Planning Strategy

**Introduction**

This section of the Development Delivery Plan (DDP) sets out the Planning Strategy for the Central Winchester Regeneration ('CWR') site. It has been informed following discussions between the applicant team and the Council Officers regarding the principles to be followed, key issues and the level of detail required within a Planning Application to secure Planning Permission.

This section sets out the following:

- Planning Policy
- Development Brief
- Key Planning Principles
- Proposed Type of Planning Application
- Programme & Delivery

**Planning Policy**

NPPF (December 2023)

The NPPF provides an overarching framework for the production of local policy documents and at the heart of this document is a presumption in favour of sustainable development, with net economic, social and environmental gains achieved.

The following parts of the NPPF are particularly relevant to CWR:

- Ensuring the vitality of town centres
- Boosting the supply of housing, providing a wide choice of high-quality homes and creating sustainable, inclusive and mixed communities
- Promoting healthy and safe communities
- Encouraging sustainable transport (cycling, walking and public transport)
- Good design, which should contribute positively to making places better for people and creating beautiful places
- Conserving and enhancing the historic environment
- New development should be planned to avoid increased vulnerability to the impacts arising from climate change, including flood risk, and care should be taken to ensure risks can be managed through suitable adaptation measures.

**Regulation 19 Local Plan: Current & Emerging**

The Planning Application should be prepared to be in conformity with the Development Plan including the current Site Allocation (WIN 4), as well as other key policies such as Development in a Conservation Area (DM27), Heritage Assets & Locally Listed Heritage Assets (DM29 & DM31), Local Distinctiveness (DM15) and Affordable Housing (CP3) .

WCC are preparing a new Local Plan, which also includes a Draft Site Allocation (W7), as well as other relevant Local Plan Policies. The programme for the emerging Local Plan would result in adoption by Q3 2025 and is therefore likely to be the Development Plan that the Planning Application is determined against.

The Planning Application should represent a comprehensive proposal for the redevelopment of the CWR area, with the Masterplan prepared during the pre-application process with Council Officers that gives consideration to the land surrounding the application red line as well.

A key component on the CWR SPD is to ensure that the proposals for the CWR site reflect 'Winchesterness' and protect historic assets such as the conservation area, listed buildings, local views and skylines.

**Development Brief**

Section 6.1 in the Development Brief states the following:

- "Due to the site's location within a Conservation Area and its close proximity to listed buildings, an outline application for the entire site is not appropriate as a more comprehensive assessment of a proposed development's impact on surrounding heritage and other matters is required.
- A hybrid approach is considered to be suitable in relation to the submission of planning applications for the site. This will involve an application for the whole site seeking full planning permission for the first phase of a proposed development, with proposals for the remainder of the application site submitted in outline form.
- The application would be supported by statements, assessments and illustrative material to demonstrate how the development proposed addresses the context of the site and its wider setting in line with requirements of paragraph 1.3.6 of the CWR SPD. The application would include a phasing plan which provides details of the proposed timing for the development of the parts of the site including those areas which are not subject to full application details.
- The site is in a town centre, within a conservation area and in close proximity to a number of listed buildings. The setting of the site is considered to be constrained and the Planning Application should therefore contain sufficient and appropriate detail to enable a comprehensive assessment of the proposals against all planning policies to be undertaken.

**Key Planning Principles**

The Jigsaw Key Principles underpinning the Planning Strategy are as follows:

- We will work collaboratively with Council Officers, the local community and key stakeholders to collectively develop the proposals for the redevelopment of the overall site. This would help to ensure that everyone informs, shapes and understands the choices and decisions being made through the design development process, so we genuinely co-design the scheme in partnership where possible but with substantial weight given to the planning policies nationally and within the Local Plan, SPD and Development Brief
- We will engage and listen to Council Officers, the local community and key stakeholders throughout the process, so we can adopt a 'You Said, We've Done' approach from the outset of the project
- We will enter into a Planning Performance Agreement (PPA) and the proposals will be subject to independent design scrutiny that is agreed with the Local Planning Authority (LPA) as part of the PPA process
- We will work closely with Historic England, Natural England, Hampshire County Council's (HCC) Transport Department, HCC as the Local Lead Flood Authority and bus operators to successfully bring the project forward
- The assessments within the EIA (Environmental Impact Assessment) will be scoped and agreed with the LPA as part of the pre-application process. We will ensure proposals comply with environmental regulations, guidance and best practice and that appropriate mitigation is proposed and carried through into the design and planning conditions to create a high-quality place
- The maximum viable amount of tenure blind affordable housing should be delivered on site. A quantum of affordable housing and mix of affordable tenures will be discussed with the LPA throughout the process to ensure that a financially viable scheme that enhances that centre of Winchester can be delivered
- A single heritage and townscape assessment will be undertaken and developed iteratively with the Council. Heritage receptors will be identified and agreed with the LPA through the pre-application process
- A Masterplan that is developed collaboratively during the pre-application process and looks beyond the application red line is necessary. This will help to coordinate broader design interventions with a cohesive proposal for the site
- A Phasing Plan will be prepared with the planning application to show the proposed construction sequencing and relationship with meanwhile uses on the site
- Temporary planning applications for meanwhile uses on the site will be discussed with the Local Planning Authority, local community and key stakeholders and submitted if necessary
- A separate detailed planning application for demolition, enabling and infrastructure works could be prepared to facilitate programme and management of risk
- Archaeology advisory panel - we will engage with the archaeology advisory panel at each step of the design development process
- We would like to work with the LPA to ensure that a draft of the legal agreement is prepared and agreed prior to the Planning Committee

# 10/Planning and Delivery
# 1/Planning Strategy

**Proposed Type of Planning Application**

We want to ensure that the forthcoming proposals clearly demonstrate our commitment to architectural quality, place shaping and 'Winchesterness'. We are therefore going to proceed to prepare and submit a Hybrid Planning Application for the redevelopment of the whole CWR Site.

This will involve an application for the whole site seeking full planning permission for the first phase of a proposed development, with proposals for the remainder of the application site submitted in outline form.

Submitting proposals via a hybrid application for the whole site will enable the us to clearly communicate with the Council, Stakeholders and Local Community as to what we are seeking Planning Permission for.

Proceeding with a single Hybrid application for the CWR will require subsequent Reserved Matter Applications, thereby ensuring incremental design and phasing, aligned to the SPD objectives.

| Current Site Allocation - Policy WIN4 | | Emerging Site Allocation – Policy W7 |
|---|---|---|
| Provide an appropriate mix of uses that reinforce and complement the town centre, including retail, residential, community/civic uses, and other town centre uses. | | Mixed use site allocation including circa 300 homes. The Planning Application should be consistent with the CWR SPD.<br><br>The proposals provide an appropriate mix of uses that reinforce and complement the town centre, including retail, residential, leisure, and other town centre uses. |
| Proposals should include a high quality design response. | | The proposals relate to the whole of the allocated site or if less, do not in any way prejudice the implementation of the masterplan for the whole of the site.<br><br>The proposals include a high standard of architectural design and use quality materials and detailing, through the creation of a design response that will deliver innovative, sustainable new buildings, creating and providing high quality public spaces and public realm. |
| Respect the historic setting and make a positive contribution to protecting and enhancing local character and special heritage of the area and important historic views, especially those from St Giles Hill. | | The proposals respect the historic context, and make a positive contribution towards protecting and enhancing the local character and special heritage of the area and important historic views, especially those from St Giles Hill. |
| Enhance the public realm and landscaping. | | The proposals provide opportunities that enhance the public realm.<br><br>The proposals provide a high quality multi-functional green and blue infrastructure and linked open spaces. |

| Current Site Allocation - Policy WIN4 | | Emerging Site Allocation – Policy W7 |
|---|---|---|
| Improve pedestrian and cycle access. | | The proposals improve pedestrian and cycle access. |
| Accommodate buses and coaches, remove traffic from Silver Hill and improve conditions on the Broadway. | | The proposals make the provision for buses and coaches.<br><br>The proposals improve conditions in the Broadway, and where possible remove traffic from the site (except for servicing). |
| Appropriate car parking should be provided and proposals should include any on or off-site mitigation measures identified through the Transport Assessment. | | |
| Include an archaeological assessment to define the extent and significance of any archaeological remains and reflect these in the proposals, as appropriate. | | The proposals include an archaeological assessment to define the extent and significance of any archaeological remains and reflect these in the proposals, as appropriate. |
| Include a Strategic Flood Risk Assessment, with suitable mitigation measures. | | The proposals include a Strategic Flood Risk Assessment, with suitable mitigation measures. |
| | | The proposals consider the potential impacts of wastewater (nutrients) produced by the development upon the Solent SAC and River Itchen SAC and identify mitigation so as to avoid any adverse impact on these nationally protected sites either by incorporating measures within the site as part of the development or secured by alternative means if this is not feasible. |

# 10/Planning and Delivery
# 2/Partnering and Procurement

- The partnership will be led by the project board, constituted of four representatives from WCC and four from the Development team. The Development team will provide project updates at each of the project board meetings, assisting the Council with internal processes where required.

- We will have a transparent engagement strategy, agreed with the Council and applied to ensure we review and remind ourselves of the visions and objectives set. We will also work closely with the Council's communications team to ensure our messaging is aligned and co-ordinated.

- Working with the council we will agree procurement responsibilities for areas within the site redline boundary and areas such as public realm and highways which are outside the site redline boundary.

- We will produce a procurement strategy at the end of RIBA Stage 1 to drive best value through competitive tendering, whilst retaining the ability to review market conditions and manage risk in a frequently changing, uncertain market.

- This strategy will include a proposed contract structure that considers the number of contracts, form of contract and specific terms or amendments that respond to the feedback from the engagement, the market conditions, viability and to maintain the vision of the project.

- We will undertake a competitive tender process for each contract or phase of work we procure to analyse and evidence value for money, whilst embracing partnering principles and adopting an agile approach so we respond to prevailing market and site conditions.

- We will include in the process scrutiny on contractors statutory compliance, PI, H&S, industry standards and best practice and undertake rigorous financial checks to ensure they are robust. We will also analyse their experience, quality and understanding of the project vision as part of the tender process.

- We will hold regular partnering workshops to ensure contractor(s) understand and support the project vision and objectives - particularly around quality and engagement issues.

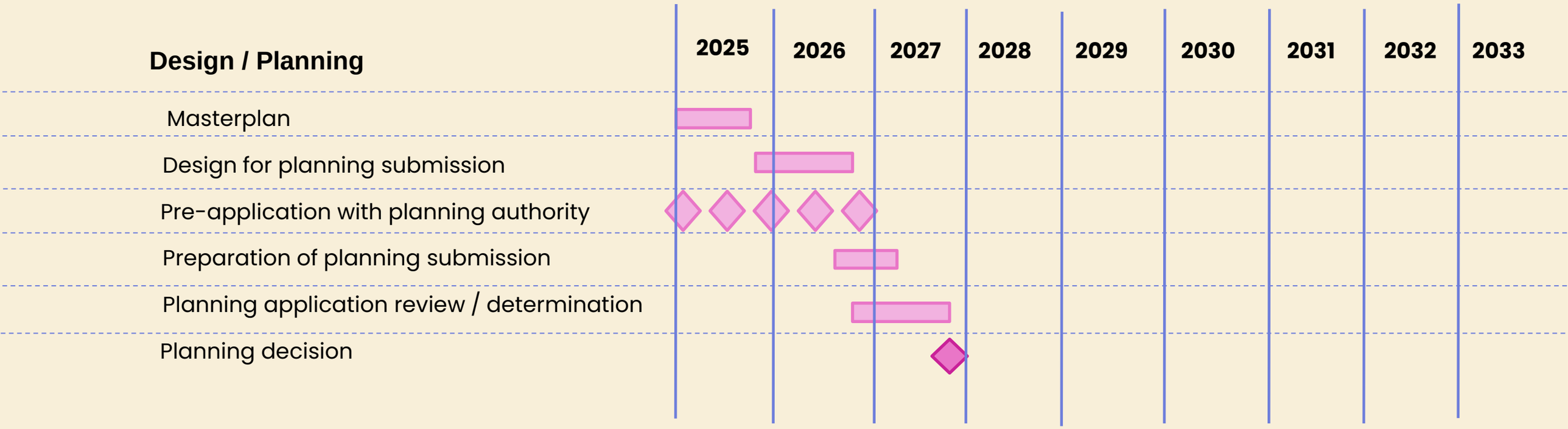
- In conjunction with the contractor(s), we will monitor performance of the supply chain, tracking it against an agreed programme and budget, health and safety on site, quality of work and compliance with Key Performance Indicators (KPIs). These performance objectives will be agreed in advance with the Council.

- In order to ensure best practice within our approach and that of the supply chain involved within the project we will use measurement and benchmarking as key to our approach. We will set targets, monitor and drive best practice and continuous improvement across project objectives to be transparent to partners and stakeholders.

# 10/Planning and Delivery
# 3/Programme

## Programme to planning submission

This is a summary of the anticipated programme upto submission of a planning application. As the development progresses, we will provide detailed programme updates as part of the DDP reporting process



# 10/Planning and Delivery
# 4/Architectural Delivery Structure

**Architectural Team Structure**

The Architectural delivery structure will be structured appropriate to the RIBA design stage. This section describes how design responsibilities will be divided and maintained.

**Masterplan stage**

**Lead Architect (Overall Lead Designer):**
Henley Hale Brown

- Overall Architectural lead.
- Working collaboratively with the other Block Architects, and leads design team.

**Concept, Urban Design & Masterplan (Urban Design Team)**
•Working collaboratively with the designers on the capacity, concept and masterplan.
•Develop specific areas of the masterplan.

**Phase/Block Architect (Phase/Block Lead):**
•Phase or block architectural lead.
•Collaborating, challenging, reviewing together as a team to ensure a ‘co-ordinated variety’.
•Novate to contractor through construction to produce working drawings and maintain consistency of vision.

**RIBA Stage 1 to 3**

**Lead Architect (Overall Lead Designer):**
Henley Hale Brown

- Overall Architectural lead.
- Leads submission of a hybrid planning and first reserved matters application

**Urban Design Team**
•Developing design proposals for Infrastructure, Public Realm, Civil Engineering, Mechanical and Electrical design collaboratively
•Ensuring coordination with Phase/Block Architects

**Phase/Block Architect (Phase/Block Lead):**
•Developing design for each block through RIBA 1 to 3
•Architect is novated to contractor through construction phase to produce working drawings and maintain consistency of vision.

**Monitoring Architect (Design Guardian Retained Client Side):**
•Simon Henley of Henley Halebrown to remain client side throughout as Design Champion.
•Simon Henley to attend design review meetings, comment on design intent and monitor design quality through construction.
•If a contractor, developer or council feels there is potentially a conflict, then they may be replaced on that phase / block by one of the other Architects within the team.

# 4/Architectural Delivery Structure

- **Our Approach to Team Management**
- Our approach to team management allows us to be reactive and flexible, whilst ensuring quality.

- Throughout every stage of the project we will ensure that all contributors, understand the commitment required to contribute to the process and are therefore able to buy in to the content, programme and methodology for the delivery of the design.

- **Managing the Design Team**
- We implement specific procedures for managing the activities of the design team. We will produce and continuously maintain action trackers that extract priorities from all aspects of project team correspondence and collate them into a single document with a red/amber/green traffic light system to bring the most important actions to the top.
- We will implement a statutory approval tracker that picks up key actions in respect of client decisions, planning and building regulations consents.

- **Identifying Key Objectives at Each Stage**
- We use 'Information Required' schedules for all consultants to ensure everyone is clear about how their progress is affecting others.
- The proposed leadership team has demonstrable experience of identifying, programming and allocating the key objectives and activities at each work stage, and has a proven track record in organising the participation and commitment of all contributors to steer these activities towards the pre-agreed objectives of each stage.

- **Collaborative Design**
- The design management led by Henley Halebrown will map out a relevant and efficient process for the design team to follow, encouraging a collaborative approach to decision making.

- **Comprehensive Management Plan**
- The approach to team management throughout the design process will be underpinned by the development and distribution of a comprehensive Design Management Plan. This plan will be established in the early stages of the project and will be a point of reference for all design team members as a proportionate management tool throughout the project.

- This plan will clearly identify the specific objectives of each stage including, but not limited to, the deliverables and the owner for each activity. We will also be producing design action trackers, monthly
- progress reports and appropriate change management procedures. Our Management Plans will ensure an efficient and integrated approach to the management of any challenges that arise during the project lifecycle.

- **Design Team Communication Routes and Reporting Structures**
- The following are the key aspects of communication and management which will optimise efficiency and make sure everyone is making the best use of time.

# 4/Architectural Delivery Structure



- **Project Brief**
- It is essential to start with a clear and tested Project Brief that balances Client Aspiration, Business Case, Budget and Master Programme.
- **Project Structure**
- The project structure will be clear and fixed from the outset to promote an understanding of both contractual and operational relationships for all participants.
- **Comprehensive, Clear Duties and Scopes of Work**
- We will prepare a fully coordinated and mutually agreed set of Consultant duties that avoids overlaps and omissions and minimises the potential for subsequent causes of disputes
- **Defined and Logical Design Strategy**
- Henley Halebrown will prepare a design strategy to help the project team understand the higher level route map for the delivery of the design, this will consider procurement, third party interfaces and work stage definition to ensure the process is bespoke and applicable to the desired objectives.

- **Design team workshop**
- Collective Understanding of the Objectives
- We will define the project work-stage objectives to clarify the purpose and output of each stage in the context of the overall design strategy
- **Cost**
- Throughout the design process we will implement Risk and Opportunity workshops and where necessary Value Engineering workshops to make sure the team are aware of project risks, design development as it relates to cost or changes to the brief that could impact the cost certainty.
- **Communication Principles**
- At the outset of this commission, a communication strategy will be developed. An extensive meeting strategy will be provided, to identify who out of the team will be required at each meeting and why. Reporting methods include a combination of weekly summary updates and detailed monthly reports supported by summary dashboard formats.
- **Communication and Meetings**
- We will schedule all meetings and workshops. The schedule will identify who chairs, attends and who records. It is essential to be clear on the meeting objectives and understand the key intended outcomes. All meetings are minuted and recorded, with clear actions.

# 10/Planning and Delivery
# 4/Architectural Delivery Structure

## Masterplan Stage

External Stakeholders

Community Engagement & Participation

JIGSAW

Project Team

Jigsaw
Development
Lead

Project Manager
Calford Seaden

Client Stakeholders

Councillors Planning (inc. Major Developments)
Housing
Transportation
Sustainability
Estates & Open Spaces Finance
Legal
Economic Skills & Initiatives

Masterplan Stage

Henley Halebrown
Lead Architect, Architecture & Landscape

Planning & Technical Team

Stantec
Planning

Archaeology
Pre-construct

Other Consultants
e.g. Daylight & Sunlight TBC

East
Architecture & Landscape

Momentum
Transport

Expedition
Engineering

Useful Projects
Sustainability

# 10/Planning and Delivery
# 4/Architectural Delivery Structure

## Phase / Block Design stage

External Stakeholders

Community Engagement & Participation

JIGSAW

Project Team

Jigsaw Development Lead

Project Manager
Calford Seaden

Client Stakeholders

Councillors Planning (inc. Major Developments)
Housing
Transportation
Sustainability
Estates & Open Spaces Finance
Legal
Economic Skills & Initiatives

Architecture & Landscape
Phase/Block design stage

Planning & Technical Team

Stantec
Planning

Archaeology
Pre-construct

Other Consultants
e.g. Daylight & Sunlight TBC

Henley Halebrown
Lead Architect, Architecture & Landscape

East
Architecture & Landscape

Plot Architect
Henley Halebrown

Plot Architect
Peter Barber

Plot Architect
East

Plot Architect
Turner Works

Expedition
Engineering

Useful Projects
Sustainability

Expedition
Engineering

Useful Projects
Sustainability

Expedition
Engineering

Useful Projects
Sustainability

Expedition
Engineering

Useful Projects
Sustainability

# 10/Planning and Delivery
# 5/Phasing

The detailed phasing strategy can only be developed as the design and planning stages progress. There are multiple constraints and considerations, which need to be fully understood and assessed before a considered and detailed phasing strategy can be proposed, and reviewed by engagement with the community and stakeholders.

Constraints for further assessment in developing the phasing strategy include:

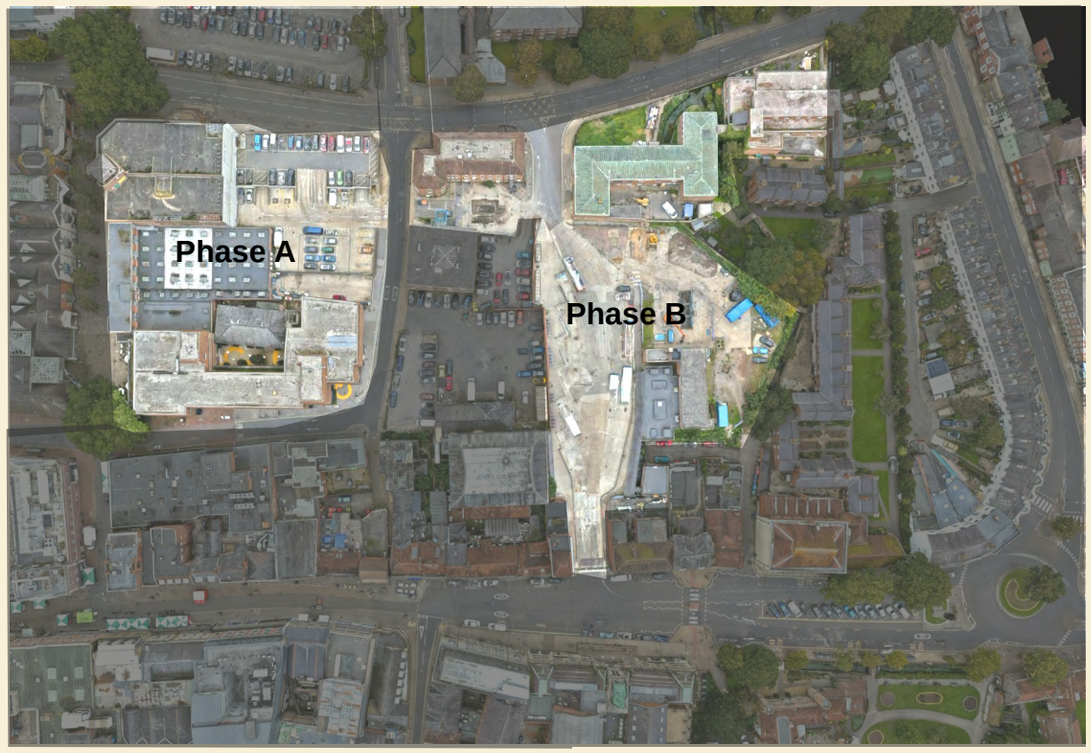
- Maintaining access to and operation of existing businesses
- Avoiding impact to transport routes and pedestrians
- Groundworks – vehicle routes
- Archaeology
- Vacant possession of existing buildings
- Relocation of the bus station
- Demolition
- Infrastructure
- Utilities
- Construction traffic access
- Meanwhile strategy

We have assessed the development site and think it is likely that the scheme will be brought forward in two principle stages; Phase A and Phase B.

We anticipate that Phase A has less constraints to resolve before construction could commence, and so our planning strategy is likely to be progressed on the basis of a hybrid, detailed planning application for Phase A, with outline application for Phase B.

Phase B will require the relocation of the existing bus station, as well as developing a technical design and methodology for the removal of the existing river culvert, and creation of a restored river through the site.

The pages overleaf summarise some of the key activities and considerations that would apply to each phase.



# 10/Planning and Delivery
# 5/Phasing

## Indicative Phase A

**Phase A** is identified as a stand-alone development site with access routes to all sides of the site.

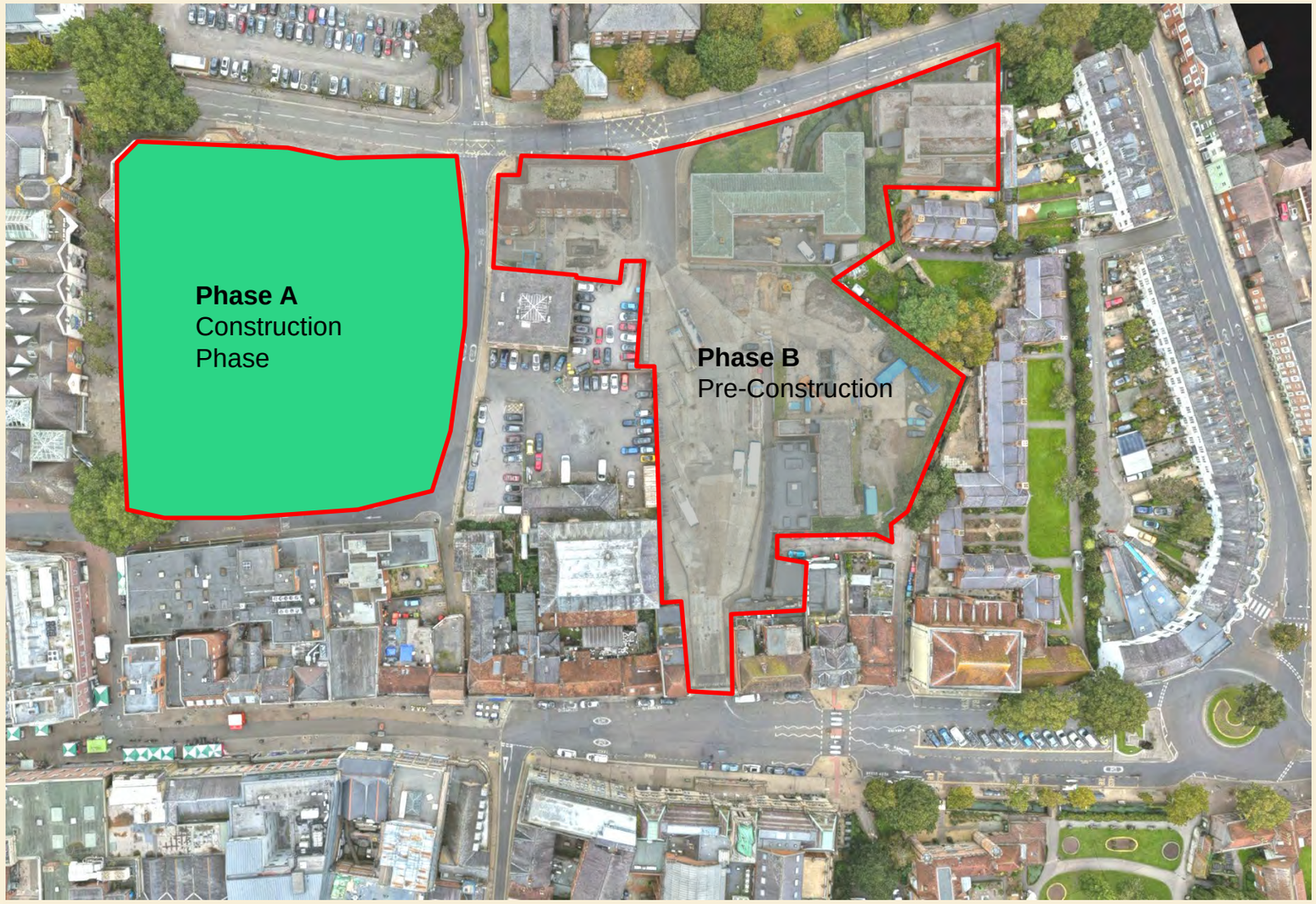
Phase A is likely to be brought forward as the first site to be developed.
Key Activities would include:

- Securing vacant possession of the buildings
- Demolition of the existing buildings (where not retained)
- Building new infrastructure capacity (e.g. power, drainage, water)
- Archaeology
- Groundworks + Construction

This approach would give us the time needed to bring forward the longer pre-construction 'lead-in activities' on Phase B.

**Example Phase B Pre-construction 'lead-in' activities**

- Developing design, technical approvals and licence for restoring the river Itchen through the site
- Building an Interim Bus hub location to enable the bus station to be relocated away from the site



# 10/Planning and Delivery
# 5/Phasing

## Indicative Phase B

The commencement of Phase B on site, would be related to the completion of Phase A.

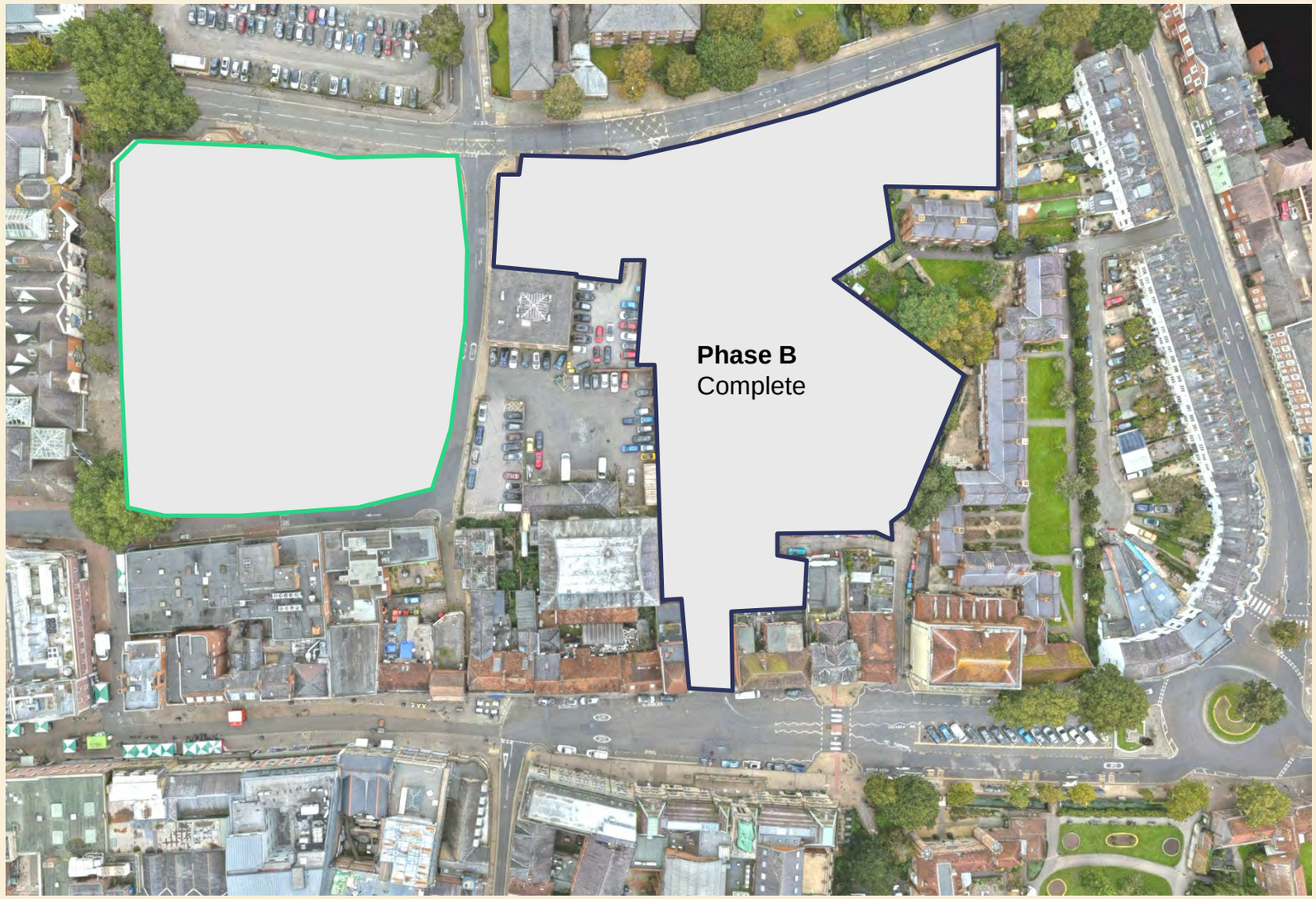
Phase B is a larger development site, and the sequence of demolition and construction of Phase B would be carefully considered. Some key considerations to be thought about might include:

- Relocation of the bus station to an Interim bus hub
- Securing safe access to the site for construction vehicles
- Protection of the existing River Ithcen
- Creation of the restored river and green corridor through the site
- Maintaining access to Meanwhile spaces (see Chapter 9 – Meanwhile)
- Sequence for progressive completion of public spaces, and access through the site to new homes and businesses

# 10/Planning and Delivery
# 5/Phasing

## Indicative Phase B

The completion of Phase B would be likely completed in incremental stages, to maximize the public realm spaces accessible to the community, as well as access to new homes and businesses,  whilst allowing subsequent parts of the site to be constructed.



# 10/Planning and Delivery
# 6/ Estate Management

Completing the development and delivery of new buildings and a new spaces and places isn't the end. It is, perhaps, the end of the beginning. The hard work continues well beyond completion, into the future, as the place becomes occupied and activated, as it is curated and managed.

A strategy will be developed by Jigsaw and its partners to appropriately and professionally manage all constituent elements of the Central Winchester development, from individual buildings to common parts and public realm, into the long term.

This will likely involve some elements of the scheme being privately managed and some being publicly managed by the local authority, based on capability. If areas of public realm are to be managed privately, we will ensure that access remains public. We are not creating a gated community here.

Where management is delivered privately, our plan is to create a fully funded, dedicated, estate management company (ManCo) to perform the function. Residents and occupiers within the development would be represented in the governance of the ManCo, as would key stakeholders including Jigsaw, the Council, and local people and businesses. This will provide residents and the wider community with a sense of ownership in the development and a voice in its direction.

The ManCo would employ a professional managing agent to discharge some of its duties, either from within the Jigsaw consortium or an appropriately qualified third party. But the ManCo, and therefore those represented in its governance, would be the ultimate decision-making client.

# End