



NEIGHBOURHOOD DESIGN STATEMENT
WEST FULFLOOD &
ORAM'S ARBOUR, WINCHESTER



summary

The residents take a pride in the neighbourhood and wish to retain its character. They believe that this can be achieved within the constraints imposed by National and Local Planning Policies and Guidelines, aided by the Planning Guidelines set out in this document.

This is primarily a residential neighbourhood of trees, family houses and gardens, close to the city centre. Commercial and administrative establishments are confined to the perimeter roads.

Trees are an important feature of the neighbourhood. There are several belts of mature trees and many roads are tree lined. Gardens are also well stocked with trees.

The views into and out from the neighbourhood are significant and are greatly valued by the residents.

The area has been developed over the last 150 years in response to housing needs. It is now a pleasing mix of detached, semi detached and terraced houses with a range of building styles from those of the Victorian period to present day.

Away from the major roads, which lie on the perimeter of the neighbourhood, it is a safe area for children. However, increased on-street parking and use of the roads as through runs are reducing this level of safety.

As there are two large schools and a university campus in the area, the open spaces and network of footpaths are particularly well used.

The character of the area is changing, as many of the large family houses and gardens are developed for additional housing.

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planning context

The objective of this Neighbourhood Design Statement (NDS) is to set forth the essential character of the neighbourhood as perceived by the local residents who have produced this document. All residents have been afforded the opportunity to be consulted during the development of this Statement and given scope to put forward their views and opinions. Many have taken the opportunity.

This Statement has been prepared for adoption as a Supplementary Planning Document, as part of the Winchester District Local Development Framework. In 2008 it was adopted to supplement the Local Plan Review. This Statement will therefore provide guidance to the planning process in maintaining and enhancing the character of the area. It has been produced during a period when the neighbourhood is subject to pressure from developers seeking to provide additional housing.

Supplementary Planning Documents are written to be consistent with national and regional planning policies and guidance. They are prepared with the benefit of public consultation and adopted by the local planning authority.

This document has been prepared taking due account of Central Government development policy, particularly Planning Policy Statement 1 (PPS1) and Planning Policy Statement 3 (PPS3):

‘Design which is inappropriate in its context, or which fails to take the opportunity for improving the character and quality of an area and the way in which it functions should not be accepted’ (PPS1 paragraph 34).

‘Local planning authorities should develop a shared vision with their local communities of the type of residential environment they wish to see and develop design policies that set out the quality of development that will be expected for the local area’ (PPS3, paragraph 14).

‘Design policies should concentrate on guiding the overall

scale, density, massing, height, landscape and access of new development. It is however proper to seek to promote or reinforce local distinctiveness, particularly where this is supported by clear plan policies or supplementary planning documents on design’. (PPS1 paragraph 37).

The key consideration should be whether a development maintains or positively improves the character and environmental quality of an area and the way it functions.

The application of this approach to the planning and design for new housing in our neighbourhood is strongly advocated.

This statement has been produced on a voluntary basis by a group of residents drawn from the whole of the neighbourhood, taking planning requirements into account. We have sought to best represent the collective wishes of the residents.

We have developed for this Statement a series of Planning Guidance and Enhancement Proposals; these are detailed in each section.

Planning Guidance developed within this statement is all cross-referenced to relevant policy in the Winchester District Local Plan Review using numbered paragraphs and shown in brackets.

Planning Guidance refers to those issues which should be considered when seeking or approving Planning Applications.

Enhancement Proposals are general issues which will improve the quality of the neighbourhood.





the neighbourhood

The neighbourhood covers West Fulflood and Oram's Arbour delineated by the railway line to the east, Romsey Road to the south, Chilbolton Avenue to the west and Stockbridge Road to the north.

It is a residential area which developed gradually over 150 years extending the City west. It provides a range of houses with gardens set in a leafy suburban environment. The major roads are on the periphery of the area and contain several large establishments. Internally it has narrow roads and a quiet ambience, which is now under duress from the increasing ownership of motor vehicles. Overall it is a pleasant neighbourhood in which to live and raise families. It has its own unique character areas, which contribute to the City's architectural heritage and distinctive environment.

An initial section introduces the area as an entity and describes it in terms of the landscape, history, architecture, roads and traffic. However, the varied character of the neighbourhood requires that individual areas are given separate attention.

Ten areas have been identified and these are covered in separate sections to highlight their distinctive features. Collectively they cover the whole of the neighbourhood and are shown on the map, pages 8 and 9.

The residents wish to preserve the varied nature, character, quality and environment of the neighbourhood.

landscape, history and development

landscape

The essential character of the area derives from the landform, views, open spaces, trees, houses, gardens and the close proximity to the city centre.

The distinctive landform feature of this chalk downland is the dry valley, 'Fulflood', which runs from the railway station to its head at Chilbolton Avenue and West Hill to the south. Oram's Arbour is situated on its eastern slope.

The area has extensive tree cover. Mature trees frame the principal open spaces, line many of the streets and grow abundantly in gardens. Skyline trees along Chilbolton Avenue form a backdrop contributing to the wider landscape setting of Winchester. Open spaces are provided by Oram's Arbour, Nursery Gardens Green and two large school playing fields which lie between Chilbolton Avenue and Cheriton Road.

The well established, residential character of the neighbourhood is that of houses with mature cultivated gardens, which form a verdant setting for the houses and a rich habitat for wildlife.

Parts of the area are now subject to extensive development with modern terraced housing, flats and apartments replacing the large detached houses and gardens. This will have a significant and immediate impact on the character and nature of the neighbourhood, unless planning is conducted carefully. Where appropriate, restrictions should be imposed to preserve current standards and living conditions.

The varied character of the area enriches the suburban setting of the historic City of Winchester.



Tree cover behind Chilbolton Avenue



Brick and flint terrace



Semi-rural unmade road



New development

history and development

The earliest evidence of occupation of the area is that of an Iron Age settlement dating from around 100 BC at Oram's Arbour. This settlement was enclosed by a bank and ditch and extended as far as Parchment Street, some distance inside the later Roman walled town. For many centuries the area was sparsely populated, the land being used for farming, predominantly grazing sheep.

The name Oram originated from three generations of Orams who leased the land from the City authorities from 1698 for some 70 years. 'Arbour' it is thought derived from herber (Anglo-French) meaning grazing land, or possibly by confusion with Arbor (Latin for tree).

Fulflood derives from Foulflood, an intermittent stream whose source lay between the present locations of Western Primary School and Greenhill Road. It flowed down the valley between Western and Elm Roads, thence to Hyde and onwards to the River Itchen.

The Arbour was reduced to its present size by the railway cutting completed in 1839 and the Union Workhouse built in 1836.

In the 19th century housing pressure within the City walls and the coming of the railway triggered an expansion westward.

In 1840 new building began with the development of

Clifton Terrace and this was quickly followed by houses around and to the west of the Arbour in a mixture of country lanes and newly laid out streets. From around 1850 the Victorian suburb extended onto the lower ground north of the Arbour to Avenue Road, Elm Road and Western Road.

Shops were established in Stockbridge Road and five public houses were built. The Red Deer on the corner of Elm Road and Stockbridge Road and the Volunteer Inn (originally called the Woolpack) in North View have since closed but those surviving today are: The Fulflood Arms in Cheriton Road; The Roebuck Inn, Stockbridge Road and The Railway Inn on St Paul's Hill.

Public buildings built in this period included the prison (1848) and the County Hospital (1864). St Paul's Church was built on the site of the 14th century church of St Anastasius, was consecrated in 1872 and eventually completed in 1910. West Downs Preparatory School was built in 1897 on Romsey Road, but closed in 1988, its buildings and grounds becoming a campus and student village for King Alfred's College, now the University of Winchester. Western Elementary School (1878) was built in Elm Road, before moving to its present location of Browning Drive in the 1970's. The original building was later converted to Bankside House flats.

Around the turn of the century, individual housing areas were developed creating Greenhill Avenue and Greenhill Terrace (1870) next to a gas works. Development continued apace at the start of the 20th century with houses in Cheriton Road and the County High School, (now Westgate School) completed in 1910.

Between the wars detached and semi-detached houses were built in Fordington Road, Fordington Avenue, Greenhill Road and Milverton Road. On the western edge houses were built along either side of Chilbolton Avenue and the Winchester Working Men's Housing Society completed a development between Milverton Road and Greenhill Road.

Around 1948 the Union Workhouse became St Paul's Hospital for the care of the elderly.

In the 1960's, the high rise Police HQ in Romsey Road rose to dominate the skyline and the development of Chilbolton Avenue was completed. In the 1970's and 80's new houses were built on Poets Estate and West Hill Park and in the last 15 years housing schemes have been completed at Walnut Grove, Cornes Close, Alison Way, Bath Place and elsewhere.

The increase in houses and hence population has already placed an additional burden on the infrastructure of the area, particularly on water supplies, sewage, medical services, road network and schools.

Further development in the area must not only acknowledge and be sensitive to the character of the area but should also consider the capacity of these local infrastructure facilities. Many residents have concerns about the siting and appearance of telecommunications equipment within the NDS area or visible from its boundary.

This suburb has now developed into a number of distinctive areas of housing, each of which is presented separately in this Statement. They include:

- The Victorian developments around Oram's Arbour and Western Road
- The inter-war housing of Greenhill Road, Milverton Road, Fordington Road and Avenue
- The more recent housing developments in Poets Estate and West Hill Park
- The semi-rural Victorian/Edwardian environment of Links Road
- The leafy thoroughfare of Chilbolton Avenue
- Institutional buildings on Romsey Road: Police HQ, prison, university and student village, and hospital (to the south)

The varied character of the area enriches the suburban setting of the historic City of Winchester.



Clifton Terrace - the first development



St Paul's Church

highways and traffic

The area is bounded by the railway line and on the other three sides by major roads.

North and south respectively are Stockbridge Road (B3049) and Romsey Road (B3040), which both radiate out from the city centre to the countryside. They bring traffic in and out of Winchester and provide routes to the outer western suburbs and villages and towns beyond.

Chilbolton Avenue, the western boundary, is a designated wide load route, which links the Romsey and Stockbridge Roads and is used by traffic as a local by-pass to avoid the city centre.

These peripheral roads are very busy throughout the day, particularly during the morning and evening rush hours, consequently on-street parking is severely restricted.

Cheriton Road, West End Terrace, Elm Road, Milverton Road and Greenhill Road are residential roads that provide through routes and short cuts, particularly at peak traffic times, when the major peripheral roads are congested. At times they carry a high level of traffic which creates problems due to the high density of on-street parking required for those houses which do not have garages and driveways.

The remainder of the road network has a local role and most of the internal roads are subject to residential parking permit schemes. Additional parking in the older Victorian housing area is sometimes provided in front gardens, to the detriment of the character of the area.

Within the area there is a limited local bus service, which covers routes to and from the city centre. There are also frequent services into the City from further afield along the Romsey and Stockbridge Roads. However, the majority of the area is within comfortable walking distance of the railway station and the city centre. This makes the neighbourhood a popular residential area.

The area enjoys a significant network of well used footpaths, particularly:

- The paths across and around Oram's Arbour.
- The paths leading to the two schools.
- The access path to Teg Down and Royal Winchester Golf Course from Chilbolton Avenue.
- Those in the area of Links Road, Green Lane, the footpath between them and the path through the wood to Byron Avenue.
- The route into the city centre, which runs from the south end of Avenue Road, up the steps to North View, Oram's Arbour and thence to Upper High Street or the Railway Station.
- The path between West Hill Park, Nursery Gardens and Romsey Road.

The residents value these footpaths and seek to ensure that they will be retained and conserved as appropriate.



Romsey Road Traffic



Traffic on Chilbolton Avenue



A well used footpath

General Guidance

The Design Statement has been produced to reflect the views of the local community and for guidance to those considering development change within the neighbourhood.

The issues, which are of importance and significance to the community, are set out as Planning Guidance and Enhancement Proposals.

They are contained in each of the character area sections but where they are of particular importance, or of a general nature and apply to the whole neighbourhood, they are included in this general section and are set out below:

Planning Guidance

Landscape

1. Distant views should be preserved to maintain the open character of the area. (DP4, HE4) These are shown throughout the Statement.
2. Developments should respect the landscape, trees, hedges and wildlife. (DP3, DP4, HE4, HE8)
3. Public open spaces and the school playing fields throughout the area are a significant part of the landscape. They are valued as local amenities and should be retained. (RT1, RT2)
4. The overall spacious effect of the settlement pattern should be conserved particularly the quality of the landscaping. (DP3, DP4)
5. Private gardens often contribute to the character of the area but development within them will be acceptable if it can be demonstrated that this would not be harmful to the character of the area as described in this document.

Building

6. New developments should be architecturally harmonious with the character of adjacent, existing buildings. (DP3) They should not jeopardise the safety, privacy, security, light or enjoyment of nearby property owners. A Crime Prevention Officer should be included in pre-application discussions for larger sites and 'Secured by Design' standards and certification should be employed.
7. The quality of building, their style and the materials used should complement those of the surrounding built environment. (DP3). Where practicable building lines should be preserved.
8. New buildings should respect the scale of neighbouring buildings and not break existing skylines. They should not obstruct attractive public views. (DP3, DP4, HE5, HE8)

9. Extensions should respect the existing character of the roads by retaining trees and long distance public views. (DP4, HE8)

10. New building should not generate additional on-street parking. (T4, W7)

11. Front gardens should be retained and not be converted to car parking spaces. (DP3, DP4, HE16)

Trees

12. Mature trees are an important feature of the neighbourhood. New developments should seek to retain mature, healthy trees. (DP3, DP4, HE16)

Enhancement Proposals

The bio-diversity of the area should be conserved and where practicable, enhanced.

The available facilities and services of the area, particularly schools, roads, crossings, play areas, car parking, communication systems and drainage, should be considered when new housing is introduced. Developments should offer improvements rather than just placing further demands on these facilities and services.

Future changes to the traffic flow in the city area should be considerate of the impact on the neighbourhood. External roads are already overcrowded and internal roads are over used as short cuts in busy periods.

Telecommunications companies and their agents should comply fully with pre- and post-application consultation defined in the Government Code of Best Practice and the industry's Ten Commitments Ref: ODPM 2002.

The general neat and tidy appearance of the area should be preserved, with simple requirements that prevent unnecessary clutter from dustbins and cars parked on footpaths.

Street lighting should be improved in those areas frequently used by pedestrians at night.

Mature trees of the neighbourhood are a skyline feature for the City and should be conserved and managed accordingly.

Leaf sweeping should be conducted frequently at road junctions and crossings as leaves quickly form a hazardous surface.

All street trees should be maintained and replaced when necessary by similar native species suitable for the calcareous soil.

Changes of use should not be permitted for shops and public houses, which form important local amenities.

Boundary walls and fences should be maintained to a good standard and be in keeping with those on adjacent properties.

oram's arbour

This area consists of the Arbour open space and the surrounding residential streets which lie within the Conservation Area.

The open space prominently situated on rising high ground is grassed and framed by mature broadleaved trees of several species, predominantly lime.

As it is part of a defended Iron Age enclosure, it is an important historic site and one on which archaeological excavations are conducted. Citizens of Winchester have long used the Arbour as a place to assemble. The Hat Fair picnic is held there each summer. Parents and young children gather daily in large numbers to use the play area. It is where office workers take their lunch breaks, others fly kites, walk dogs, play football and cricket and young people party. The Arbour has bench seats and litterbins. Diagonal footpaths across the Arbour link the city centre, schools and West Fulflood.



A focal point for the community and one of Winchester's special places.



Building Design

The original houses built between the 1840's and 1880's remain the principle feature of this Victorian suburb. Those situated around the Arbour complement this open space.

Types of houses in the vicinity range from the modest to the grand, in a variety of styles, scale and configurations: terraced, semi-detached and detached with two to five floors, a few converted to flats. A number of houses are

distinguished and of architectural merit, whilst some have Listed Building status. Building designs vary greatly, some having italianate and neo-gothic detail.

Materials used are principally mellow red or ochre 'Beaulieu' brick, render (mostly painted), and flint with brick or stone dressing. Several houses incorporate shuttered chalk in their construction and most have



timber sash windows and pitched Welsh slate roofs with hips or gables. Some houses have bays to the ground or entrance floor, several with castellated tops. Detailing includes pilasters with moulded bases and capitals, moulded lintels with consoles, fretted gables, iron balustrades and louvred shutters.

Old boundary walls are a valued part of the built environment. Some in traditional Hampshire style of brick and flint still survive. Stone is used in places for balustrades, coping or capping of pillars. Gates and railings are generally cast and wrought iron.

Almost all houses have front and rear gardens. These are generally small, the plot frontages being no wider than the house. A few larger houses have gardens on three or more sides. Mature trees and shrubs in gardens add greatly to biodiversity and to privacy for residents. Some conversion of staff cottages and stables give Middle Road a mews-like character. It also retains its original cobbled gully for most of its eastern edge.

Most of the 20th century houses in this area, other than a few individual houses, some flats and a short terrace in Clifton Hill, are within Alison Way, a new development inside the original boundary wall of the Union Workhouse and incorporating some of the original buildings. New houses here are of red brick with gabled slate roofs. A tall chimney, the only one remaining in Winchester, has been retained and is a well-known landmark.

The only commercial premises remaining in the area are St Paul's House which has an art deco façade, the purpose-built premises for a medical and dental practice within Alison Way and the Railway Inn.

Vistas and Trees

The Arbour gives distant views of the wooded high ground to the north and turning to the southeast one can see St Giles Hill, Chilcomb Church and Deacon Hill. In the middle ground is a vista over the City with, according to the season, glimpses of the clock tower of Queen Elizabeth Court, the Cathedral, Castle Great Hall, old St Thomas and Christchurch spires. North View footpath affords a grandstand view over the tree and roofscape of the Fulflood valley.

The Hampshire Police Headquarters and Hampshire County Council's Ashburton Court, both typical 1960's office buildings, are clearly visible from much of the area and detract from the outward views from the Arbour.



Middle Road



An original wall



Winchester's only surviving tall chimney

Ashburton Court before refurbishment seen across the Arbour



Oram's Arbour looking west



oram's arbour

Roads, Traffic and Parking

The initial development of the roads post 1840 followed a rectilinear pattern, except Clifton Road, a country lane which in part followed the line of the ancient defensive ditch. All the roads in the area are two-way and are generally narrow with a single pavement. Middle Road and a service road between North and South Views give access without a footpath to garages at the rear of houses.

Several roads descend steeply to St Paul's Hill and Romsey Road creating dangerous intersections. Autumn

leaf fall on road surfaces and vegetation growth affecting visibility are additional hazards in these locations. Clifton Road is used as a short cut sometimes by unsuitable large vehicles. The majority of houses do not have garages and street parking space is in short supply. It is regulated in most roads by a residents' parking scheme.

A few residents have removed front boundary walls in order to accommodate a car. This is often detrimental to the character of the streets and houses, particularly the small terraces. Where frontages are little more than the length of a car, this adds to the overall pressure on street parking.

Multi-occupation of small terraced houses can be detrimental to the neighbourhood due to noise, increased street parking and such conversions being less available to first time buyers and young families.



Leaf fall on Clifton Road



Different uses of the front garden



A new severe blank wall

Planning Guidance

13. Multi-occupancy conversions of small terraced houses should be resisted. (HE14)
14. To protect and enhance the character of the conservation area, selection of building materials and special attention to design details are essential for new buildings, extensions and alterations. (DP3)
15. Repair and replacement of walls should maintain the original design and use original materials to preserve their character and consistency. Large areas of unrelieved brickwork should be avoided. Coloured mortars are inappropriate and pointing should have a rubbed in finish. (DP3, HE5)
16. The practice of removing front boundary walls in order to accommodate vehicle parking should be discouraged. This could be achieved through Article 4(2) Directions. (HE8)
17. Garages and parking surfaces should complement existing buildings. (DP3)
18. Ironwork for gates and railings should be of an appropriate design and made of robust metal sections, designed to complement others in the vicinity. (DP3, HE5)

Enhancement Proposals

Permitted development rights should be restricted by the issue of Article 4 (2) Directions to prevent insensitive alterations to unlisted buildings. Periodic consideration should be given to the addition of further properties to the 'Listed Buildings' register.

The character of Oram's Arbour as an open space should be preserved. There should be no addition of flowerbeds, cultivated shrubs, or further railings. Trees can enhance or obscure views. Residents should be consulted when new trees or any other changes on the Arbour are proposed.

The condition of the bank and sycamore trees on the north side of Alison Way are in urgent need of remediation and on-going maintenance.

Design of lighting should be appropriate to the conservation status of the area. Residents should be consulted on the design of new and replacement street lighting.

The area should be afforded 'Home Zone' status, with a reduced speed limit and restricted access for large vehicles. Additional parking bays should be provided, where practicable, particularly on the western side of St Paul's Hill. This could be done in conjunction with traffic calming measures.



romsey road

A major thoroughfare and home to several major institutions.

Romsey Road contains the Police Headquarters, Winchester Community Prison, the West Downs Campus of the University of Winchester on the northern side and the County Hospital on the southern side. There are a number of small residential properties along the roadside, many of which have been converted to multiple occupancy. Adjacent to the Hampshire Police Headquarters is West End Close, originally built to house the Officers of the Prison.

Building Types

The buildings of the institutions follow a varied design pattern and are of some historical and architectural merit. The housing on the road is mainly small, terraced houses with traditional brick frontages.

The Prison building is typical of those built in the 19th century and presents a bleak, powerful and forbidding exterior. West Downs Student Village is of recent build (2000) and has been acknowledged as a design of merit for student accommodation.

The Police Headquarters' main feature is its large dominating appearance. Negotiations are underway at present for the re-design or closure of the building. Hillier's Garden Centre is a collection of fabricated assemblies forming the internal shop and offices backed by a large and well maintained plant sales and car park area. The main hospital building, set back from the road, has a Victorian splendour. However, the surrounding conglomerate of purpose-built temporary buildings diminish the overall appearance.

Vistas

This group of institutions lies on the higher southern ground above the residential suburb. Consequently

changes made to the buildings have a major impact on the vistas from within the area. Visually the biggest impact is the Police HQ tower and its assorted range of buildings on the north side. Notwithstanding its function, the removal of the dominating form of the tower would do much to improve the visual appearance of the area.

The form of the prison buildings is less dominating and intrusive than the Police HQ when viewed from the residential valley. Their appearance would be more neighbourly if a more sensitive approach were adopted to the design of the northern boundary, facing Greenhill Road and beyond, which is visually intrusive.

Roads, Traffic & Parking

Romsey Road is extremely busy, with both pedestrian and vehicular traffic accessing these premises and the city centre. Efforts taken to relieve the frequent congestion have not been successful and the problem has been compounded by traffic lights further up the road at Battery Hill and Stanmore Road school junctions.

Planning Guidance

19. Should the Police Headquarters become available for housing development, then the design and layout should reflect the style of the local area, particularly that to the rear of the site. The site should be accessed by vehicular traffic from Romsey Road only. (DP4 HE4 HE5 HE8)
20. The northern boundary area of the prison should be improved to be more visually pleasing, within required security constraints. (DP3)



Hampshire Police Headquarters



Royal Hampshire County Hospital

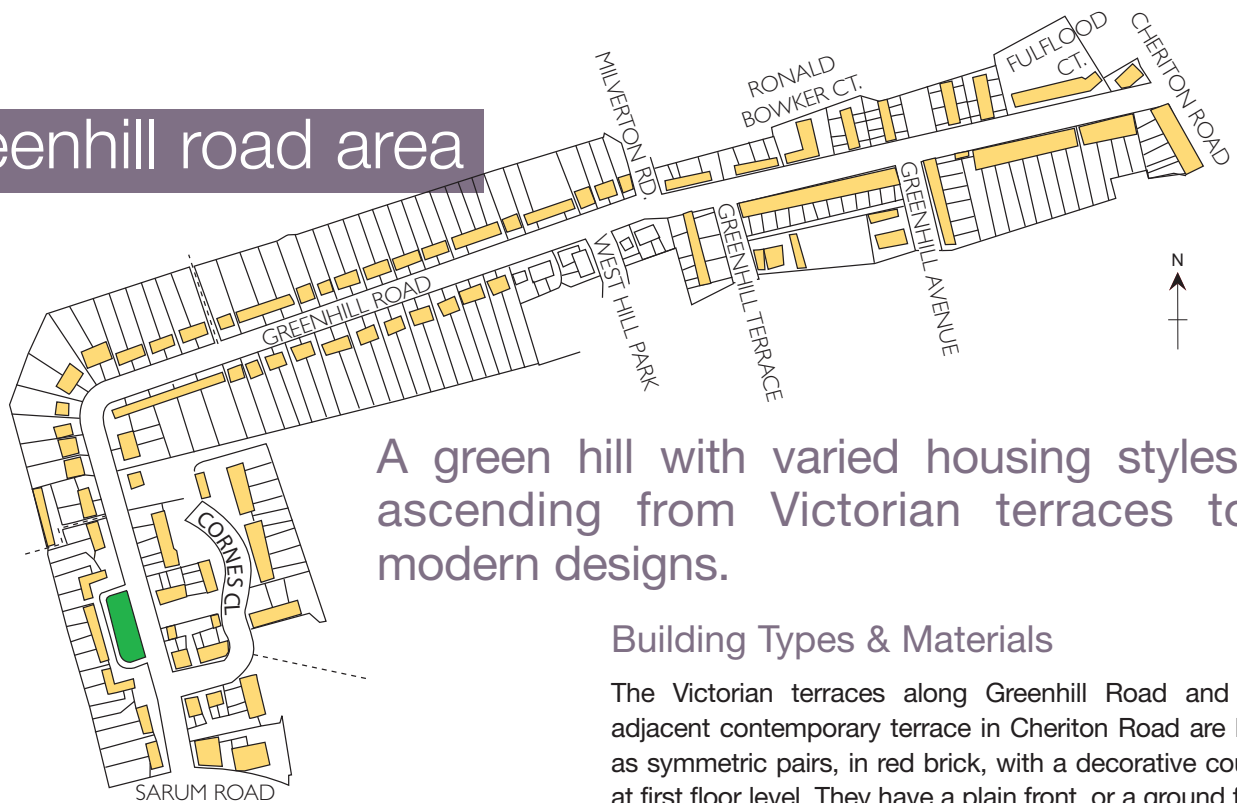


West Downs Student Campus



West Downs Main Building

greenhill road area



A green hill with varied housing styles, ascending from Victorian terraces to modern designs.

Building Types & Materials

The Victorian terraces along Greenhill Road and the adjacent contemporary terrace in Cherton Road are built as symmetric pairs, in red brick, with a decorative course at first floor level. They have a plain front, or a ground floor bay. The roof is plain pitched with slate or tiles. Front gardens are small with a low wall and some still retain the original cast iron railings.

Greenhill Avenue houses have a plain brick frontage with small doorways opening directly onto the pavement, facing garages and allotments beyond. The Edwardian terrace at the start of the hill has ground floor or two-storey bays, the latter having front facing gables.

Greenhill Terrace is built of brick and flint with decoratively laid terracotta roof tiles. Most dwellings are double fronted, some having a porch over the front door. All properties have long front gardens. Victorian street lights enhance the area.

The detached and semi-detached houses built to the west of Milverton Road have red brick walls, a hipped roof clad with brown clay tiles, bay windows and recessed entrance porch. Many have roof conversions and/or side extensions reducing the space between the houses and restricting the views beyond.

All houses have a front garden with a drive large enough to park at least one car. Some integral garages have been converted into living accommodation. Back gardens are of generous length and mostly stocked with mature trees. A footpath next to the bus stop connects Greenhill Road to Byron Avenue.

Greenhill Road rises from east to west along the southern side of the valley, with views to the rural areas to the north east. It includes Greenhill Avenue, Greenhill Terrace and Cornes Close.

Dwellings have been constructed progressively from the 1870s. The varied layout and historical development has created a number of areas with their own distinctive character and style:

- The Victorian and Edwardian terraces at the east end, including Greenhill Avenue, which rises south to the prison boundary.
- The Housing Society properties including Ronald Bowker Court, built later in the same style, bounded on the north by Milverton Road (see p.18) and Fulflood Court at the east end.
- The cottage style buildings of Greenhill Terrace facing east built in 1874.
- The suburban houses, in the tree lined middle section, built from 1935 to 1955.
- The dwellings at the west end including former prison officer's quarters built between 1955 and 1960.
- Cornes Close, a development of town houses and terraced cottages built in 1997, near the Sarum Road junction.



Greenhill Road looking north east



2 Victorian Terrace, Greenhill Road



Brick and flint houses of Greenhill Terrace



Greenhill Road showing bus stop near footpath to Byron Avenue



Cornes Close



Cherry trees on green in bloom



Greenhill Road, parking

The former prison officers' quarters have a pleasant asymmetrical style and are set back behind a service road and a severally owned green.

Cornes Close comprises two and three storey houses in a modern architectural style, built in buff brick and render and set in open plan gardens. A gated footpath through West Downs links Cornes Close to Romsey Road.

Vistas and Trees

There are views across the Itchen Valley from Greenhill Terrace and the upper slopes of Greenhill Road. The grass verges and trees in the middle section contribute to the green nature of the road but some require attention.

The green at the west end is planted with mature flowering cherry trees, which provide an attractive feature in the Spring. The green is complemented by the well maintained privet hedge behind Cornes Close creating a pleasing entry into this part of Fulflood.

Roads, Traffic and Parking

Greenhill Road is used to avoid main road traffic at peak times. It has permit controlled parking along most of its length, which effectively reduces the road to a single lane. This creates hazards at West Hill Park and restricts visibility at the Milverton Road junction where the road is particularly narrow.

There are garage blocks at Greenhill Avenue and Greenhill Terrace and parking bays in the service road at the west end. Garages to the rear have been sold for housing.

Planning Guidance

21. The open character of the area should be preserved through the retention of the distant views to the north east from Greenhill Terrace and the vicinity of the top corner of the road. (DP3, DP4)
22. New dwellings should have on-site parking or separate garaging that is adequate for the size of the property. (DP3, T4, W7)
23. Existing garages should not be developed for housing unless adequate provision is made for consequential parking requirements. (DP3, T4, W7)
24. Development of the green with flowering trees at the west end should be resisted. (RT3)

Enhancement Proposals

A maintenance programme is needed for roads, footpaths and verges.

Street trees should be maintained to an acceptable height and spread and replaced as necessary to a defined programme.

The on-street parking layout along Greenhill Road should be improved to reduce traffic hazards.

Measures are needed to reduce traffic speed and deter through traffic.

western road area



Traffic and parking problems in Western Road

Avenue Road, Elm Road, Western Road and part of Stockbridge Road comprise this area, which is primarily a Victorian suburb with some later insertions. There is a row of small but busy shops on Stockbridge Road.

An area of distinctive Victorian housing.



Pathway and steps linking Avenue Road and North View



Decorative bargeboards



Stockbridge Road shops



Trees screen a Western Road house



New homes in Stockbridge Road



Building Types and Materials

This area is mainly residential with terraced, semi and detached Victorian houses and some flats.

Buildings vary in scale, elaboration and materials, from the modest two-storey to large four-storey. Common features are pitched Welsh-slate roofs, often with significant dormer windows and brick chimney stacks with clay pots. Window openings are usually vertically proportioned with segmental arches over and arranged symmetrically on the elevations. Bay windows, with flat lead roofs, are common on the ground or entrance floor. Wall finishes are mostly Flemish or stretcher-bond red brickwork with yellow/buff and often blue/black brick decorative quoins, banding and diapering. Several large houses are highly decorated and include shaped brick and fireclay components, barley-sugar-twist iron mullions, heavily fretted barge boards and moulded stucco decoration. Others are flint with dressed stone or brick quoins, banding and arches. Some windows have been replaced, mostly approximating to the original style to a lesser or greater extent. A number of dormers and new style roof lights have appeared in recent years.

Most of the front gardens in the Victorian core of this area are small and built close to the pavement behind a boundary wall, often topped by a cast iron railing, with a gate and tiled path. Some gardens have been paved to provide a parking place, though the depth is not always adequate and cars here are a visually dominant feature. Back gardens are generally of moderate size, though there are larger sloping ones on the south side of Elm Road, around Bankside House and on Stockbridge Road.

Vistas and Trees

There are no public open spaces in this area, though it is close to Oram's Arbour. Trees along Chilbolton Avenue and Bereweke Road as well as those behind Bankside House, along North View and in Cheriton Road soften and enrich views out to the horizon in all directions from this low point of Fulflood. There are no street trees, but large trees in front and back gardens give seasonal change to the street scene while providing a habitat for birds and other wildlife.

Roads, Traffic and Parking

Western, Avenue and Elm Roads are predominantly quiet and residential. Stockbridge Road, however is a busy route (B3049) leading to Weeke, Stockbridge and beyond. Generally roads are two-way, but Western Road is narrower and mostly one-way. Coker Close is a private cul-de-sac off Elm Road.

Through traffic along Elm Road and part of Western Road causes some safety concerns. Few of the older houses here have garages and residents' kerbside parking is in great demand.

Planning Guidance

25. Original features of existing buildings, as outlined should be retained, repaired or replaced where possible using traditional materials and styles. This should also apply to minor alterations. (DP3)
26. Any new buildings or significant extensions should respect the character, scale and form of their neighbours, without necessarily incorporating particular details copied from them - the quality and integrity of overall design is more important. The grain of the area should be maintained and existing building lines adopted. (DP3)
27. Significant trees within the area and public views of those beyond it should be retained. Where tree felling is unavoidable appropriate replacements should be planted. (DP3, DP4, HE16) (See picture opposite)

Enhancement Proposals

This is an area of architectural and historic merit. More than 40 of the properties are included in Hampshire County Council's list of 'Hampshire Treasures'. Serious consideration should be given to extending the City Conservation Area to include Avenue Road, Elm Road and Western Road, along with the removal of permitted development rights to prevent insensitive alteration to unlisted buildings and the further conversion of front gardens to provide car parking.

Parking provision should be improved wherever possible, for instance Avenue Road might have diagonal parking bays between new trees. The creation of 'home zones' in this area should be considered to prevent excess through traffic. The sympathetic repair of boundary walls, railings and gates should be encouraged.

Schemes to improve the design and appearance of street boundaries at the junction of St Paul's Hill with Elm Road and the corner of Western Road with Stockbridge Road should be considered.

The potential for improving the shops in Stockbridge Road and the area behind them should be explored to enhance the value of the much appreciated services to local families, while avoiding undue disturbance to neighbours from traffic and noise.

milverton road



Detached house from the inter war years



Milverton Road looking north east



Milverton Road is a quiet residential road that has a “safe” feel and a strong sense of community. It lies between Cherton Road and Greenhill Road, on the eastern hillside.

On the south side of Milverton Road houses provided by the Winchester Working Men’s Housing Society Ltd (WWMHS) were built in 1912 on land owned by the Ecclesiastical Commissioners. At that time the north side was open ground and orchards. Some of the fruit trees still exist in the gardens today. In 1930 houses were built on the north side, of which two were bought for church use.

A pleasant mixed tenure community.



View to Greenhill Avenue and the prison



WWMHS private footpath



WWMHS housing



Bus Route



Semi detached houses



Detached houses

Building Types and Materials

WWMHS houses on the south side are a mixture of terraces in blocks of four to six and semi-detached houses with front gardens bounded by railings and hedges. These are two storey with hip and gable roofs covered with small red clay tiles, with brick, rendered or half rendered walls. Timber front doors have entrance canopies. Original timber windows have been replaced with white plastic frames.

South side properties have small, fenced back gardens. On either side of the semi-detached houses and terraces are garages and driveways. The groupings and materials create attractive 'cottage' style architecture.

Two storey private houses on the north side are detached or semi-detached and have maintained their 1930's style. Roofs are red tiled with hip and gable ends. Most houses have brick walls; some are rendered and have bay windows. A few timber windows have been replaced but most have retained the original window style.

Houses are positioned side by side down the road and have large front and back gardens which support various forms of wildlife particularly frogs, bats, hedgehogs and small mammals.

Many of the houses have garages with pitched or flat roofs.

Vistas and Trees

As the road descends from Greenhill Road, the top of the hill offers a most notable view of the countryside east of Winchester and is therefore an important feature of the area before it meets Cheriton Road.

In addition the local topography offers attractive views of tree lined Cheriton Road, Chillbolton Avenue, Fordington Avenue, Westgate School, Nursery Gardens and the boundary of the University Campus. Less attractive are the views of the Police HQ building and the exposed northern boundary of the Prison, emphasised at night by the security lighting.

Roads, Traffic and Parking

Milverton Road is a bus route, often used as a through road, which conflicts with on-street parking.

Poor sight lines and bottlenecks caused by parked cars make it difficult for drivers emerging from Milverton Road at the three junctions with Cheriton and Western Roads, Poets Way and Greenhill Road.

The visibility at the junction with Fordington Avenue is also a matter of concern for children walking to and from Western Primary School.

Milverton Road has grass verges on either side with two sponsored trees on the north side. Dropped kerbs provide access to garages and drives. Two private footpaths pass through the WWMHS estate linking Milverton and Greenhill Roads.

Planning Guidance

28. Pavements and grass verges should not be reduced to provide additional parking bays. (T4)
29. Any new development should protect and retain the open views shown opposite which make up the character and amenity of the area. (DP4, HE4)

Enhancement Proposals

The northern boundary of the prison should be improved to produce a more harmonious effect with the neighbourhood.

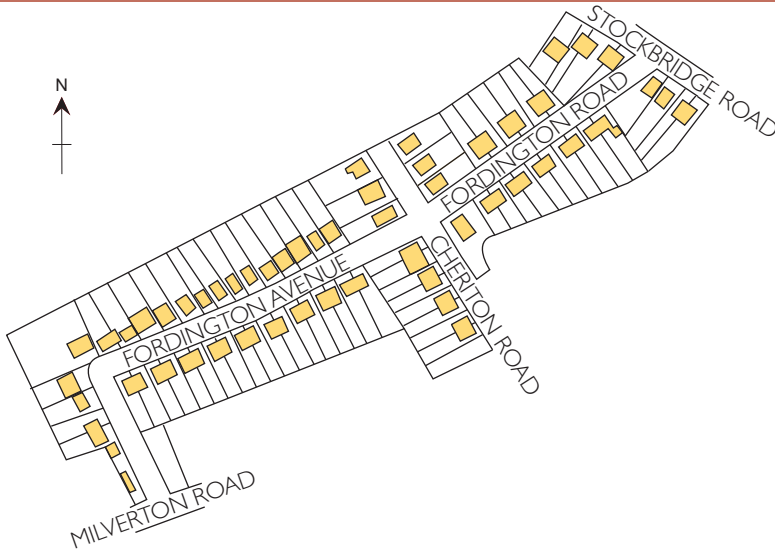
Prison boundary lighting should, where possible, be modified to reduce intrusive spill into the residential area.

The restricted carriageway width, caused by on-street parking and the number of road junctions, should be addressed as this creates dangerous crossings for pedestrians and schoolchildren. Remove parking bays between Poets Way and Greenhill Road

Traffic calming measures should be introduced to reduce the speed of traffic in the road.

Additional street trees should be planted in the grass verges to enhance the character and appearance of the road, whilst maintaining required lines of visibility.

fordington road and avenue



Fordington Road looking towards Fordington Avenue



Street trees provide a green canopy

Inter war built two storey houses set in mature gardens on roads which provide for the motor car.

Fordington Road, off Stockbridge Road was built in the 1920's and Fordington Avenue, west of Cheriton Road was built in the 1930's and completed after the end of the Second World War. Both are residential roads that ascend the valley. The roads comprising lit carriageway and footpaths are enclosed by traditional frontage development.



New design



A typical facade

Building Types and Materials

Both roads have a mix of detached and semi-detached houses with front and rear gardens. All the houses are two storey with chimneys and pitched roofs. Most have walls of multi stock brick and roofs of red brown plain tiles. A few houses are rendered or pebble dashed on the upper floor. Windows and door openings are highlighted by red brick reveals. Most houses have distinctive entrance porches.



A view between existing houses

Many houses have single storey extensions to the side and rear while accommodation has been increased by loft extensions requiring the introduction of roof lights or dormer windows.

Vistas and Trees

Spaces between houses offer valued views across the valley. Gardens with their mature trees and planting contribute to the landscape character of the valley and provide habitats for wildlife. Trees line the roadside in Fordington Avenue. The initial planting was of Swedish Whitebeam, some of which have been removed.

Roads, Traffic and Parking

All houses have a provision for off-street parking in drives and garages. Fordington Road carries more pedestrian and vehicular traffic than the Avenue, being a route between the city centre and Westgate School in Cheriton Road.

Grass verges and street trees enhance the footpaths in Fordington Avenue. Both roads have on-street parking schemes which, when in use, restrict the width of the available carriageway to one lane.

Planning Guidance

30. The essential character of two storey detached and semi-detached houses with pitched roofs set in front and rear gardens, with spaces between houses, should be maintained and reflected in any new development. (DP3, DP4)
31. Existing spaces between houses should be retained to maintain views and avoid the creation of terraced developments, which would alter the character of the area. The existing form of dwellings with both front and back gardens should be preserved. (DP3, DP4)

Enhancement Proposal

When replacement trees are required in Fordington Avenue, these should be of the same species as existing trees, Swedish Whitebeam.



A quiet residential area backing onto Hillier's Garden Centre.

The West Hill Park area comprises West Hill Park, Greenhill Close and Nursery Gardens. The area is bounded to the north by Greenhill Road, to the south by Hillier's Garden Centre, to the east by Greenhill Terrace and Winchester Prison and to the west by the West Downs Campus of the University of Winchester. West Hill Park was predominantly developed in the 1970's.

Building Types and Materials

Buildings in the area are a mix of two storey detached and semi-detached houses and some two and three storey town houses. The houses are of varied brick construction with pitched concrete tile roofs. Density is greater than other Character Areas as typifies recent developments in Winchester. Several properties in the area have had extensions added over the years, but these have had minimal visual impact on the overall layout of the area.

Vistas and Trees

West Hill Park is situated on one of the highest points in Winchester and enjoys extensive views to the east. The area has a range of mature trees, particularly along the western boundary and the Nursery Gardens 'Green Space' area.

The two main open spaces are the area at the junction of West Hill Park and Greenhill Close and the Nursery Gardens 'Green Space'. The latter has been renovated and has been turned into a play area for small children by local residents of the Home Nursery Green Group who now help to maintain the half-acre park space. The park space complements the adjacent Hillier's

Garden Centre, which is considered an asset to the area.

Roads, Traffic and Footpaths

Vehicular access to the area is solely from Greenhill Road, so there is no through traffic and the area is generally quiet and safe. Many properties have garages or space for off-street parking and others have garage blocks nearby. A parking permit scheme is in operation for on-street parking. The parking bay arrangement in Greenhill Road in the proximity of West Hill Park creates traffic flow problems with cars descending Greenhill Road forced on to the wrong side of the road, in the area of the junction.

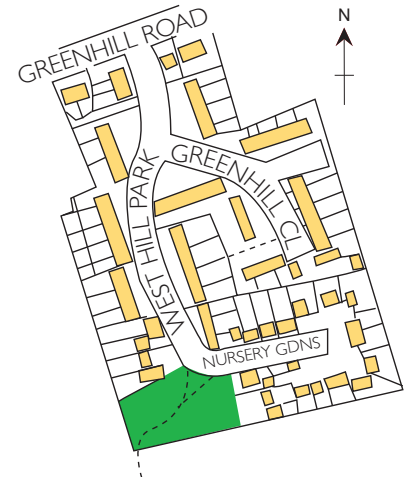
The footpaths in the area cater well for pedestrians. The footpath between Hillier's Garden Centre and the West Downs Campus to the south gives access to Romsey Road. As such, it provides access through the area which is particularly important for children on their way to Western School, Westgate School and Kings School.

Planning Guidance

32. The open views across the countryside to the east should be retained. (DP4)

Enhancement Proposals

The parking bay arrangement in Greenhill Road, in the proximity of West Hill Park, should be reviewed to improve traffic flow and reduce the risk of accidents.



Modern terraces on West Hill Park



Nursery Gardens 'Green Space' area



Off street parking



West Hill Park looking east



poets estate



An estate of family houses with open plan frontages

Poets Estate comprises Poets Way, Byron Avenue, Wordsworth Close, Shelley Close and Browning Drive. It is an estate of family size houses and was built in three separate stages between 1970 and 1975. Effective design making best use of the land has led to little infill development, although there have been several garage conversions and a few side and rear extensions to properties.

The estate is a mix of terraced houses, three and four bedroomed detached and semi-detached houses. They have all been set in open plan front gardens with fenced gardens to the rear. Shrubs have been planted in some front gardens to give privacy and security. Trees line some of the roads. The area has generally become mature and diversely planted with a backdrop of tall trees. The overall impression is that of a green suburb.

Vistas and Trees

The tall dense tree belt along the western boundary of the estate comprises mature beeches, a few scots pines and young sycamores. The belt is visible from the railway, the City and the eastern side of the Itchen valley. Another tree belt runs along the end of the gardens on the south side of Greenhill Road, backing onto the University Student Village. Both tree belts contribute significantly to the character of the area.

There are several green spaces on the estate including the play area near the bottom of Byron Avenue. These provide an important recreational facility and setting to the estate. Covenants stipulate that front gardens are to be open plan. There are extensive views of the farmland to the east across Winchester from the higher ground.

Building Types and Materials

All houses are two-storey of light reddish brown brick, with vertically hung Cotswold tile panels on the front and rear façades. Low pitched roofs are clad in antique brown or grey concrete tiles. Windows have top and side hung sashes mostly of pvc manufacture. All gable ends have simple bargeboards.

Most houses have attached garages with flat roofs usually located either to the side or the front of the properties. Garage doors are of various colours and present some individuality. Original driveways were of tarmac but many have since been brick paved or gravelled. Further individuality has been introduced by the addition of doors to the recessed open front porches.



The beech tree path



Open green space around the houses



Semi-detached houses



Blossom time



Beech trees on skyline



6

Roads, Traffic and Parking

Byron Avenue and Poets Way carriageways are tree lined with grass verges. The concrete kerbs of the other three roads form the pavement edge. All footpaths within the estate are used daily by children and parents walking to local schools or by residents accessing public transport and the city.

The unpaved footpath within the beech woodland belt along the side of the estate is a major asset. It is a unique facility sandwiched between the western edge of the estate, Western Primary School grounds and Westgate School playing fields giving pleasant access to the open countryside beyond Chilbolton Avenue.

The estate's only road access is from Milverton Avenue. There is no through traffic and all roads are cul-de-sacs. The resulting low traffic density affords a safe, quiet and pleasant environment, which is highly valued by the residents. Any proposed changes to road layout, estate access and parking should not erode these assets.



Looking down Byron Avenue



7

Planning Guidance

33. The footpath within the beech woodland belt along the side of the estate should be retained and conserved. (DP3)
34. Garages should not be converted into living accommodation where this would result in additional on-street parking. (DP3, T4, W7)
35. Eastward views across Poets Estate should remain open. (DP4)
36. The tree belts to the west of Poets Estate and to the south of Greenhill Road should be retained and conserved. (DP4)
37. Front gardens should remain unfenced and be kept open-plan, in accordance with the house covenants. (DP3, DP4)
38. Where possible, the original space between detached and semi-detached houses should be retained to maintain open views and to avoid creating a terraced appearance. (DP4)



The 'Orange' phone mast

Enhancement Proposals

Opportunities should be taken to minimise the impact of the school run on traffic congestion around Western Primary School.

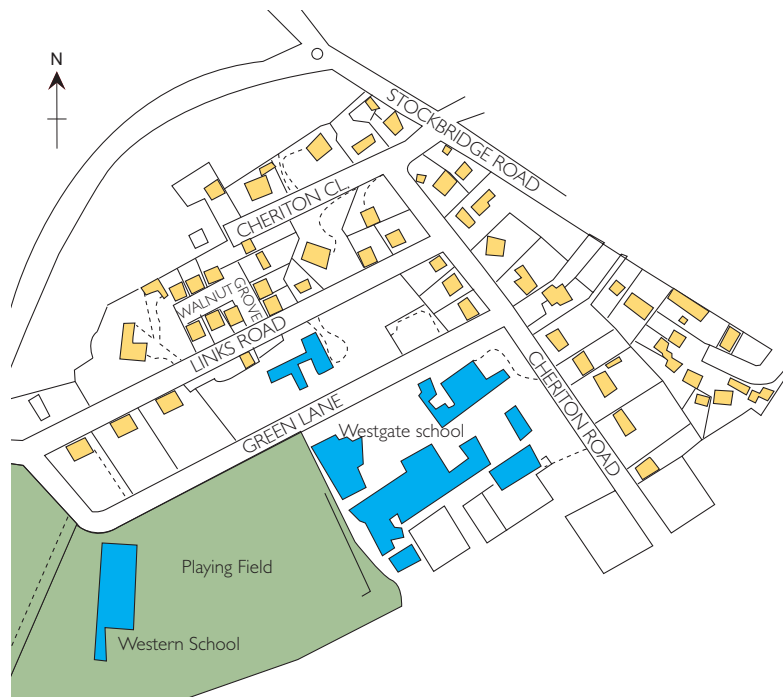
Pruning of the tree belts should only be undertaken on the basis of public safety or for the health of the trees. Trees along Byron Avenue and Poets Way and within the tree belt should be actively managed. New planting with appropriate species should be undertaken in advance of tree loss.

The area immediately around the new mobile phone mast and facilities in Byron Avenue should be maintained with suitable shrubs to minimise the visual intrusion of the mast and box console.

The mast facility should not be enlarged and when the equipment becomes redundant it should be removed and the area reinstated with grass and small shrubs.

links road

Cheriton Close, Links Road, Walnut Grove and the upper portions of Cheriton Road and the top part of Stockbridge Road form a distinctive area set out along rising ground, with an abundance of large houses set in well established gardens. The area includes Westgate and Western Schools. Westgate School has expanded significantly since its original layout in 1910. The single storey Western School is sited unobtrusively at the top of the playing fields. The conjunction of the two playing fields emphasises the natural contours of the rising ground and provides a substantial amenity. The upper sports field of Westgate School bordering Chilbolton Avenue is a distinctive part of this tree lined landscape.



1893



1912



1928



1980

An area of large houses and gardens, which retains the character of its rural and early suburban origins.

The area has retained a strong sense of its rural origins, emphasised by the absence of pavements in Links Road. Footpath links connect Byron Avenue, Green Lane, Links Road and the Royal Winchester Golf Course. Mature hedges and traditional brick and flint walls maintain the original boundary lines and gaps between the houses. Mature gardens emphasise the historic pattern of the settlement. A high density of tree cover is a significant feature of the landscape, reinforcing the sense of a green, spacious, small city suburb, complemented by the open vista provided by the school playing fields.

The area was developed from the mid 1880s as an outer suburb, with the pattern of settlement characterised by the building of large Victorian and Edwardian houses in substantial grounds, mirrored in later development by the large individually designed suburban houses built in Cheriton Road between 1910 and 1935 and detached 4 or 5 bedroom houses in the period between 1969 and the late 1980s. All of the original houses surrounded by large gardens have been retained.

Building Type and Materials

Red brick, brick and flint predominate, with some render and these themes are carried through into later

dwelling. Many houses have traditional clay tile roofs and features which emphasise the link with the Arts & Crafts movement, evident in the area. Cheriton Road itself was constructed with stone kerbs, channels and setts, and most of this original material remains in place. Later development has reinforced the pattern of family size housing using some traditional materials. Established early 20th century boundaries are retained, with houses set back from the road.

Vistas and Trees

The historic settlement pattern is emphasised by mature holly, laurel and beech hedges, and the retention in Links Road and upper Cheriton Road of flint and brick walls. Mature trees, including sycamore, horse chestnut and beech, emphasise the boundary lines, and can be glimpsed both in front gardens and through the gaps between the houses. The character of Cheriton Road is greatly enhanced by a fine avenue of lime trees

Mature trees provide distinctive local vistas at the top of Cheriton Road and in the wood between Green Lane and Byron Avenue. The semi-rural quality provides an unusually favourable wildlife habitat so close to the city centre.

There has been little development in this area, thus the semi rural feel has been retained in contrast to the major developments of multiple dwellings on the adjacent area of Stockbridge Road, which are to a high density. This contrast should be retained to maintain the Links Road area in its current style and particularly to afford safe routes for children walking to the local schools.

Roads, Traffic and Parking

Most houses have sufficient off-street parking to enable traffic flow. This is important, particularly in Links Road and Cheriton Close, which are too narrow for on-street parking. There is significant traffic congestion on Cheriton Road at the beginning and the end of the school day and parking on the unadopted section of Links Road by parents dropping off or collecting children from Western School is a concern. The division of Links Road between metalled and unmetalled sections is a clear disincentive to through traffic and enhances the semi-rural appeal of the area.



Cheriton Road looking north

Enhancement Proposals

The tree line along Cheriton Road should be maintained and appropriately managed. A programme for replacement tree planting should be implemented as necessary.

Pedestrian use of the Links Road area for access to and from the city and the two local schools should be given a priority. Consideration should be given to managing traffic patterns in Links Road to promote pedestrian use. This could include a drop-off bay in Chilbolton Avenue to reduce through traffic at the beginning and end of the school day.

Selective restricted parking controls should be enforced to ensure that traffic flow is managed effectively, particularly in the Links Road and Cheriton Close area.

A list of houses of local historical and architectural merit should be compiled by the City Council and guidance established to ensure that the character of the area is not damaged by demolition of these buildings and over development.

Planning Guidance

39. The western sections of Links Road and Cheriton Close should remain unadopted and unsurfaced to maintain their existing character. (DP3, DP4)
40. The footpath links between Links Road, Green Lane and Byron Avenue with the link across Chilbolton Avenue to Teg Down, Hampton Lane and the Golf Course are important features of the area and should be preserved and maintained. (DP3)
41. Hedges and brick and flint walls are characteristic of the area. Such boundary types should be encouraged in any new development and existing boundaries conserved. The houses built between 1890 and 1930 are of individual design and part of the distinctive character of the area, as are the original stone edging for the roads and features such as the Edwardian pillar-boxes. (DP3, DP4)
42. Proposals for additional dwellings must ensure safe vehicular and pedestrian access and sufficient off-street parking to reduce potential traffic hazards. (T4)
43. Additional traffic strain should not be placed on the bend of Cheriton Road, at the junction with Cheriton Close, the mini roundabout at the junction with Stockbridge Road and on Cheriton Road near the Westgate school where traffic congestion causes problems at the beginning and end of the school day. (T4)

The strong landscape features, historic pattern of settlement and semi-rural character of the area should be protected.



View from Western School back gate



Western School



Green Lane looking to Greenhill Road and tree belt

chilbolton avenue



A wide, tree lined avenue of large houses and gardens.

This section should be read in conjunction with the Chilbolton Avenue Local Area Design Statement (LADS) produced for and adopted by Winchester City Council in January 2006 as a Supplementary Planning Document.

Chilbolton Avenue (B3041) is a wide, spacious, tree lined, residential road, which runs from its junction with Romsey Road for nearly a mile, to connect with Stockbridge Road. It lies at the top of the valley and forms the western edge of the City boundary. The Avenue has traditionally provided large family houses.

More recently there have been several large scale, multi housing developments which are changing the nature and character of the Avenue. The need to control these developments, to ensure that designs and facilities are in keeping with the rest of the Avenue, led to the commissioning of the LADS.

The character of the Avenue is defined by the feeling of space provided by the wide road and the large, well spaced, secluded, detached houses, in a single row, set well back in spacious well maintained gardens. There is an abundance of trees, along the road set into the pavements and in the front and back gardens of all the houses. These mature and well established trees provide a canopy that not only encloses the view along the road but also provide one of the notable backdrops of the western edge of the City.

The Avenue was first developed in 1908-1914, with large houses built around the Stockbridge Road junction. In the inter war years there was development in the Sarum Road area, with the main development occurring in the 50s and 60s following a pattern of 4/5 bedroom houses set in plots of at least half an acre. There had been little change for 40 years until the recent large scale developments at Chilbolton Court, Bath Place and other sites.



New development, Bath Place



A large secluded detached house on the Avenue



Chilbolton Mews



Autumn colours along Chilbolton Avenue



Rush hour on the Avenue

Building Types and Materials

Houses are of a variety of traditional designs, reflecting the period when they were built. They are generally of brick, no more than 2 storeys, with pitched clay tile or slate roofs and gravel or tarmac drives. The different styles blend together to give a pleasing appearance when viewed from the road and footpaths through the tree lines of the pavements and front gardens. Future developments should follow the established design pattern of the area.

Vistas and Trees

The essential defining feature of the Avenue is the predominance of tall, mature trees, both in the street and in the gardens. Along the road beech and lime predominate, with beech, pine and ornamental dominating in the gardens. Almost all the existing trees are the subject of Tree Preservation Orders and these are a severe constraint when considering new development. The trees are of such height that there are few views and no open vistas to the east from either the houses or the Avenue. Houses on the western side of the Avenue have extensive views over the golf course and the open countryside while the houses and trees are a pleasant backdrop to the golf course.

Overall the trees provide a magnificent backdrop throughout much of the year and can be seen from many points in the City.

There is a large playing field area along the middle of the Avenue, which is used by the local Westgate School and is not for public use.

Roads, Traffic and Parking

Chilbolton Avenue is a designated wide load route and also carries traffic in and out of the City. There is a constant stream of traffic on the road, with frequent congestion during morning and evening rush hours. The high traffic density, combined with the speed limit of 40 mph and the reduced visibility in the area of the bend at Tegfield House make crossing the road dangerous, particularly for schoolchildren and elderly residents.

A safe crossing area has recently been provided at the Sarum Road junction and another is required in the area of the Links Road junction.

Access to and from the road for residents' vehicles is difficult at peak traffic periods.

All properties have off-street parking.

Development

Large houses, typically developed at 6 per hectare, afforded residents a secluded lifestyle. Developments in the past have been commensurate with this concept and those at Chilbolton Mews and the Garden House have been appropriate.

The development pressure on the Avenue causes considerable concern amongst residents. The density of 30-50 houses per hectare which is Central Government policy for large scale urban 'brownfield' development is not in keeping with the character of the area, nor seemingly in accord with some interpretations of PPS 3.

Planning Guidance

- 44. Any proposals for new residential development should maintain the character of the area and accommodate the mature trees. This will preserve the landscape setting for the neighbourhood and the City. (DP3, DP4, HE8)
- 45. Proposals for development on both sides of Chilbolton Avenue need to maintain a tree dominant setting for houses to provide a satisfactory boundary for the golf course and the built up edge of Winchester. (DP3, DP4)
- 46. On-street parking should continue to be severely restricted during busy traffic periods. (T4)

Enhancement Proposals

Traffic levels in Chilbolton Avenue should be monitored to ensure that highway safety is maintained for residents and pedestrians.

A pedestrian crossing should be provided in the area of the junction with Links Road.

Consultation Statement

The desire to produce this Statement arose from a meeting of residents from Greenhill Road and Chilbolton Avenue who were concerned that proposed developments were contrary to the character of the area in which they resided.

A circular was distributed to all houses in the West Fulflood area seeking support and involvement to produce a NDS.

Over 200 responses were received.

A well publicised meeting was held at West Downs on Tuesday 4 May 2004. More than 80 people attended. The role and purpose of a NDS was explained. It was agreed that we would proceed and Michael Newby was asked to chair the activity. Volunteers to represent each of the areas within the neighbourhood were sought and a committee was formed.

Oram's Arbour, which had already produced a preliminary document, was added to the neighbourhood at the request of the City Planning Office.

Questionnaires were circulated in each of the character areas, to determine the character and planning issues that the residents thought to be important. In each area there was a significant level of

agreement amongst the 25% of households who responded.

Detailed work by the committee was co-ordinated through regular meetings and the results of this work were presented to the public. Over 250 people attended the exhibition held at St Paul's Church on the 25th and 26th of February 2005. The exhibition was very well received and many helpful comments were provided.

The draft Statement was then produced, with suitable photographs and design work and this was submitted to Winchester City Council and published for public consultation in Spring 2007.

20 respondents made 137 comments. Apart from editorial corrections, the largest number (24) of comments were broadly supportive. Others concerned traffic (10), the importance of trees (7), mobile phone masts (6), increased density (6), crime and disorder (6) and parking (6), together with some other matters. Appropriate changes were then made to modify the text and the Statement was adopted by WCC as a Supplementary Planning Document in Spring 2008.

Acknowledgements

This NDS has been produced through the voluntary efforts of residents of the area. Our particular thanks go to members of the Committee: Sue Antoniou, Richard Baker, Tina Biles, Mark Brown, Mike Cocklin, Tim Curran, Martin Hogg, Eileen Moss, Michael Newby, Sally Patience, Chris Pile, Gill Richards and Norman Roberts.

We would also like to thank the Oram's Arbour Residents Association for their support.

The design work was by Annabel Bicknell; the Sustainability Appraisal by Ruth Bishop.

This Neighbourhood Design Statement has been produced for and on behalf of Winchester City Council and will be used as part of the planning process.

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Printed by The Green Tree Press



Sustainability Appraisal

A Sustainability Appraisal has been prepared based on the methodology used in the Winchester District Plan Review. Each of the guidelines has been considered according to the likely effects it would have on a series of criteria.

Key	
✓	Positive effect
⊙	Possible Positive effect
●	Neutral or no effect
⊖	Possible Negative effect
✗	Negative effect

Criterion	Indicator	Planning Guidance Numbers																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
Resources	Land use	✓	⊙	✓	✗	✗	✓	●	●	⊙	✓	⊖	●	⊖	●	●	⊖	●	●	✓	●	⊖	✓	⊖	
	Resource use	✓	✓	✓	●	⊙	●	●	⊙	⊙	⊖	✓	⊖	●	●	●	●	✓	●	●	✓	●	●	✓	⊖
	Protection of resources	✓	✓	✓	●	●	⊙	●	●	●	⊙	✓	✓	●	●	●	●	●	●	⊙	●	✓	✓	●	
Pollution	Pollution	●	⊙	⊙	●	✓	✓	●	●	●	⊙	⊙	⊙	⊙	●	●	⊙	●	●	✓	●	●	●	●	
	Transport	●	⊙	✓	⊙	✓	⊙	●	●	●	⊙	⊙	✓	●	●	●	⊖	●	●	✓	●	●	●	●	
Biodiversity	Protection of diversity	✓	✓	⊙	⊙	✓	●	●	✓	⊙	⊙	✓	⊙	⊙	●	●	●	●	✓	●	●	●	●	●	
	Access to wildlife/nature sites	●	✓	✓	⊙	⊖	●	●	✓	⊙	⊙	●	●	●	●	●	●	●	✓	●	●	●	●	●	
Local Needs	Local needs provision	●	●	✓	●	●	●	●	●	●	●	●	●	●	●	●	●	●	⊖	●	●	⊙	●	●	
	Local needs use	●	●	✓	●	●	●	●	●	●	●	●	●	●	●	●	●	●	⊖	●	●	⊙	●	●	
Basic Needs	Housing provision	●	●	●	⊖	⊖	⊙	●	●	●	⊙	⊖	⊖	●	●	●	●	●	✓	●	⊖	⊖	⊖	⊖	
	Basic needs equity	⊙	⊙	●	⊖	⊖	⊙	●	●	●	●	●	⊖	●	●	●	●	●	●	⊙	●	●	●	●	
Access	Access	●	●	✓	✓	✗	●	●	⊙	✓	✓	●	●	●	●	⊙	●	✓	●	✓	✓	✓	✓	●	
Safety	Crime	✓	●	●	●	✓	●	⊖	●	✓	✓	●	●	●	●	●	●	⊖	●	●	⊙	●	●	●	
	Fear of crime	⊙	●	●	⊙	✓	●	●	✓	✓	●	●	●	●	●	●	●	⊖	⊖	⊖	⊙	●	●	●	
	Road safety	✓	●	●	⊙	✓	●	●	⊖	✓	✓	⊖	●	●	⊖	●	⊖	●	✓	✓	✓	✓	✓	✓	
Leisure	Leisure Provision	●	✓	✓	●	✓	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
	Leisure Access	●	⊙	✓	⊙	⊙	●	●	●	●	●	●	●	●	●	●	●	●	●	✓	✓	✓	✓	●	
Distinctiveness	Protection of the built environment	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Urban design	⊙	✓	⊙	✓	✓	✓	✓	✓	✓	⊙	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Local Identity	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

Criterion	Indicator	Planning Guidance Numbers																							
		24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
Resources	Land use	✗	●	●	●	●	●	⊖	⊖	●	⊙	⊖	●	●	⊖	⊖	⊙	●	⊙	●	●	⊖	⊖	●	
	Resource use	●	●	●	●	●	●	●	●	●	●	⊖	●	●	●	●	●	●	●	●	●	●	●	●	
	Protection of resources	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Pollution	Pollution	●	●	●	●	●	●	●	●	●	●	●	●	●	⊙	●	⊖	●	●	●	●	⊙	●	●	
	Transport	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	✓	✓	⊙	●	✓	✓	✓	
Biodiversity	Protection of diversity	✓	●	✓	●	⊙	●	⊙	✓	⊙	✓	⊙	✓	⊙	✓	✓	✓	✓	✓	✓	✓	✓	✓	●	
	Access to wildlife/nature sites	●	●	●	⊙	⊙	●	●	✓	⊙	●	●	●	●	●	●	●	✓	●	●	●	●	●	●	
Local Needs	Local needs provision	⊙	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
	Local needs use	⊙	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Basic Needs	Housing provision	⊙	●	●	●	●	●	●	●	●	⊖	●	●	●	●	●	●	●	●	⊖	●	●	●	●	
	Basic needs equity	⊙	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Access	Access	●	●	●	✓	●	⊙	⊙	●	✓	●	●	●	⊙	⊙	⊖	✓	●	✓	✓	✓	✓	✓		
Safety	Crime	⊙	●	●	●	●	●	●	●	●	●	●	●	●	⊙	●	●	●	●	●	●	●	●	●	
	Fear of crime	⊙	●	●	●	●	●	●	●	●	●	●	●	●	⊙	●	●	●	●	●	●	●	●	●	
	Road safety	✓	●	●	✓	⊙	⊙	●	⊙	✓	⊙	●	⊙	●	⊖	●	✓	✓	✓	✓	✓	✓	✓	✓	
Leisure	Leisure Provision	✓	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	⊙	●	●	●	✓	✓	✓	
	Leisure Access	✓	●	●	●	●	●	●	●	⊙	●	●	●	●	●	●	●	⊙	●	●	●	✓	✓	✓	
Distinctiveness	Protection of the built environment	⊙	✓	✓	✓	✓	✓	✓	✓	✓	⊙	✓	✓	✓	✓	✓	⊙	⊙	✓	✓	●	✓	✓	✓	
	Urban design	✓	✓	✓	⊙	●	✓	✓	✓	✓	⊙	✓	✓	⊙	✓	✓	✓	⊙	✓	✓	✓	✓	✓	✓	
	Local Identity	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

The Appraisal showed that there was no impact on satisfying work, health, knowledge and empowerment criteria. These have therefore been omitted from the matrix.

The Sustainability Appraisal is largely neutral but shows the dichotomy between the negative scores for 'Land Use' and the strong positive scores for 'Distinctiveness'. Given that one of the main functions of a Neighbourhood Design Statement is to identify and protect local distinctiveness, it is inevitable that this will impose some constraint on development. As the NDS accords with Government and local planning policies this is an acceptable outcome and to remove or amend the Guidance points concerned would undermine the effectiveness of the NDS.



View from Oram's Arbour across Winchester

The 10 key areas

