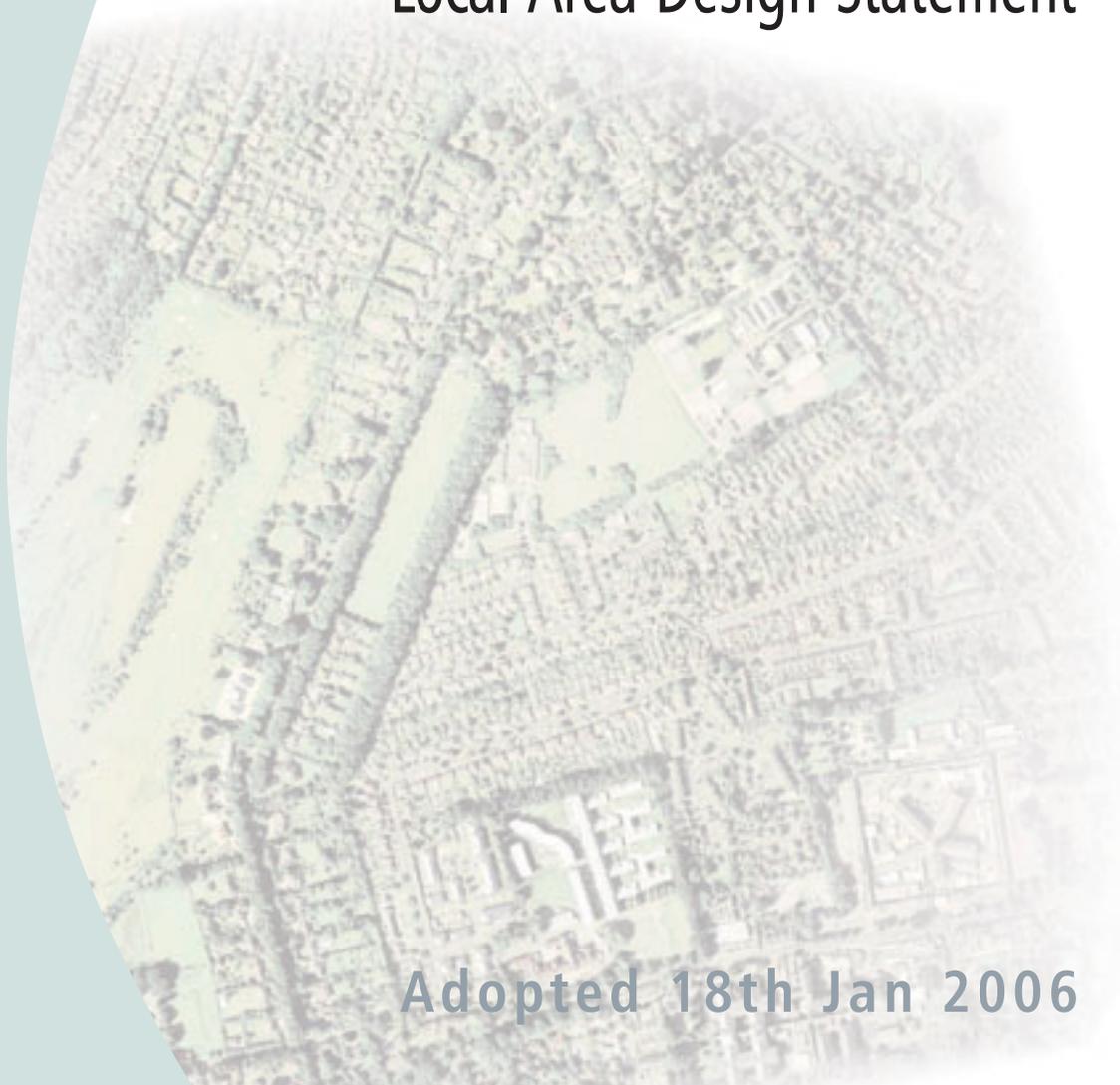


# CHILBOLTON AVENUE

## Local Area Design Statement



Adopted 18th Jan 2006



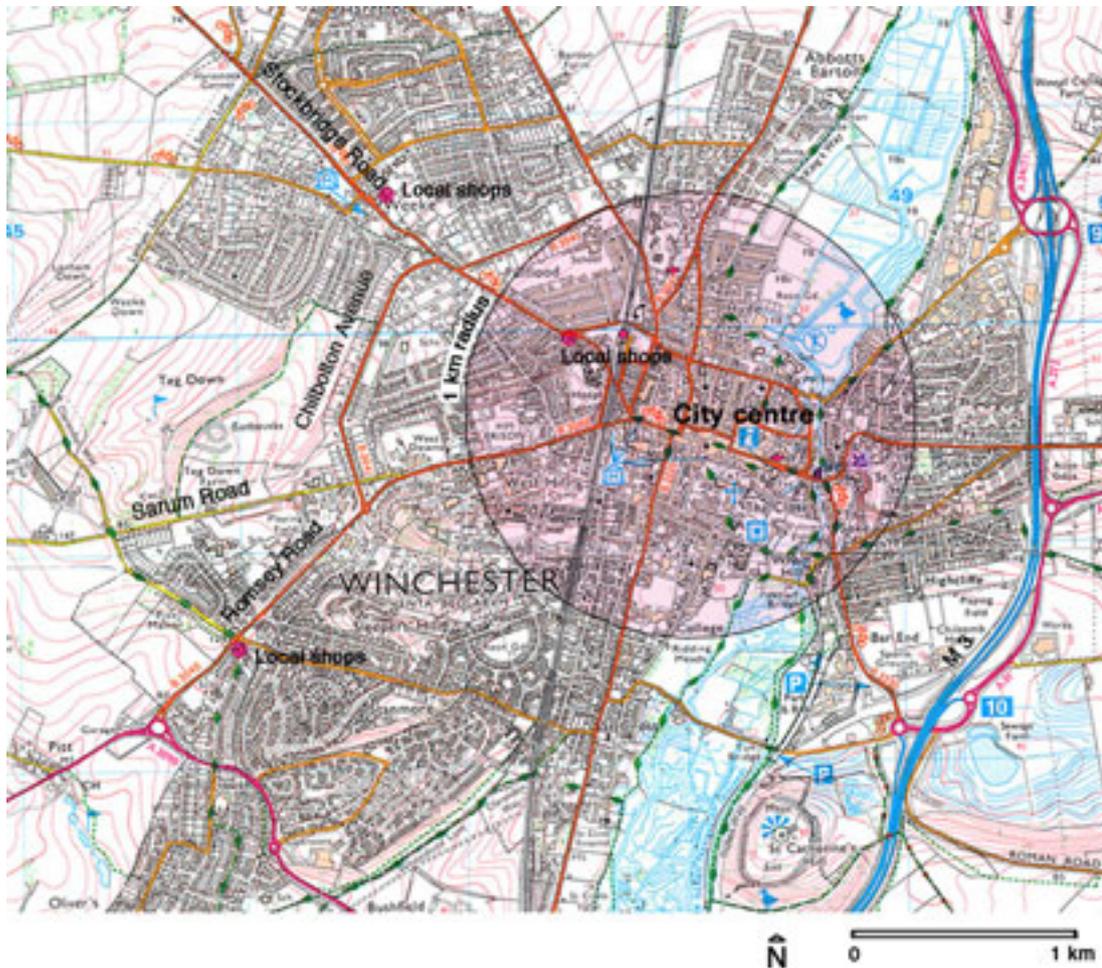
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# 1. BACKGROUND

## Introduction



**Figure 1** *Location Map*

- 1.1 Residential suburban areas are generally regarded as being relatively stable environments, subject to only small incremental changes and gradual evolution over time. However, certain trends and pressures encourage more rapid and dramatic change.
- 1.2 This is currently being experienced in Chilbolton Avenue on the western edge of urban Winchester. (See Fig.1, **Location Map**) Chilbolton Avenue itself is a broad and leafy road, characterised by single suburban houses set in large gardens. (See Fig.2, **Local Map**) The road is also characterised by a fine avenue of mature trees, and throughout its length these and other substantial trees dominate the road and define its essential character and scale.
- 1.3 The scale of properties in Chilbolton Avenue drives the change occurring; the infilling of the large gardens surrounding these houses or the wholesale redevelopment of the plot.



**Figure 2** *Local Map*

- 1.4 In addition to market pressures, Central Government is seeking further substantial housing provision with the least possible effect on open countryside and other greenfield sites. This results in the redevelopment of previously-developed sites and increasing development densities within existing defined built-up areas.
- 1.5 Current Government policy (PPG3) requires at least 30 dwellings per hectare for developments over 1 hectare, and so larger residential properties in areas that are not subject to special controls are coming under pressure for redevelopment. Chilbolton Avenue is a particular case in point and Winchester City Council has already received several applications for redevelopment and is aware of several more possible redevelopments.
- 1.6 The City Council is mindful of the effects of such changes and is aware of the concerns of many of the residents about the potential effects of these changes. The Council is also anxious to ensure that the environment and welfare of Chilbolton Avenue, and other residential areas subject to similar redevelopment pressures, are not incrementally diminished through a lack of strategic foresight.

- 1.7 The concern of the planning authority is the eventual character resulting from uncoordinated developments. Many of the larger existing properties could be redeveloped over a relatively short timescale in a series of independent schemes. Unmanaged, this process may not include many aspects of good town planning and urban design practice, diminishing the overall quality of Chilbolton Avenue and the wider city environment.
- 1.8 In order to address the infilling issue at an immediate local level, Winchester City Council appointed Matrix Partnership Ltd., urban design consultants, to examine four specific localities, including Chilbolton Avenue where this is an issue. This Local Area Design Statement for Chilbolton Avenue seeks to provide a balanced professional assessment, identifying the existing issues and situation, both on the ground and in planning terms. It seeks to identify the key issues that are being faced through the increase in development densities by infilling and provide design-led guidance on how this process of change can be successfully managed.
- 1.9 The Local Area Design Statement (LADS) has been produced following various public consultation exercises (See Appendix 2). Following these exercises, the LADS was amended and updated, and was adopted by Winchester City Council as a Supplementary Planning Document on 18 January 2006.
- 1.10 The guidelines set out in this Design Statement are cross-referenced both to the 1998 Winchester District Local Plan (WDLP), which was the statutory plan in place at the adoption of the LADS, and the Winchester District Local Plan Review (WDLPR), which was about to supersede it.

## **Planning policy background**

- 1.11 An understanding of current planning policies and guidance is an essential basis of the Local Area Design Statement. This section briefly outlines some of the more relevant planning policies and identifies what bearing they will have on the Statement.

### **PPS1 DELIVERING SUSTAINABLE DEVELOPMENT**

- 1.12 PPS1, published in March 2005, provides up-to-date guidance from the Government on the broad requirements of sustainable development within the planning system.
- 1.13 Relevant here, PPS1 confirms the need to “bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing ....” 27.(iv).
- 1.14 However it also confirms the Government’s commitment to protecting and enhancing the quality, character and amenity value of the natural and historic environment in rural and urban areas, stating that “a high level of protection should be given to most valued townscapes and landscapes”. (Para 17.) It also confirms the need to draw up plans with community involvement.
- 1.15 Additionally, PPS1 underlines the importance of good design in the planning process. It states that “Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.” (Para 34) It also adds that design policies should avoid unnecessary prescription or detail and should concentrate rather on guiding the overall scale, density, massing, height, landscape, layout and access of new development in relation to neighbouring buildings and the local area generally. Policies should not seek to impose architectural styles or particular tastes and should not stifle innovation, originality or initiative, although local distinctiveness should be enhanced.

## **PPG 3 HOUSING**

- 1.16 It is an objective of Central Government that everyone should have the opportunity of a decent home. With an already high level of demand, the Government therefore seeks to increase the provision of housing, requiring that it should be well designed, attractive and of high quality.
- 1.17 Given the sensitivity of developing on greenfield sites and the need to achieve greater sustainability, planning policies and standards have a declared priority of re-using previously developed land within existing towns and cities to make more efficient use of land
- 1.18 A key feature of PPG3 is the encouragement of higher development densities, expressed in the 30-50 dwellings per hectare requirement. The Government therefore envisages much higher densities of residential development than are found in some suburban areas, but it also places corresponding emphasis on high standards of design, sustainable solutions and emphasis on quality and people.
- 1.19 As part of this drive to raise design quality, the Government also recommends that new housing should not be viewed in isolation, but must take account of the local and wider town or landscape context. Local character and identity should inform new development “without compromising the quality of the environment.” PPG3 requires that new development should not only respect but also enhance local character (Para 56).
- 1.20 In defining revised development aims, the Government requires local planning authorities to develop a shared vision with their local communities of the types of residential environments they wish to see. Clearly it intends that public consultation is to be part of this process.

## **LOCAL PLAN POLICIES**

- 1.21 The adopted Winchester District Local Plan (1998) and the emerging Winchester District Local Plan Review Revised Deposit (2003) are currently relevant.

### **Winchester District Local Plan (1998)**

- 1.22 The Strategy chapter of the 1998 Local Plan explains that the Plan’s key objective is conservation, including the conservation of both built and natural environments. The Plan does not seek to maximise the potential for redevelopment or promote it (2.5-6), and in Winchester itself it seeks to “control the pressure for development to prevent harm to the town’s special character and setting.” (2.11)
- **Policy EN1**  
The Adopted Winchester District Local Plan (1998) identifies Chilbolton Avenue as being within a special policy area covered by Policy EN1. This policy seeks to protect the more spacious and well-treed appearance of such areas through the retention of trees, the avoidance of subdivision, the harmonisation of new development in size, mass and height with surrounding development and the retention of adequate space around buildings to reflect the existing character and standards of the area.
  - **Policy EN.5**  
New development should be in sympathy with the local environment in terms of scale, mass, design materials, layout and siting, ensure adequate access and parking, provide safe pedestrian links, relate to public transport, retain and enhance landscape and other features, not be detrimental to the amenity of adjoining sites, provide

adequate space for private use and visual amenity, make adequate provision for recreational space and provide for adequate security.

- **Policy EN.7**  
New development should not detract from important views and skylines, slopes, trees and hedgerows and open areas important to the setting of buildings.
- **Policy EN.8 (Also Policy RT.3)**  
New development should include adequate on-site amenity space of a high design standard, that contributes to the visual and environmental quality of the area.
- **Policy EN.9**  
New development should provide adequate garden space appropriate to the building and character of the area, that is not directly overlooked, and adequate space for existing mature trees and new buffer planting.
- **Policy H.5**  
New development should provide a proportion of sites for affordable housing.
- **Policy H.7**  
New development should include a range of housing sizes, densities and types.
- **Policy T.9**  
New development should make adequate provision for highway safety, access, internal layout and parking.

### **Winchester District Local Plan Review Revised Deposit 2003**

- 1.23 The objectives of the emerging Local Plan differ from the 1998 Plan insofar that there is greater emphasis on development and its effects. Whilst conservation, in the form of the protection of the natural and man-made environments, is identified among the five Key Principles of the emerging Plan, new development is given greater prominence and the encouragement of development of previously developed sites is listed as one of the Key Principles.
- 1.24 The greater emphasis on development is a reflection of the Government's aim to increase the provision of residential accommodation, and to concentrate development in sustainable communities, including existing urban centres.
- 1.25 Some features of the 1998 Local Plan that sought to protect certain aspects of existing environments have been discontinued, notably Policy EN.1. However there is now a new emphasis on the importance of a design-led approach to new development. It is by this approach that densities can be increased whilst protecting the key features that contribute to the quality of the environment.
- **Policy H.2**  
Chilbolton Avenue is covered by this Policy as it is within the defined settlement boundary of Winchester.

#### **Objectives of the Local Plan Strategy**

Although development densities are likely to increase, considerable weight is placed in the emerging Local Plan on a design-led approach to new development. The first Objective of the Local Plan Strategy requires that new development should follow such an approach in order to conserve and enhance the attractiveness of the District (2.16). The subsequent text expands upon this theme, stressing the need for new development to respond to the particular characteristics of each site and reinforce local distinctiveness. Particular reference is made to the Government companion

guides “By Design” and “Better Places to Live” that demonstrate how these principles can be applied.

- **Policy DP.1**

This Proposal requires that applicants need to demonstrate that relevant design principles have been followed through the submission of a Design Statement with each application. Emphasis is placed on design and sensitivity to the environment.

- **Policy DP.3**

In accordance with PPG3, Proposal DP.3 requires the efficient use of land. The policy reiterates the requirement for high quality design, stating that development proposals should respond positively and creatively in terms of design, scale and layout to the character, appearance and variety of the local environment, reflecting its distinctive development forms and patterns of building, spaces, townscape and landscape, and must incorporate in its design those features that are important to the history and form of the area. New development should not have unacceptable adverse impact on adjoining land, uses or property.

- **Policy DP.5**

This policy requires that new development should maintain and enhance townscape and landscape including the retention of important public views, trees and hedgerows, open areas important to the townscape, and any other features important to the townscape.

This policy includes specific comment on trees in relation to development. It requires that special care should be taken to ensure the future wellbeing of trees to be retained including canopy and root spread and space for future growth. It also states that “Proposals that could lead to subsequent pressure for removal, or the premature demise of trees, should be avoided.”

- **Policies RT.1 and RT.2**

The playing fields adjacent to Chilbolton Avenue are identified as being covered by these two policies which recognise their important amenity and recreational value, and where development will not be permitted.

- 1.26 In summary, it is noted that whilst the former Local Plan Policy EN.1, that specifically protected the “spacious and well-treed” character of suburban Winchester has not been retained in the emerging Local Plan, and that the emerging Local Plan embraces Government guidance on increased residential densities, there is much greater emphasis on the design-led approach to new development.
- 1.27 Proposals in the emerging Local Plan therefore enlarge upon national guidance, giving more specific guidance on the protection of characteristics and features important to both the immediate locality and the wider town or landscape setting.
- 1.28 The Local Area Design Statement must therefore consider the particular characteristics of this area and identify and evaluate their local and wider importance as a means of determining what is appropriate in terms of residential redevelopment. This requires a level of detailed consideration and sensitivity, and it is an integral part of this exercise that local residents and stakeholders should be involved in identifying those aspects that they consider to be of special value in defining their own environment. Once these characteristics and features are identified, these become the basis for defining constraints within which re-development, preferably within the density range set by the Government, can be carried out. Where the constraints inhibit the achievement of the Government recommended densities, then the extent of development areas will need to be tightly defined or the proposed density reduced.

- 1.29 In addition to the constraints identified within the local area, Government guidance and Local Plan proposals also require individual schemes to show design flair and sensitivity that responds to the unique context of each site, and the particular characteristics of an area should provide inspiration and direction for design solutions. Both PPG and Local Plan policies require that new development should not only respect local environments but also enhance them. This aspect of development control is largely beyond the remit of the Local Area Design Statement, and depends on the specific response of individual developers and architects. Although more general principles can and should be defined within the LADS, each individual application must also be assessed on its own design merits.
- 1.30 The analysis of Chilbolton Avenue, in the following chapter of this Statement, seeks therefore to identify, through Character Studies and Urban Analysis, the key features that give the locality its own distinct value and sense of place. It should also identify those features, such as they may exist, that have a wider value in contributing to the setting of the city.

## **Local planning applications – Reasons for Refusal and Objections**

- 1.31 As part of the background to this Statement, it is helpful to look briefly at the issues raised in recent planning applications along Chilbolton Avenue.

### **REASONS FOR REFUSAL**

- 1.32 Of more direct value to this Statement is the identification of Reasons for Refusal identified in the more recent planning applications because it identifies many of the issues of concern to the planning authority when determining redevelopment proposals. An awareness of these issues helps to;

Define sensitive issues,  
Identify key constraints, and  
Provide guidance for future proposals in the light of previous experience.

### **Design-related objections**

- Comprehensive development brief
- 1.33 A principal objection in several recent planning applications has been the lack of a comprehensive design brief covering adjacent sites. This Reason for Refusal states that incremental developments can fail to make the most efficient use of land. It states that the Council was not satisfied that the most appropriate design and layout could be achieved on a single site without a comprehensive design brief for the entire development area which is an undefined area larger than the application site. It states that such an approach prevents proper planning of the area by preventing adequate provision of open space, affordable housing, satisfactory access, permeability for pedestrians and cyclists, necessary off-site highway and infrastructure improvements and the retention of important landscape features.
- 1.34 In the case of the refusal for redevelopment at 41/43 Chilbolton Avenue, Counsel's advice was sought by the applicant, and the subsequent response was that where the applicant has no legal interest or control over such land and, given that there is no express policy requirement in the emerging Local Plan, this Reason for Refusal was unlikely to succeed on appeal.

1.35 The council has recently received several appeal decisions and the Inspector's Report following the Inquiry relating to the emerging Local Plan. These reports do not support the desire of Winchester City Council for developments to occur within a comprehensive framework extending beyond the boundaries of individual proposals.

1.36 Other Reasons for Refusal are as follows:

- High density resulting in a scale of development which is of a form that is detrimental to both Chilbolton Avenue and the golf course.
- Design objections. Proposals out of character with the area, alien forms. Building height too dominant.
- Landscape framework fails to represent the general nature of Chilbolton Avenue frontages.
- Loss of privacy due to design and position of proposed buildings.
- Cramped design and layout would detract from the spacious, mature landscape character of the area.
- Visual prominence in views from countryside to the west.
- Inadequate landscape scheme.

#### **Traffic-related objections**

- Inadequate on-site parking provision would encourage parking on Chilbolton Avenue.
- Inadequate turning space for delivery vehicles on site.
- Inadequate provision for cycle parking.
- Increased use of an existing access would cause undue interference with the safety and convenience of adjoining road users.
- Substandard junctions of Chilbolton Avenue with Romsey Road and Stockbridge Road unable to safely accommodate additional traffic.
- Failure to make adequate provision for off-site highway improvements.

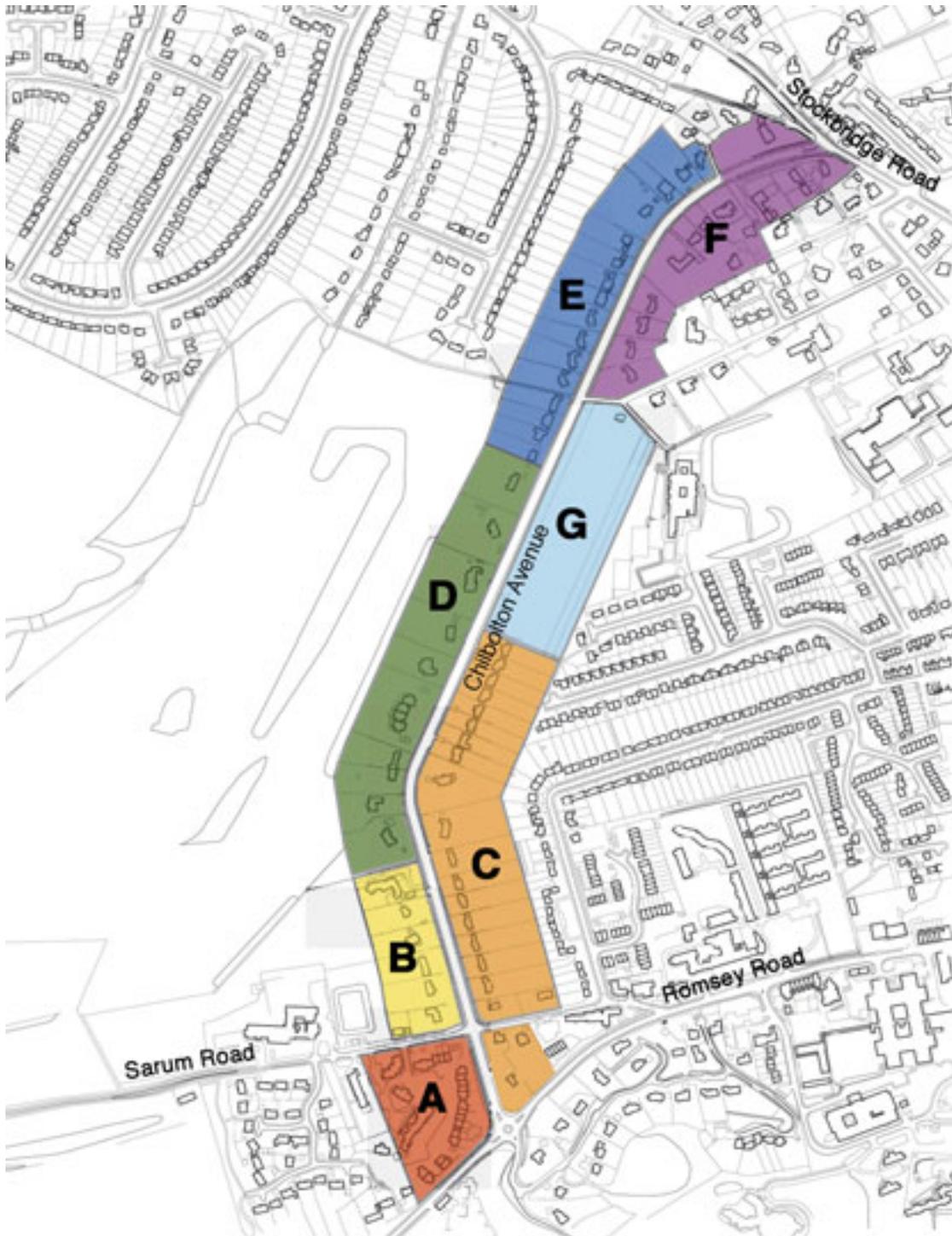
#### **PUBLIC OBJECTIONS**

1.37 The following list provides a selection of other objections to planning applications received from the general public:

- Density inappropriate to the location.
- Adverse effect of new development on existing building.
- Loss of privacy – overlooking.
- Unacceptable design.
- Inappropriate materials.
- Loss of trees.
- Detrimental effect on views from the countryside.
- Adverse effect on the character of the avenue.
- Glare from excessive glazing.
- Inadequate landscape scheme.
- Development too dense for the area.
- Orientation out of character with the road.
- Increase in traffic. (Congestion, accidents)
- Inappropriate building forms including size and style.
- Excessive hard surfacing.
- Adverse visual impact.

## 2. ANALYSIS

### Character Areas



**Figure 3** Character Areas

#### CHILBOLTON AVENUE – OVERALL CHARACTER

- 2.1 Chilbolton Avenue (B3041) is a broad well-treed avenue some 1.35km long and fronted by residential properties, linking Romsey Road in the south to Stockbridge Road to the north. Romsey Road and Stockbridge Road are both principal radial routes emanating from the city centre, whilst Chilbolton Avenue clearly fulfils an

important transport function as a concentric route, in part due to the lack of alternative roads that avoid the historic city centre.

- 2.2 Ordnance Survey maps show that the northern part of Chilbolton Avenue was first laid out between 1879 and 1901. Building along this section of road appears to have been intermittent, and the southern part of the avenue was not developed until the 1930s.
- 2.3 The avenue has historically been fronted by large privately-owned detached houses. These vary in character and style, and some appear to have disappeared over the years, but most of those that remain have been substantially extended or converted to flats. Infilling between larger houses appears to have begun in the 1960s, but there is much other residential development from the later twentieth century. This varies in style, but is invariably smaller, both in building size and plot size.
- 2.4 Although Chilbolton Avenue has a bold sense of scale and the houses and curtilages are relatively large, the houses themselves are almost exclusively two storeys in height with three storeys restricted to one or two roof spaces and part of the new development at Chilbolton Court. Roofs are often quite a dominant feature of houses along the avenue, but the overall mass of houses is often reduced because many ground floors are below the road. Houses are not therefore the dominant feature, but it is the scale and straightness of the road, framed by many tall and mature trees, that give it its principal sense of scale and identity.
- 2.5 The location of many of the houses at a level lower than the avenue appears to exacerbate overlooking and noise from the road, and many properties are fronted by close-boarded timber fences as well as dense hedges. This tends to give them a rather defensive character. However the generous size of curtilages provides ample space for car parking within properties, and so there is no parking along the avenue, which remains visually uncluttered in this regard.
- 2.6 Although the road has some strong unifying features, it can be noted on closer inspection that its character does vary in more subtle ways along its length.
- 2.7 Seven main Character Areas have therefore been defined within the general overall character of Chilbolton Avenue, although further sub-divisions can be noted. The identification and understanding of these variations of character will be important in defining different approaches to the issue of infilling along the road. Figure 3, **Character Areas** identifies the location and extent of these areas.

#### **CHARACTER AREA A. CHILBOLTON COURT**

- 2.8 Summary  
Recent redevelopment of a large site on the corner of Chilbolton Avenue and Romsey Road. Terraced houses of mostly traditional appearance backing onto the road.
- 2.9 The buildings on the site are composed of three large 3 storey blocks of flats, backing onto Sarum Road, and 2 storey terraced houses elsewhere. Some of the terraced houses have dormer windows that indicate an additional storey in the roof. The flats appear rather large and bulky, but the terraced houses are well proportioned in either red/brown brick or render with minor variations to building line, ridge height, roof materials and colours. Most of the houses face into the site and onto either a one-sided internal road or a fenced grass central space with a mature beech tree.
- 2.10 However, being inward-facing, the development presents rear aspects and back gardens to the road. An embankment between Chilbolton Court and the road

contains a variety of retained and new shrubs and trees. The landscaping scheme associated with the development will provide substantial replacement planting, when mature, although at present the back aspect of the houses and garden fences is readily visible at a higher level above the road.

2.11 Although the new houses are generally attractive and in keeping with traditional forms, and the current development was influenced by previous buildings on the site, the development is of a different character to the rest of Chilbolton Avenue insofar that:

- The relatively high density of development on the site is readily apparent and significantly greater than elsewhere along Chilbolton Avenue.
- Terraced buildings are seen adjacent to Chilbolton Avenue whereas larger detached buildings are found elsewhere.
- Buildings are seen backing onto the road whereas all other buildings along Chilbolton Avenue face onto the road.

## **CHARACTER AREA B**

### **1 – 11 (ODD NUMBERS) CHILBOLTON AVENUE**

2.12 Summary

Large residential properties set behind a tall mature tree screen. Relatively large gardens with open but inaccessible land behind.

2.13 Large 2 storey residential properties of general, but unremarkable, arts and crafts design. The properties are set back about 20m from the road behind a tall and mature belt of trees that extends along much of the north side of Chilbolton Avenue. Species consist of a variety of beech and pine, but heavy shading in summer appears to limit the density of shrubs and other under-storey vegetation at a lower level.

2.14 However it is a general feature of views looking along the length of the avenue, as generally seen by the motorist, that the houses are largely obscured by the mass of tree trunks, branches, shrubs and other vegetation. This is because, in oblique views through the tree belt, the depth and density of tree trunks and other vegetation is sufficient to obscure the buildings set behind them. The effect on views along the avenue is that vegetation almost wholly dominates the scene either side of the road.

2.15 However, seen a right angles from the road, the houses can be readily appreciated, particularly in winter.

2.16 Plots behind the houses are largely obscured from public view, but there is sufficient space between them to give a clear impression of leafy open space beyond.

2.17 Although these properties back onto open ground, there are no publicly accessible views into back gardens from this direction because it contains an underground reservoir, and public access is prohibited.

2.18 The effect of any infilling on this area would therefore be substantially restricted to views, such as they would exist, from Chilbolton Avenue and Sarum Road.

2.19 Views from open ground to the west, notably the golf course, are substantially restricted by nearby off-site vegetation.

## **CHARACTER AREA C 2 – 40 (EVEN NUMBERS) CHILBOLTON AVENUE**

- 2.20 Summary  
Residential properties mostly screened from Chilbolton Avenue by vegetation, with long but relatively narrow plots, and backing onto other residential development.
- 2.21 Houses Nos. 2-22 (even numbers) are generally smaller than on the opposite side of the road, and are situated on rather narrower but deeper plots. (Approximately 25m wide and 90m deep)
- 2.22 Properties 2–22 are not fronted by a tree belt, but they are mostly substantially screened from view by dense and tall chamaecyparissus or laurel hedges and the houses are often only glimpsed through driveway entrances. These houses are of traditional brick construction under pitched tiled roofs (1930s-50s), and are of no particular architectural quality. (One has recently been demolished to provide access to infilling behind, and will be replaced by a smaller building)
- 2.23 Properties 26-40 are however fronted by a belt of mature trees, and they are rather more open to view, like those on the opposite side of the road. These houses are rather more recent and individual in design, appearing to date from the 1960s-70s, and are attractive although not remarkable. (No. 22 and corner property No. 24 are rather larger than others in this Character Area)
- 2.24 Infilling behind the existing properties is likely to have very little effect on views from Chilbolton Avenue or on its existing character because of the density of roadside vegetation and the limited space between properties that significantly reduces the awareness of back gardens in views from the road. The fall in the ground to the east, away from the avenue, would also reduce the effect of development. A second belt of mature trees, protected by a Tree Preservation Order, lines the far end of the gardens and this further restricts the development potential in this locality.
- 2.25 Seen from Greenhill Road, and the end of Byron Avenue, situated behind these properties, there are some glimpses in winter through the tree belt towards back gardens of properties along Chilbolton Avenue, and these are seen at a rather higher level, given the fall of the land.
- 2.26 It should be noted that No.s 2 and 4 are rather different from the others in this Character Area insofar that they are independent, detached buildings set within their own grounds, but they do have some substantial screening along their roadside boundaries similar to the rest of Character Area C.

## **CHARACTER AREA D 15 - 39 (ODD NUMBERS) CHILBOLTON AVENUE**

- 2.27 Summary  
Mostly larger properties set in extensive grounds, partly set behind a mature tree belt. Open views of, and highly visible from, the golf course and open country to the west.
- 2.28 This Character Area differs significantly from other areas insofar that it is publicly visible from both Chilbolton Avenue and from open countryside to the west. Also, houses along this part of the avenue are generally both larger and their grounds more extensive than elsewhere.
- 2.29 Although the belt of mature trees that extends along the western side of the southern end of Chilbolton Avenue stops at No. 17 on the corner, the amount of vegetation elsewhere within subsequent plots is sufficient to maintain the well-treed character of

the avenue. Undoubtedly the size of the plots is sufficient to permit both large trees and open, sunny lawns. In particular, several boundaries between individual properties are well treed, adding to the leafy character of the avenue.

- 2.30 A feature of this part of the avenue is the extensive use of close-boarded timber fences and often taller evergreen hedges, already referred to. The overall effect, looking down the length of the avenue does not contribute positively to its attractiveness or ambience, making the properties appear rather defensive.
- 2.31 However, there is nonetheless an awareness from passing glimpses of open countryside beyond, between the generous spaces between buildings and despite the intervening trees, hedges and fences.
- 2.32 Slightly further along the avenue to the north, a public footpath runs from Chilbolton Avenue, opposite Links Road, along the north side of the Royal Winchester Golf Course on Teg Down. The path descends into a small but well-defined dry valley that runs parallel with Chilbolton Avenue before climbing up Teg Down. From here there are clear and open views back towards Chilbolton Avenue and the houses along this part of the road.
- 2.33 The effect is surprising on first discovery, because of the marked contrast between the enclosed and shady aspect of properties along the avenue and their open and widely visible aspect to the west. The houses are seen as a line of clearly demarcated separate and large houses, set above sloping gardens and contained by a dense backdrop of mature trees. Although the houses vary considerably in style and are not architecturally remarkable, the drama of their setting makes a memorable, pleasing, as well as appropriate, urban edge to Winchester. This is particularly valuable because of the large numbers of people, mostly golfers, who enjoy the view.
- 2.34 One property along this frontage, No. 19, has been redeveloped recently, and the effect is eye-catching and elegant from the west. It is to be noted that redevelopment has been confined to the upper part of the plot, adjacent to Chilbolton Avenue, and that development has not extended down the slope towards the golf course.
- 2.35 It is clear that there is a need for particular care and sensitivity in considering any additional redevelopment proposals in this area so as to ensure that the special qualities of the setting are maintained.

### **CHARACTER AREA E 33 – 67 (ODD NUMBERS) CHILBOLTON AVENUE**

- 2.36 **Summary**  
An area of smaller detached residential properties with relatively long narrow plots sloping away from the road. The area is typified by rather less tree cover.
- 2.37 Moving further north along Chilbolton Avenue, the scale of residential properties suddenly changes. These latter houses are generally smaller and more tightly arranged. The depths of plots are the same as in Character Area D, but the plots themselves are much narrower.
- 2.38 The houses are all individually designed, and appear to date from the 1970s – 80s. Situated on quite steeply falling ground, their ground floors are rather lower than the road and this reduces the overall mass of these houses from the avenue.
- 2.39 It should be noted that the four southern-most properties in the Character Area, Nos. 33 – 39) face onto the open golf course, whereas the others mostly back onto houses

in Stockers Avenue, situated below and to the north-west. In this respect they have similarities with Character Area D, and their open aspect to the golf course should be an important consideration in any redevelopment proposals.

- 2.40 There is rather less tree cover in this Character Area, particularly immediately adjacent to Chilbolton Avenue, no doubt in large part because of the smaller plot sizes. However at the extreme northern end of the avenue there are two or three larger plots and these include rather larger houses and more trees. These properties therefore lend themselves more to Character Area F on the other side of the road.

#### **CHARACTER AREA F 46 ONWARDS (EVEN NUMBERS) AND NO. 67 CHILBOLTON AVENUE**

- 2.41 **Summary**  
Large residential properties set within generous and well-treed gardens.
- 2.42 At the northern end of Chilbolton Avenue, on the eastern side of the road, another Character Area has been defined. This consists of mostly large houses set within spacious grounds. The houses themselves vary considerably in age and style and are generally set back within their plots, sometimes in the centre of the garden or even with more garden at the front of the house than at the back.
- 2.43 Gardens, and particularly boundaries, are well vegetated with trees, ornamental shrubs and hedges, and again many of the properties are additionally screened from the road by close-boarded timber fences. Gardens also back onto other residential properties.
- 2.44 It should be noted that the northernmost house on the west side of Chilbolton Avenue is also included in this Character Area because its size and densely treed boundaries give it more in common with this area than Character Area E. The end house, no.67, is set back from the junction with Stockbridge Road, and large trees and a dense understorey of yew and laurel make a green frontage at this point, as do houses on the opposite side of Chilbolton Avenue.

#### **CHARACTER AREA G PLAYING FIELDS**

- 2.45 **Summary**  
Playing fields contained within two belts of tall, mature trees.
- 2.46 About half way down the east side of Chilbolton Avenue there is a large linear area of open space in private ownership used as school playing fields. This area is protected as open space in Local Plan policy.
- 2.47 The long east and west sides of the space are bordered by substantial belts of mature beech and pine trees, and the depth and density of vegetation along the road boundary substantially closes this area to external views, even in winter.
- 2.48 This wholly undeveloped section of the avenue does much to contribute to the green, leafy and low-density character of the avenue. It also contributes to the large sense of scale that typifies Chilbolton Avenue.

#### **ADJACENT AREAS – A SUMMARY OF CHARACTERISTICS**

- 2.49 *Greenhill Road*  
A road of typical if largely unremarkable suburban character, to the south-east of Chilbolton Avenue consisting of twentieth century red/brown brick properties that are

rather smaller than those found along Chilbolton Avenue, and the area therefore has a much higher density of development. Former prison workers' housing at the southern end of Greenhill Road has been planned in a more formal arrangement with communal open space fronting the road. There are also some more recent three-storey town houses at the southern end of the road adjacent to Sarum Road.

2.50 *Romsey Road*

A principal route into the city centre mostly leafy in character. There are several large institutional buildings along the road including Winchester University, the Royal Hampshire County Hospital, Winchester Prison and the Hampshire Constabulary Police Headquarters.

2.51 *Sarum Road*

A former Roman road entering the city from the west and crossing Chilbolton Avenue at its southern end. Near Chilbolton Avenue the road is suburban in character, and leafy, with a small hospital and recent residential developments, including Chilbolton Court.

2.52 *Links Road*

An apparently unadopted road with access off Chilbolton Avenue north of the playing fields. Also very leafy in character and providing access to several large properties.

2.53 *Stockers Avenue*

A residential road to the north-west of Chilbolton Avenue, but with no direct access to it. The road has residential development that creates a well-defined frontage with narrow plots behind that back onto the higher gardens of properties along Chilbolton Avenue. The boundaries to the Chilbolton Avenue properties are mostly defined by a tall conifer screen.

2.54 *Stockbridge Road*

The junction with Stockbridge Road marks the northern end of Chilbolton Avenue. West of the junction, the Stockbridge Road is also quite leafy in character although there has been some major road reconfiguration around the junction in Weeke that opens up the scale of the area. Travelling east along Stockbridge Road from the junction with Chilbolton Avenue, the setting changes quite dramatically and becomes much more urban and less leafy in character as the city centre is approached.

## Urban Analysis

### DEVELOPMENT DENSITIES – DISCUSSION

2.55 It is clear that the principal stimulus for the Local Area Design Statement for Chilbolton Avenue is the pressure for infilling and increasing residential densities. The principal purpose of this document therefore must be to address this issue insofar that it may help to define guidelines for what is appropriate both in terms of Government led policy and in terms of what is appropriate in this particular context with its own special character and issues.

2.56 It is also clear that infilling and redevelopment to the 30-50 dwellings per ha. densities sought by PPG3 can be expected to have significant effects on the character of Chilbolton Avenue unless it is very carefully managed. Some existing development densities are as low as 4 dwellings per hectare along the golf course boundary, and even on some of the tighter plots, such as Nos. 26 – 40, they still only rise to about 8 dwellings per ha..

- 2.57 Recent development at Chilbolton Court, achieves 35 dwellings per hectare, and it should be noted that there is a small wedge of long-established development just off Chilbolton Avenue on a triangle of land between Sarum Road and Romsey Road that reaches a density of 64 dwellings per ha.. This however is a marked exception, and otherwise the highest development densities in the locality are to be found along Greenhill Road that only reaches 24 dwellings per ha., but has a very different character from Chilbolton Avenue.
- 2.58 Planning permission has recently been granted to a new development behind house Nos. 8 – 22 (even numbers) that will raise development density significantly to 40 dwellings per ha. in this locality.
- 2.59 It is clear therefore that a jump from the current very low development densities along Chilbolton Avenue to those sought by the Government could have a radical effect on the character of the area, and so it is particularly important to make an objective analysis of the area in order to ascertain both those features that contribute qualities essential to the intrinsic character of the road as well as the potential opportunities that exist for sensitive redevelopment should landowners wish to take up that option.



Figure 4 Urban Analysis 1



Figure 5 Sections

## PRINCIPAL URBAN FEATURES IDENTIFIED

- 2.60 The principal urban design features of Chilbolton Avenue, insofar that they can be readily illustrated, are identified in Figure 4, **Urban Analysis 1**. Figure 5, **Sections** gives a sense of the scale of the avenue, and Section B-B demonstrates how the avenue is situated on a minor ridge of higher ground.
- 2.61 The Character Area and Urban Analysis undertaken above have identified those key features and qualities of the avenue that contribute to the quality of its setting and environment. Some important trees are specifically protected (Tree Preservation Orders), but there are other aspects, nonetheless important, that also need to be identified, conserved and protected. Policies also allow for positive enhancement of these features.
- 2.62 The challenge in the exercise of addressing the issue of increasing development densities in sensitive areas such as this must be to do so without adversely affecting these essential defining characteristics without unnecessarily frustrating Government policy.
- 2.63 In the light of the studies carried out, a list has therefore been drawn up of the principal defining features of Chilbolton Avenue that give it identity, quality and sense of place. (These include features identified by local residents contributing to the Neighbourhood Design Statement (NDS)).
- 2.64 PPG 3 states that not only should new development respect and draw reference from its immediate locality, but also that “new housing development of whatever scale should not be viewed in isolation”, but take account of the wider townscape and landscape. Clearly this is particularly relevant in a city of such historic importance

and quality as Winchester. The list of principal defining features is therefore presented in two parts;

- those of local significance to Chilbolton Avenue,
- those of significance in a wider city context.

(Note that views from the golf course and countryside to the west are considered under the wider city context heading)

2.65 It is also interesting and informative to note certain features that might normally be anticipated but which do not feature as part of the defining characteristics of Chilbolton Avenue, and these are identified in a separate list.

2.66 It should be noted that the evaluation of key features that contribute significantly to the identity and quality of Chilbolton Avenue was an important part of the consultation/workshop when local residents and stakeholders were asked to define those features that they considered to be of importance.

## **PRINCIPAL DEFINING FEATURES**

### **Features of local significance**

- The overall scale of the avenue in relationship to trees, buildings and the road. (Including building mass and height)
- The generally low density of development along Chilbolton Avenue, and particularly in Character Area D.
- Residential properties fronting onto the road, but set back to consistent margins. (A feature of all Areas except Area A)
- Generally discrete entrances to residential properties off Chilbolton Avenue.
- The predominance of large mature trees in terms of:
  - Mature woodland belts (Areas A,B,C,D&G),
  - General wooded nature of Chilbolton Avenue including notable, large individual specimens (All areas, but Area E less so),
  - Boundaries between plots, at right angles to the road, demarcated by well-defined lines of mature trees (Area D),
  - Skyline defined by trees, not buildings (All areas, but Area E is weaker)
- The wooded setting of Chilbolton Avenue is weakened in Area E by the lower incidence of large trees.
- Front areas not dominated by hard surfacing or parked cars in views from Chilbolton Avenue.
- The generous spacing of buildings that allows glimpsed views from Chilbolton Avenue of the countryside beyond. (Area D)
- Individually designed houses.
- Mostly discrete private entrances to properties.
- The generally traditional form of brick construction, traditional window proportions, with chimneys under pitched roofs, often in a loose arts and crafts style.

### **Features in a wider city context**

- Overall scale of Chilbolton Avenue as a principal city gateway. (All Character Areas except A)
- Mature, leafy and residential character appropriate to the context of a principal gateway route to an historic city.
- An awareness of open countryside through gaps between buildings from Chilbolton Avenue provides a sense of distinctiveness and orientation within the city.
- The scale and setting of individual villa style properties set above sloping gardens in rural views from the west is important in defining the edge of the city. Building frontages facing west.
- The important contribution of tall trees along and in the vicinity of Chilbolton Avenue to the skyline of the city, in near and distant views from both east and west.
- The well-treed character of Chilbolton Avenue corresponds with some other principal routes into the city, including Romsey Road.
- Forward views uncluttered by parked cars, signage and traffic islands and lights.

### **Features not generally present in Chilbolton Avenue**

- No individual buildings are notable in providing local identity and character (Except No.17 to some degree)
- Back gardens in some Character Areas do not contribute to the local distinctiveness or quality of the avenue, except perhaps in supporting some large trees.
- Limited external views. (Except, notably, Area D).
- Very limited pedestrian permeability (All Areas).

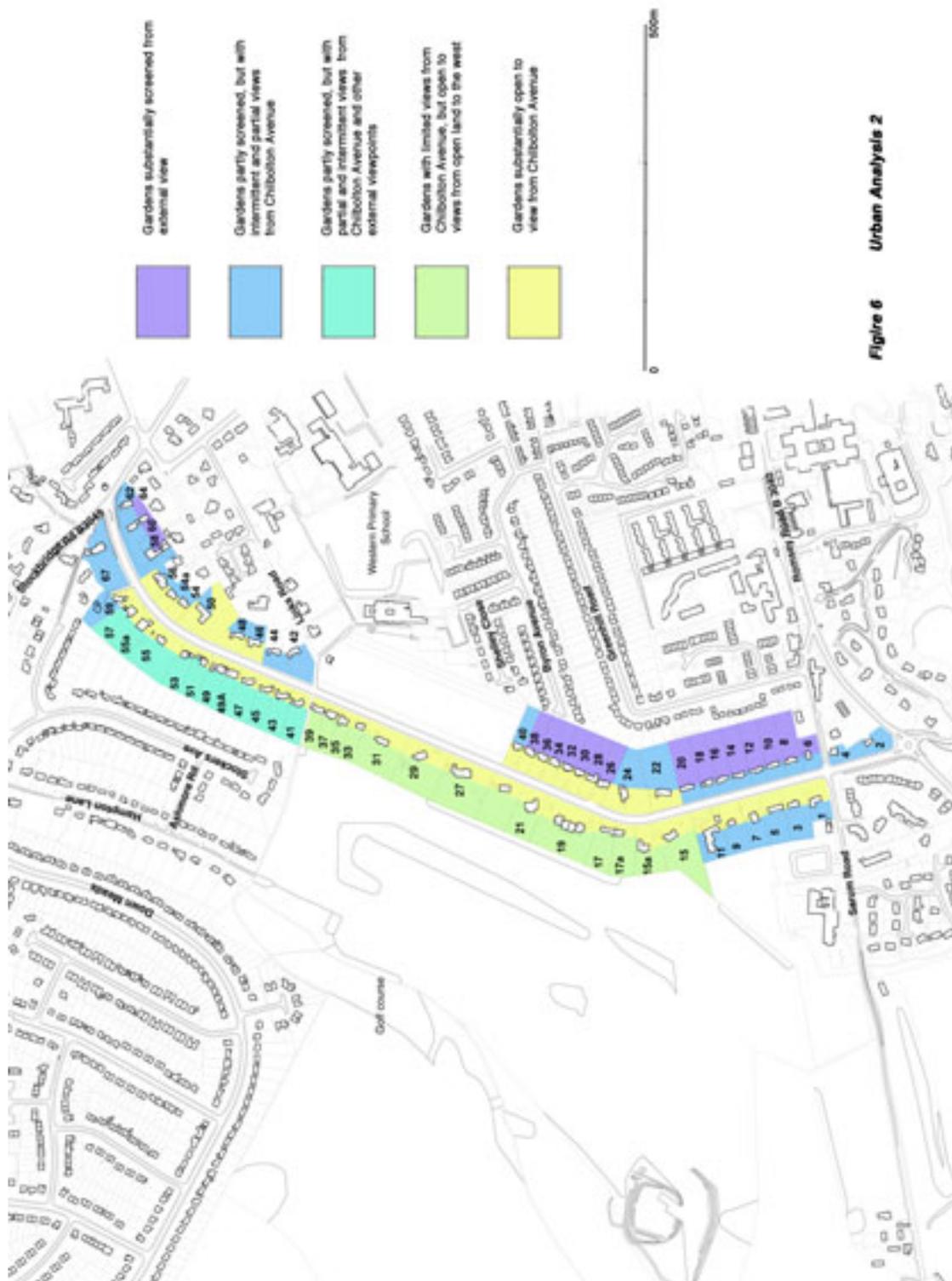


Figure 6 Urban Analysis 2

## POTENTIAL REDEVELOPMENT OPPORTUNITIES

- 2.67 As part of the process of understanding the potential for redevelopment along Chilbolton Avenue, drawing Figure 6, **Urban Analysis 2** identifies the visual prominence of properties (more in the sense of areas than buildings), and it identifies the degree to which different areas feature in views from the avenue and from other locations. Whilst some areas are open to direct views from the road and Teg Down in particular, it also shows that other areas are, to different degrees, more screened from view.
- 2.68 The drawing therefore begins to give an indication of those areas where, in principle, development could be undertaken more appropriately and more intensively with less

effect upon the essential qualities of the locality than elsewhere. Obviously, other features, such as protected and other valuable trees, introduce additional constraints.

- 2.69 It should also be noted that views from neighbouring residential roads are less significant than those from Chilbolton Avenue itself as views into the area are broken by the trees on the Avenue, whereas outward views are not so fragmented. Views from Chilbolton Avenue and Teg Down have additional importance in contributing to the wider setting of the city. Views from private properties should be dealt with sensitively and with particular regard to overlooking/privacy and overshadowing.

## **Transport planning considerations - principal issues**

- 2.70 A separate, more detailed Transport Planning Report is to be found in Appendix I, but some of the principal issues are identified here.
- 2.71 It is considered that development-related car traffic could have a significant impact on junction operations in the peak period, given the potential for higher density development along Chilbolton Avenue. The scale and effects of this impact would need to be the subject of a Transport Assessment (TA) in respect of any significant development proposal and it would need to take account of the total development capacity implied or stated in this LADS and not be limited to an assessment of a specific application.
- 2.72 Chilbolton Avenue is not situated in a highly accessible location overall, but there are a number of local facilities and services. The main opportunities for improving non-car accessibility are to enhance bus services and improve road crossing facilities for pedestrians.
- 2.73 A number of road improvements have been considered in the area, and the County Council has consulted the public on a proposal to signalise the junction of Romsey Road and Chilbolton Avenue. This would have the benefit of providing easier and safer accessibility for pedestrians and cyclists although these changes do not appear to be warranted by safety concerns. Consideration could also be given to similar and linked improvements to the Chilbolton Avenue/Sarum Road junction.
- 2.74 The provision of pedestrian refuges in the centre of Chilbolton Avenue would enhance the safety of pedestrians, contribute to safer routes to schools and help control traffic speeds. However Chilbolton Avenue is a designated wide load route, and central refuges to assist pedestrians crossing the road conflict directly with this operational requirement.
- 2.75 In a location like Chilbolton Avenue, it is necessary to ensure that on-site car parking is adequate, whilst not actively encouraging greater car use and whilst minimising land take. One key way of achieving this is to provide communal visitor parking.
- 2.76 The space required for cycle parking is minimal and adequate provision should be made within all proposals.
- 2.77 Any new development is required by the City Council to accommodate turning space for a 9.44m rigid truck within residential development sites. This is a relatively large space requirement in small developments and is unlikely to result in the most efficient use of land. This issue is therefore likely to strengthen the argument for comprehensive development.

- 2.78 Residents are concerned about the intensified use of accesses onto Chilbolton Avenue and the potential need for much wider and more visually obtrusive accesses. There are no rigid standards that apply to intensified use of existing accesses to single dwellings, although there is guidance for junction spacing that applies to side roads and guidance on the provision of accesses onto various types of road. The visual impact of wider accesses and larger entry/exit radii can be reduced by the careful choice of material and other detailed design, although conventional visibility standards must be applied to all new accesses.
- 2.79 Residents complain about the difficulties of crossing Chilbolton Avenue, Sarum Road, Romsey Road and Stockbridge Road. These issues are discussed in detail in Appendix 1.

### 3. PUBLIC CONSULTATION

3.1 The invitations sent to residents of Chilbolton Avenue, other local residents and some other interested parties had a good response, with about 70 persons attending the evening workshop session on 8<sup>th</sup> March 2005. This was no doubt also an indication of the concern and interest in the issue of redevelopment along the avenue.

3.2 Following a presentation by Matrix Partnership subsequent workshops were divided into 3 parts, namely;

- The evaluation of features of Chilbolton Avenue
- Main issues of concern
- Design proposals intended to indicate development principles

This part of the Statement summarises the principal aspects and findings of the consultation/workshops, but a more detailed breakdown is provided in Appendix II.

3.3 The general tenor of those present was clearly against change to the current environment of Chilbolton Avenue, reflected in the generally high scores of the evaluation, and particularly the weight given to such features as low density development and peace and privacy. Many appeared to accept change as inevitable, as indeed was pointed out by Winchester City Council's, Forward Planning Manager at the beginning of the meeting, but nonetheless concern at the effects of change was obviously high.

#### Evaluation of features of Chilbolton Avenue

3.4 Features of Chilbolton that should be preserved, unique characteristics or features that define the character of the avenue were evaluated on a score of 0 – 5. (Maximum possible score for any one feature was 130) The results show that common characteristics were falling into four broad groups as follows:

3.5 ***Extremely high scores***

The predominance of trees and the generally wooded setting of Chilbolton Avenue was clearly identified as being its most important and value feature. (Features included the leafy surroundings – a remarkable score of 129 - , the predominance of large mature trees, the relatively low rooflines of buildings and the importance of these trees to the wider city skyline.

3.6 ***Very high scores***

Slightly below the overwhelming value placed on the wooded character of the avenue was a series of features associated with the built environment and the more immediate setting of properties. These included the low density of development, peace and privacy, the domestic character buildings along the avenue, no parking in the road, the building line set back from the road, front areas not dominated by hard surfaces and parked cars, openness and space and the character of older houses. This band also included uncluttered aspect of the avenue itself and the importance of the avenue as an entrance to the city and for wildlife.

3.7 ***High scores***

Slightly below the band associated with the built environment were several features associated with views along and around the avenue and with the relative scale of properties in views. These included views to and from the golf course, the scale of

buildings as seen from the avenue, glimpsed views from the avenue to the countryside and the scale (and setting) of properties in views from the countryside.

### 3.8 **Lower scores**

Lower scores included a mix of features that included no new buildings behind existing buildings, discrete private entrances, the enhancing effect of Chilbolton Mews, the broad road, large gardens, wide pavements, individually styled houses and large detached individual family houses.

3.9 It is interesting to note that large gardens were rated relatively low. This may be because they are substantially hidden from view and do not therefore contribute especially to the character of the avenue itself. Large houses also rate quite low, and although there was a clear preference, expressed elsewhere, that large houses should be retained, this relatively low score may reflect their generally unremarkable architectural qualities.

### 3.10 **Areas for potential future enhancement**

In view of the great value that was placed upon the wooded character of Chilbolton Avenue, it was perhaps unsurprising that a very high score was placed upon the drawing up of a new landscape strategy for the avenue (113). It was interesting to understand from this result that local residents clearly understand the dynamic nature of trees and that proactive management is needed to ensure their future welfare.

3.11 There was also a high score in favour of using the redevelopment process to raise the general quality of architecture along the avenue (97), some interest in improving the treatment of boundary fences (64) but very little interest in improving footpath links (42), possibly because of the apparent lack of opportunity to do this, and even less enthusiasm for creating new landmark buildings. (The City of Winchester Trust and one other indicated that they positively oppose new landmark buildings)

## **Main issues of concern**

3.12 A feature of this part of the workshop was the wide and comprehensive variety of issues raised, and it should be noted that they are all very real and valid concerns that deserve to be taken seriously. There are too many to list in this summary (50 in total), but they are identified in the Appendix. However this Statement considers them all and responds to them as appropriate in the Guidelines.

3.13 Notable in the Main Issues of Concern is the clear and strongly held view that with the current levels of traffic, and likely continuing increase, crossing the avenue on foot is difficult and hazardous. This concern was raised much more often than any other issue (11 times) and it is clear that residents feel there is a need for specific crossing points along the avenue, particularly at the Links Road/Teg Down footpath crossing and in the vicinity of the Sarum Road junction.

3.14 Of the other issues raised more than once, traffic related issues again feature, with the increase of traffic levels and the increase in turning traffic both identified 3 times, and the speed of traffic identified twice. As a related issue, the desire for a cycleway along the avenue was also recorded 3 times.

3.15 Residents of Chilbolton Avenue clearly value peace and privacy, as identified in the Evaluation of Features exercise, and the second most repeated concern was therefore unsurprisingly over its potential loss as a result of redevelopment (5 times).

- 3.16 Concerns over the ability of both the built and social infrastructure of the area to cope with the increase in people and traffic were recorded 4 times, and these included not only roads but schools and medical facilities including GPs and dentists.
- 3.17 Concerns over the character of the environment were identified in concerns over new development respecting and being situated behind existing buildings (3 times), increased housing density being out of character with the area, the need for active tree management (not just Tree Preservation Orders), the need for open space and the unnecessary demolition of houses (all 2 times).
- 3.18 ***The Issue of Affordable Housing - discussion***  
The last item identified in the list under the Public Consultation, Main Issues of Concern in the attached Appendix raised the issue of affordable housing. It notes concern that the Council's comprehensive planning requirement (promoted through Pre-Inquiry Changes to the Local Plan Review), whereby separate sites are amalgamated to form one larger development, includes the aim of raising the provision of affordable housing in Winchester.
- 3.19 The 1998 Local Plan seeks, under Proposal H.5, to follow, by negotiation, the Local Plan Inspector's recommendation that in Winchester housing sites of 15 dwellings or more should include a percentage of affordable housing. The usual percentage of affordable housing sought is 30% of the capacity of the site.
- 3.20 The Local Plan Review seeks to increase the provision of affordable housing in larger settlements such as Winchester. The proportion of affordable housing sought in Winchester is 40%. (All still by negotiation)
- 3.21 Some local residents and would-be developers are therefore concerned that the Council's argument for comprehensive planning may be substantially based on the other aim of ensuring that the threshold for the provision of affordable housing is reached in a greater number of instances so as to satisfy housing policies.
- 3.22 From the developer's point of view, the provision of affordable housing, subsidised in effect by him, drives down profit levels. There is therefore a preference on his part either to undertake developments of 14 units or less so as not to trigger the affordable housing) threshold, or, as a very rough rule of thumb, to achieve developments of about 30 units or more in order to achieve similar levels of return.
- 3.23 All this can have an effect upon planning applications, and can result in would-be developers either seeking small, independent schemes that fall below affordable housing thresholds, or seeking to optimise the number of units on larger amalgamated sites in order to minimise the financial penalties of building affordable housing.
- 3.24 The potential implications of this issue in urban design terms is either to create a series of small, independent cul-de-sac developments with little or no inter-relationship, or to create larger high density schemes that seek to maximise returns in order to redress the cost of providing affordable homes.
- 3.25 This issue can create an intrinsic conflict within the development process that could have damaging effects on an environmentally sensitive location such as Chilbolton Avenue.
- 3.26 As far as this Statement is concerned, it is principally orientated towards urban environment issues and will seek to promote the advice of PPG3 insofar that new development should be carried out "without compromising the quality of the environment". Nonetheless a reasonable balance and judgement is necessary in

order not to frustrate the other government and local authority aims of providing adequate housing, especially affordable housing.

- 3.27 On reading the full list of concerns and issues identified during the public consultation it might seem that any number of environmental constraints could be applied to Chilbolton Avenue, and indeed similar locations, to the point that they could very significantly curtail the development potential of the area.
- 3.28 The Proposals that follow do however seek to represent a reasonable and balanced approach to this sensitive and emotive issue whereby the finer and essential features of Chilbolton Avenue are conserved and managed, the views of local residents are carefully considered and assessed, and the professional urban design view (that embraces the professions of town planning, architecture and landscape architecture) of the authors of this Statement are thoughtfully balanced within the policy frameworks set by Government guidance and Local Plan policy.

## **Design proposals**

- 3.28 Although provision was made for participants to express their views and thoughts on plans, aerial views and sections, there was a general reluctance to use these media, although some did nonetheless express useful thoughts by this method. Also the comments spaces on these sheets did attract written responses that were clearly influenced by the adjoining base images. Where appropriate, these comments have been incorporated into the Main Issues of Concern above.
- 3.29 A general feature of the sketch comments was the tendency not to propose comprehensive site development, with sites amalgamated mostly in order to provide enough space for feasible development. (i.e. the amalgamation of two narrow plots to allow sufficient space for car access and turning and minimal house and garden plots) There was a general preference to keep existing properties and to create small mews style developments behind.

### **AREA C**

- 3.30 A preference for mews style developments at right angles to Chilbolton Avenue behind existing frontages.

### **AREA D**

- 3.31 The most sensitive area. The existing character of large houses, large plots and views from Teg Down clearly limited the development potential for most respondents. The retention of large individual houses in their own plots was preferred, divided into flats if necessary, with new development limited to modest increases in footprint and mass. The recent Chilbolton Mews was generally liked and proposals included suggestions for using changes in level to screen car parking.

### **AREA E**

- 3.32 Sketch proposals/comments on individual or two plot schemes. Concern over proximity to boundaries and overlooking, particularly properties along Stockers Avenue.

## **AREA F**

- 3.33 Redevelopment in this area generally opposed because it was considered that redevelopment could not be carried out without spoiling the character of this area. (The high concentration of trees, the open aspect of many gardens and the central location of existing properties within gardens are understood to be the principal reasons for this view)

## 4. GUIDELINES

### Introduction

- 4.1 This part of the Design Statement defines a series of Guidelines that outline additional constraints and considerations that will be applicable to new development along Chilbolton Avenue.
- 4.2 The Statement has already identified a range of existing features that are considered to be of importance in defining the character of the avenue, and these are the basis for the Guidelines. These features, which largely correspond to those defined by local residents and interested parties, were identified in response to Government guidance that places increased emphasis on the requirement for development proposals to be sensitive to the particular features of individual sites and situations, as well as the requirement to achieve high standards of design. The general aim of the Guidelines is to ensure that any new development should retain, incorporate and be constrained by the more important and valuable features of the avenue.
- 4.3 The Guidelines listed below are not defined for the most part as absolute constraints that must be rigorously followed in each and every instance. To do this could strangle the very design responsiveness and flair that the Government seeks to foster. Rather, the proposals are identified as guidelines, but ones that should require very clear reasons and justification if they are not to be followed.
- 4.4 It is accepted that such an approach will demand a high level of site assessment and design input on behalf of the would-be developer, and also a high level of design assessment on behalf of the Local Planning Authority in advising on and determining planning applications. Each site and application must be assessed on its own merits as well as its compliance with the Local Area Design Statement Guidelines and other relevant planning policies. Nonetheless it is intended that the Guidelines presented here will provide a clear and consistent justification and strategy that will assist in this process.

### Landscape Guidelines

- 4.5 The public consultation confirmed that the leafy character of Chilbolton Avenue is its principal defining feature, and it is clear that it is a fundamental feature that must be retained. Not only are the trees an essential feature of Chilbolton Avenue, but their prominence in views towards and across the city from east and west enhances their value, as does the role of the avenue as part of an important route within the historic city of Winchester.
- 4.6 The consultation also revealed very high level of public support for the production of a landscape strategy to ensure the future protection and management of the trees of Chilbolton Avenue.

#### **L1 TREE PRESERVATION ORDERS (TPOs)**

*TPOs should be placed on trees or groups of trees on sites where planning applications are proposed or anticipated along Chilbolton Avenue. (Supplements Proposals EN.1, EN.5, EN.7 and EN.9 of the Winchester District Local Plan 1998 and Policies DP. 5 and W.1 of Local Plan Review*

Comment

It is noted that the principal woodland belts and a few larger, more prominent trees are already protected by Tree Preservation Orders, but it is essential that the wider wooded environment should also be protected. The placing of a blanket TPO would not be justified and would conflict with Government advice, but there is a need to guard against the unscrupulous felling of trees in anticipation of future planning applications. Where planning applications for development are submitted, or expected, all important trees on the site should be assessed and protected.

It is noted that this principle has already been established in the case of properties at 8 – 22 Chilbolton Avenue.

## **L2 TREE MANAGEMENT STRATEGY**

*A Tree Management Strategy should be instigated for the trees of Chilbolton Avenue. (Supplements Proposals EN.1, EN.5, EN.7 and EN.9 of the Winchester District Local Plan 1998 and Policies DP.5 and W.1 of Local Plan Review*

### **Comment**

This strategy would not only protect existing trees of value, but would make provision for the replacement trees of appropriate scale and species, particularly when part of any development proposals.

There may be scope for the local community to take a lead in the preparation of such a strategy, with help from the local authorities, perhaps following on from work on the Neighbourhood Design Statement. This would help to spread the work involved in producing the strategy and engender ownership amongst residents whose actions will, for the most part, dictate whether the strategy succeeds.

Development proposals should also make adequate provision for adequate space for future growth and avoid unnecessary damage to tree roots during development. It is also important that adequate margins should be allowed around trees to avoid excessive shading of gardens.

## **L3 DETAILED TREE SURVEY AND REPORT**

*All planning applications should be accompanied by a detailed tree survey and arboricultural report that incorporates an assessment of the amenity value of trees, an assessment of their contribution to the overall setting and character of Chilbolton Avenue and proposals for new planting to maintain and enhance the tree belts which are characteristic of Chilbolton Avenue. (Supplements Proposals EN.1, EN.5, EN.7 and EN.9 of the Winchester District Local Plan 1998 and Policies DP.1 and W.1 of Local Plan Review*

### **Comment**

Whilst a tree survey and assessment is already a requirement of any redevelopment proposal, it is important that a proper assessment is made of the value and contribution of trees within each site to the overall wooded character of the avenue, rather than just in terms of tree size, species, health etc.. Whilst some tree loss may well be justifiable and acceptable as part of a redevelopment proposal, it is important to identify, and if necessary protect, trees that make a wider contribution to the character of the avenue. i.e. Important skyline trees or trees that define established boundaries. Surveys should also consider the need to maintain the longevity of established tree belts where they exist, or possibly to create them where there is a 'gap' in an existing belt.

## **L4 CONTRIBUTION TO THE WOODED CHARACTER OF CHILBOLTON AVENUE**

*Each planning application should demonstrate how the proposals contribute to the wooded character of Chilbolton Avenue. (Supplements Proposals EN.1, EN.5, EN.7*

and EN.9 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review

#### Comment

Most, if not all, properties contribute to some degree to the leafy character of Chilbolton Avenue. It is important that each site continues to so contribute and that tree loss is not justified on the grounds that tree cover is provided elsewhere. Character Area E in particular is weak in contributing to the leafy nature of the avenue, and each redevelopment proposal should be capable of demonstrating how appropriate trees are retained and, if appropriate, how new planting will contribute to and enhance the overall woodland setting of the avenue.

## Development Guidelines

- 4.7 The close relationship between vegetation and buildings is clearly an important feature that defines much of the essential character of the avenue. Whilst the trees dominate the scene, the buildings remain subservient, recessive and generally discrete. This is a fundamental quality of the avenue, and one that needs to be substantially retained.
- 4.8 The existing characteristics of the avenue are important, not just in terms of its own townscape quality, but also because it has added importance in defining one of the principal entrance routes into the historic city of Winchester. The spacious and rather elegant wooded character of the avenue contributes positively to the quality and setting of the city as a whole, and it therefore has a wider value that should not be overlooked.
- 4.9 However, whilst the trees might justifiably be preserved, there is little to protect individual buildings. None of the buildings is listed, or otherwise protected (i.e. Conservation Area) and, whilst they are generally attractive, none, with perhaps the exception of one or two of the larger houses in Character Area D, is of sufficient architectural merit to warrant such treatment. There is therefore little to prevent any new application proposing their demolition and redevelopment, as indeed has already been the case to some degree.
- 4.10 However the Development Guidelines listed below identify a range of features of the built environment that are important and which any new development will need to acknowledge. These include scale, height, mass, building line, architectural treatment etc..
- 4.11 Most of the Development Guidelines restraints apply to the visible built frontage facing onto the avenue, with the only notable exception being Area D that is also highly visible from Teg Down to the west. Nonetheless there remain real opportunities for redevelopment along the avenue despite the various constraints that have been identified.
- 4.12 Areas of least constraint occur behind the existing built frontage where development can be carried out without overtly affecting the character of the avenue itself.
- 4.13 Whilst the built road frontage remains sensitive to change, the form and manner of developments behind is of little direct consequence to the setting of the avenue so long as it remains substantially hidden and discrete. An historic example of this can be seen at No. 58 Chilbolton Avenue where the main house fronts onto the avenue and an additional development in the manner of a mews is tucked down one side of the plot behind.

- 4.14 Some sites, already redeveloped, are self-contained, such as Chilbolton Mews, whilst others, such as the Linden Homes development clearly benefit from the amalgamation of several back gardens to create a viable and comprehensive development.
- 4.15 The latter approach has certainly been favoured by Winchester City Council and has been cited as a reason for the refusal of planning permission in some instances. However, it has tended not to be supported by appeal Inspectors or the Local Plan Inquiry Report. The requirement for comprehensive development has therefore been omitted from the Local Plan Review.
- 4.16 As far as the issue of comprehensive planning affects Chilbolton Avenue, it is considered not to be of particular importance in its effect on the future urban character of the area. However comprehensive planning may be desirable in order to achieve a more efficient and viable use of land in order to reduce the amount of land required for access roads, particularly where small plots are involved, as in the case of the Linden Homes development, and to ensure that sufficient affordable housing and usable public open space is provided.
- 4.17 It is also noted that in Character Areas C and E, where existing properties stand almost shoulder to shoulder along the road frontage, demolition of existing properties may be necessary to achieve access to redevelopment land at the back of plots
- 4.18 Public opinion at the consultation revealed very little enthusiasm for the creation of new footpath links, and indeed there seems to be very little opportunity for this. However the encouragement of greater pedestrian accessibility is a fundamental feature of good urban design practice and Local Plan policy (See policy T.3 of Local Plan Review and therefore it should be exploited when opportunities arise. Two such potential opportunities exist between Nos. 24 – 40 Chilbolton Avenue where new footpath links could be provided both into Byron Avenue to the east and along the existing tree belt beside the playing fields to Green Lane and Links Road to the north. (A similar access into Greenhill Road has been negotiated in association with the adjacent Linden Homes development) Such proposals only make sense if development in this locality is undertaken in a coordinated and/or comprehensive manner. There therefore seems to be reasonable justification for comprehensive planning in this particular locality.
- 4.19 However the character of Chilbolton Avenue is essentially one of individual properties and therefore comprehensive developments are not historically part of its character. It is of course possible for comprehensive developments to incorporate greater individuality, and indeed comprehensive developments in their own right may be acceptable, but from the point of view of the urban character of Chilbolton Avenue there is little justification for an insistence on comprehensive planning within certain character areas.
- 4.20 Furthermore, the analysis has also found that in Character Area D in particular, and to a lesser degree in Character Area F, the independent and individual character of properties in these areas is an important feature to be preserved. In these instances, comprehensive development could indeed be damaging to the character of the area through excessive development on an established and visually sensitive urban edge, the loss of glimpsed views from Chilbolton Avenue, the loss of architectural individuality and the potential loss of landscape structure along well-defined plot boundaries.
- 4.21 This Statement does not seek to favour any particular development form for the redevelopment of sites since the range of particular features and constraints individual to each site will vary considerably, and this will suggest the use of different

solutions in specific instances. However the overall range of the Guidelines listed below obviously does much to define many aspects of any new development.

## **DEVELOPMENT OPPORTUNITIES**

- 4.22 The background studies and Analysis of Chilbolton Avenue have found that the extent, density, character and nature of any additional infilling should not be uniform, but should vary from one locality to another.
- 4.23 Much of what will be appropriate will be dependent upon the particular properties of each individual site, but nonetheless the studies have found that there are some broad principles that apply, and these are expressed in the drawing Fig. 7, ***Development Opportunities***.
- 4.24 The three principal factors that define the main features of the development opportunities are the existing trees, views and the character of existing properties. The visual prominence or screening of properties along the avenue, as identified in Fig.6, ***Urban Analysis 2*** has, in particular, informed the latter drawing insofar that it seeks to ensure that any new development should not achieve a visual prominence that is excessive or out of character with the avenue.

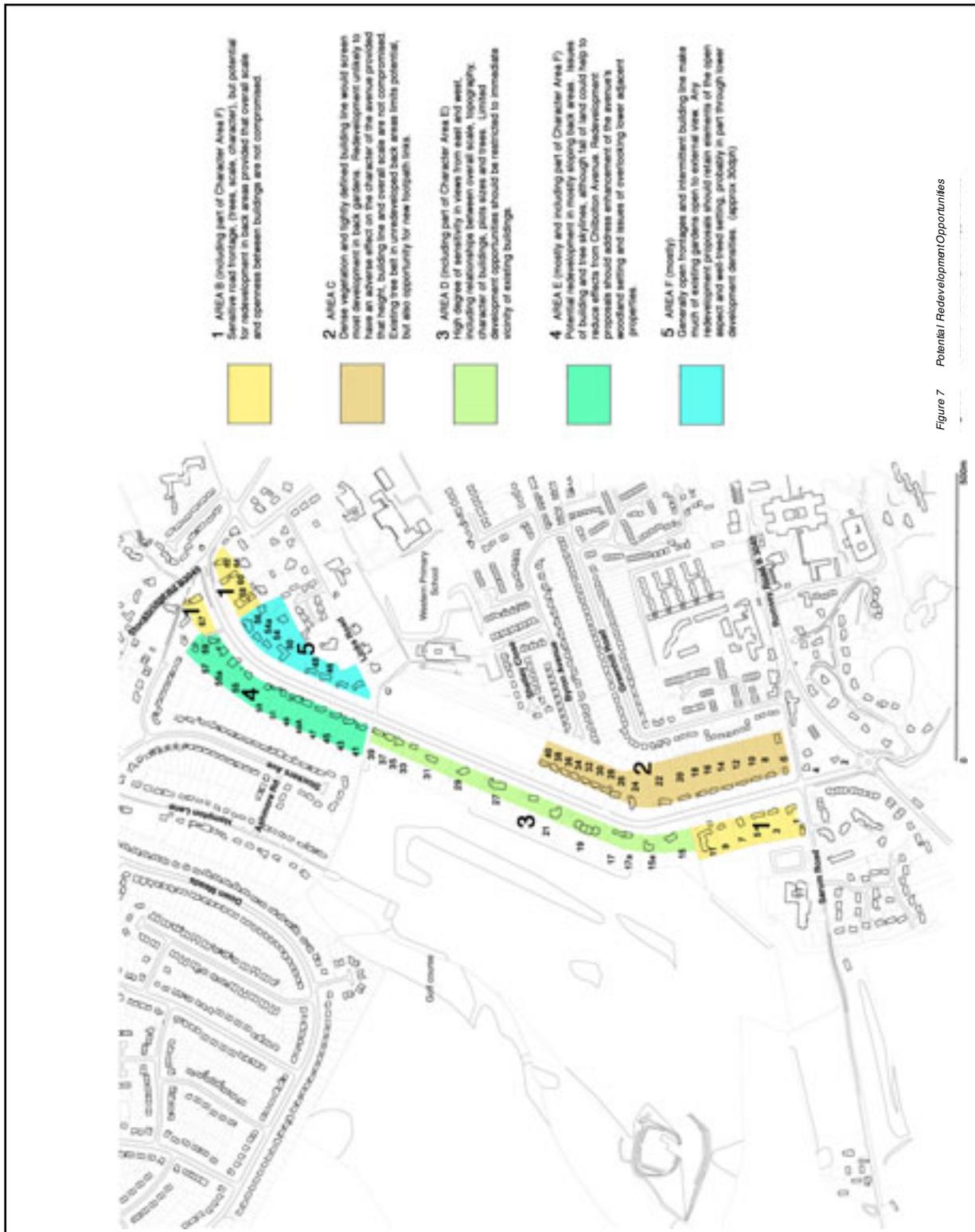


Figure 7 Potential Redevelopment Opportunities

## D1 SCALE OF NEW DEVELOPMENT

*New development, as seen or perceived from Chilbolton Avenue and Teg Down, should be substantially of the same scale, height and mass as existing buildings.* (Supplements Proposals EN.1 and EN.5 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review

### Comment

Existing buildings are subservient to the scale of the avenue and trees in particular, and any new development should respect this relationship. The overall scale of

Chilbolton Avenue, and particularly the relationship between the scale of existing trees and any new development, is a fundamental feature of Chilbolton Avenue.

In order to retain the overall scale of Chilbolton Avenue, buildings should appear to be contained broadly within the overall mass of existing buildings, particularly in regard to building height. New buildings should therefore be substantially of 2 storeys in height, but a third floor within some roofs may be acceptable.

In particular, a 3<sup>rd</sup> floor within some roofs may be more acceptable, especially if contained within roofs where more traditional forms are to be used, in parts of Character Area E where the ground falls steeply away from the road, thus reducing the apparent height of buildings as seen from the avenue. However the relationship to trees, and particularly skyline trees, will be continue to be important, and views from the west, including Stockers Avenue should also be considered. Larger buildings situated on higher ground could be inappropriately dominant in views from lower areas, overlooking issues aside.

Throughout the area, the overall mass of buildings, as seen from Chilbolton Avenue, as well as from Teg Down from the west, and including glimpses through branches in winter, should remain of substantially the same visible or apparent mass as existing buildings.

New development, additional to previously existing buildings or those replacing them, may be permissible if it does not significantly increase the overall mass of development visible from Chilbolton Avenue or Teg Down.

In Character Area D, glimpsed views from Chilbolton Avenue through gaps between houses towards open land on Teg Down should be substantially retained.

## **D2 BUILDING LINE**

*The existing building line along Chilbolton Avenue should be retained, and new buildings should not encroach towards the road in front of this line.* (Supplements Proposals EN.1 and EN.5 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review

### **Comment**

The existing building line is a key feature in defining the overall character, scale and sense of spaciousness of Chilbolton Avenue, and should therefore be maintained. Front of plot buildings should always front onto the road.

## **D3 DEVELOPMENT DENSITY**

*Development density should seek to fall within densities defined by Central Government and the Local Plan (30-50 dph), but given the various constraints, net development areas may need to be closely drawn.* (Supplements Proposals EN.1 and EN.5 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review

### **Comment**

Although the public consultation showed that local residents rated highly the current low density of development along the avenue, as well as peace and privacy and openness and space, these cannot of themselves adequately justify the prevention of new development along Chilbolton Avenue, given the framework of Government guidance and emerging Local Plan policies.

However the various other Guidelines within this Statement do much to retain essential character features of the avenue that give the appearance of lower densities

and general openness, and indeed they will significantly constrain the densities that might otherwise be achieved.

Clearly there is likely to be some loss of peace and privacy through the process of redevelopment, but issues such as the relationship of new developments to surrounding properties must be carefully and sensitively handled, including matters such as the proximity of new development to site boundaries and overlooking. These issues will need to be satisfactorily addressed for development proposals to be successful.

#### **D4 RESIDENTIAL CHARACTER**

*Any new development along Chilbolton Avenue should be domestic in appearance and character, rather than having the appearance of apartment blocks or flats. (Supplements Proposals EN.1 and EN.5 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review*

##### **Comment**

Public consultation showed that residents place a high value on the domestic characteristics of residential development in Chilbolton Avenue.

Whilst the development of flats or apartments may be acceptable, it is important that new development should reflect the form and character of domestic buildings along the avenue, avoiding the more typical features of blocks of flats such as large mass, bulky proportions and repetition in the treatment of facades.

#### **D5 ARCHITECTURAL TREATMENT**

*Whilst the retention of existing properties facing Chilbolton Avenue is to be preferred, new development will be acceptable provided it is of high quality, raising the standard of architectural treatment, yet also discrete and paying particular respect to the setting and context of the avenue. (Supplements Proposals EN.1 and EN.5 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review*

##### **Comment**

A feature of existing buildings along Chilbolton Avenue is that they appear to have been almost exclusively individually designed, and although they exhibit mostly traditional forms, they each have a separate identity.

The public consultation discovered that whilst there was a general preference for the retention of existing properties, there was also a high score placed against the potential of using redevelopment as an opportunity of raising the quality of architectural treatment generally. There was little enthusiasm for any new landmark buildings, and the idea was strongly opposed by the City of Winchester Trust in particular.

It therefore seems clear that whilst the retention of existing buildings is to be generally preferred, new development should be of a high quality and respectful of the existing character and architectural style of the avenue, sufficient to raise the quality of architectural treatment generally, but to be undertaken so as to be essentially discrete in character.

#### **D6 ADDITIONAL AREA D CONSTRAINTS**

*Any new development in Character Area D should respect the detached and independent villa style of houses in this area, comprising a principal building perhaps supported by one or two smaller and visually subservient annexes, and set within spacious and well-treed grounds. The existing building line to the west should be substantially maintained, and new development should not extend down sloping*

*gardens towards the golf course.* (Supplements Proposals EN.1 and EN.5 of the Winchester District Local Plan 1998 and Policies DP.3 and W.1 of Local Plan Review

#### Comment

The urban and landscape analysis of Chilbolton Avenue identified the western urban edge of Winchester in Character Area D to be a valuable feature that is part of the setting of the city, and this was confirmed at the public consultation. Particular characteristics are the independent and individual villa style of the properties set in large and mature grounds against a backdrop of tall skyline trees. The relationship between built development and the surrounding landscape was identified as being particularly successful and additionally valuable because of the large numbers of people, mostly users of the golf course, who enjoy the view.

Any new development in this Character Area should therefore respect the qualities of the existing buildings and setting with particular regard to the independent setting of existing buildings, gaps and views between properties, the scale of development and the predominance of landscape relative to buildings. The relationship between buildings, gardens, the golf course and topography is also an important aspect of the area that should be maintained. Existing buildings are currently constrained to the higher, eastern part of each property, and there is in effect a reasonably consistent building line to the west, as well as to the Chilbolton Avenue side. New development should be limited to the immediate vicinity of existing properties and should not extend down the slope towards the golf course.

#### **D7 FRONT AREAS/ENTRANCES**

*Any redevelopment proposals should not result in frontages facing Chilbolton Avenue being dominated by hard surfacing and parked cars. Site entrances should be designed to be as discrete as possible.* (Supplements Proposal EN.5 of the Winchester District Local Plan 1998 and Policy DP.3 of Local Plan Review)

The space between the front building line and the back of pavement along Chilbolton Avenue is generally green and soft in character, and as such contributes to the leafy and uncluttered character of the road.

Redevelopment proposals that substantially increase the amount of hardstanding and the effect of parked cars in views from the avenue should therefore be resisted.

Redevelopment proposals should also seek to avoid any features that would introduce visual clutter into views along Chilbolton Avenue, including intrusive lighting and signage. They should also seek to achieve better design solutions to the existing widespread use of close-boarded fencing along front boundaries as an opportunity for enhancement.

Existing entrances into properties along Chilbolton Avenue are generally discrete in character, and, whilst it is acknowledged that any redevelopment proposals are likely to be required to meet higher highway standards, they should nonetheless be designed to be visually as discrete as possible, with particular regard to vegetation, signage, surfacing materials and the treatment of kerbs.

#### **D8 CONSTRUCTION WORK DISTURBANCE**

*Prospective developers should be advised of the need to restrict working hours at weekends.* (Supplements Proposal EN.14 of the Winchester District Local Plan 1998 and Policy DP.12 of the Local Plan Review)

#### Comment

The public consultation identified concern at the noise disturbance arising from prolonged working hours.

It is understood that building works have been a feature of life along Chilbolton Avenue in recent years, and with further redevelopment likely, they are likely to

remain so for some time to come. The Council has powers under Environmental Health legislation to place restrictions on construction working hours, particularly during parts of the weekend. Developers should be advised of this and action taken against any causing an unreasonable noise nuisance.

## **Transport Guidelines**

- 4.25 Highways proposals associated with redevelopment along Chilbolton Avenue should meet defined highways standards and be appropriate to the setting of Chilbolton Avenue.

### **T1 TRAFFIC ASSESSMENT OF SIGNIFICANT DEVELOPMENTS**

*The scale and effects of traffic impacts need to be the subject of a Transport Assessment (TA) in respect of any significant development proposal and to take account of the wider development capacity and not be limited to an assessment of a specific application. (Supplements Proposal T.10 of the Winchester District Local Plan 1998 and Policy T1 of the Local Plan Review*

### **T2 PEDESTRIAN CROSSINGS**

*Pedestrian accessibility in crossing roads should be improved by providing pedestrian crossings at key locations and potentially by signalling junctions with Romsey Road, Sarum Road and Stockbridge Road. (Supplements Proposal T.1 and T.11 of the Winchester District Local Plan 1998 and Policies T.3 and T.8 of the Local Plan Review*

### **T3 ON-SITE PARKING PROVISION**

*On-site car parking provision should balance the need to minimise car use with a need to avoid overspill parking on Chilbolton Avenue. (Supplements Proposal T. 9 of the Winchester District Local Plan 1998 and Policy T4 of the Local Plan Review*

### **T4 CYCLE PARKING**

*Adequate cycle parking should be provided to help maximise cycle use. (Supplements Proposal T.9 and T.10 of the Winchester District Local Plan 1998 and Policies T.1 and T.3 of the Local Plan Review*

### **T5 PROVISION FOR SERVICE VEHICLES**

*Adequate provision should be made for service vehicles. (Supplements Proposal T.7 and T.8 of the Winchester District Local Plan 1998 and Policies T. and T.4 of the Local Plan Review*

### **T6 EFFECTS OF ACCESS TURNINGS**

*The character and visual effects of site access turnings should be minimised where possible. (See Guideline D7. Supplements Proposal T.8 of the Winchester District Local Plan 1998 and Policy T.2 of the Local Plan*

### **T7 DEVELOPER CONTRIBUTIONS**

*Developer contributions (106 Agreements) should be sought as a means of funding road improvements, crossing facilities and other measures made desirable or necessary by additional development along Chilbolton Avenue. (Supplements Proposal T.9 and T.12 of the Winchester District Local Plan 1998 and Policy T.5 of the Local Plan Review*

## 5. CONCLUSION

- 5.1 One of the comments received during the public consultation was to the effect that there is a “fundamental incompatibility” between Government’s PPG3 requirements for relatively high housing densities and the preservation of the principal features that define the character of Chilbolton Avenue.
- 5.2 There is little question that the application of the Guidelines identified in this document will limit the redevelopment potential of the avenue. However the requirement of PPG3 not to “compromise the quality of the local environment” is unequivocal, and this must indicate that new development may only be acceptable in instances where quality of the local environment will not be significantly compromised.
- 5.3 Critical to the application of this principle must be the exercise of reasonable, sensitive and balanced judgement in the consideration of each individual planning application, weighing the often opposing effects of protection and change.
- 5.4 This places new demands on the skill and application of both would-be developers and planning authority alike. Professionally handled, the view is expressed here that the balance between protection and change can be successfully managed and that, within the guidance set by Government, Local Plan policies and the detailed, place-specific Guidance as provided in this Statement, locations such as Chilbolton Avenue can continue to remain quality, cared-for environments despite some quite fundamental changes.

# APPENDIX I

## Transport planning considerations

### LOCATION AND ACCESSIBILITY

- 1 Although the location of B3041 Chilbolton Avenue is edge-of-town, it is closer to the City centre than most other suburbs of Winchester. This location means that in policy terms it may not be a priority location for further residential development, but more sustainable sites, as prescribed by PPGs 3 and 13, may be unavailable or unable fully to meet local needs. This situation is more likely in an historic City such as Winchester than in many other towns and cities.
- 2 Edge-of-town locations often have relatively poor accessibility to shops, schools, jobs and services by non-car modes. However, in this instance there is a primary school (Western C of E Primary School) located about half way along Chilbolton Avenue and a secondary school (Kings School) located to the south of Chilbolton Avenue along the Sarum Road/Romsey Road radial corridor. There are two Hospitals within reasonable walking distance of the southern part of Chilbolton Avenue. The nearest substantial shopping choice is in the City centre but there are local centres to the west of Chilbolton Avenue on B3040 Romsey Road and B3049 Stockbridge Road and to the east, also on Stockbridge Road.
- 3 The City centre lies at least 1.5 km to the east of Chilbolton Avenue via Romsey Road or Stockbridge Road. Chilbolton Avenue itself is about 1.25 km long. Walk distances to the City centre therefore lie between 2.1 km (1.3 miles) and 1.5 km (0.9 mile). At 3 mph, walk times would be in the range 18 to 26 minutes. These distances exceed the easy walking distances envisaged in PPS 6 but are far from unacceptable to some people.
- 4 There is a bus service (27A) along Chilbolton Avenue but its frequency is only 4 per day in each direction. Service 27A runs between Winnall (supermarket) and Littleton across the City centre via Romsey Road and Dean Lane. This cannot be regarded in isolation as providing adequate accessibility to a full range of shops and services by public transport for residents of Chilbolton Avenue.
- 5 More frequent bus services run along Romsey Road at the southern end of Chilbolton Avenue (services 4 and 5) and along Stockbridge Road at the northern end (services 1 and 4). These services connect the City centre with the more distant suburbs and are run by Stagecoach, the principal local operator. Service frequencies during the working day are:
  - service 1: broadly every 15 minutes in each direction
  - service 4: broadly hourly in each direction
  - service 5: broadly every 10 minutes in each directionOther, less frequent, services serve the area.
- 6 Chilbolton Avenue is not in a highly accessible location overall but there are a number of local facilities and services. The northern and southern extremities of the road are more accessibly located than the central section because of their proximity to frequent bus services.
- 7 Bus services along Chilbolton Avenue could in theory be enhanced in the future and stops provided but the likelihood of this may depend on the scale of new development

permitted. Also, Chilbolton Avenue lies in a north-south direction and is an orbital route in contrast with the (generally) radial existing bus routes. In this sense it does not provide a major market opportunity for additional bus patronage.

- 8 The main opportunities for improving non-car accessibility are to enhance bus services and improve road crossing facilities for pedestrians and cyclists, however such crossing opportunities are likely to be limited.

## **ROAD IMPROVEMENTS**

- 9 A number of road improvements have been considered in the area. The County Council has consulted the public on a proposal to signalise the junction of Romsey Road and Chilbolton Avenue (January 2004). This is currently a roundabout. The stated aim of the improvement is to “more fairly distribute traffic flows” at busy times.
- 10 Some residents expressed concern in consultation about additional delays to traffic if signals are introduced. However, while roundabouts generally cause less overall delay than signals at off-peak times, the reverse is often true at peak times because signal settings can be tuned to respond to changing traffic conditions. Signals are often introduced to maximise capacity at large congested roundabouts. There was recognition in consultation of the undoubted safety benefits afforded by pedestrian stages within signal phases, relative to roundabouts. Signals are generally the preferred junction form in urban locations.
- 11 The biggest concentration of personal injury accidents (PIAs) on Chilbolton Avenue lies just to the north of its busy junction with Romsey Road. According to a recent study there have been 17 PIAs on the road or around its extremities in the last 5 years. . In the vicinity of the Chilbolton Avenue/Sarum Road junction, in the last 3 years, 6 accidents have occurred. All of these were on Chilbolton Avenue, with none on the Sarum Road arms, and none of these 6 accidents involved traffic entering or leaving Sarum Road. There have only been 3 accidents at the junction with Stockbridge Road and 1 at the Romsey Road junction in the last 5 years.
- 12 Signalisation of the Chilbolton Avenue/ Sarum Road junction could provide easier and safer accessibility for pedestrians and cyclists. However, such changes have proved difficult to implement due to the land requirements needed for adequate junction design. Negotiations are continuing with land owners adjacent to this cross roads, so it is possible that junction improvements could be delivered in the future.
- 13 Accidents on Chilbolton Avenue away from these junctions are not numerous in relative terms but do tend to involve pedestrians. The provision of pedestrian refuges in the centre of Chilbolton Avenue would enhance the safety of pedestrians, contribute to safer routes to schools and help control traffic speeds on this wide (10m) and generally straight road. These could, in theory, be provided in conjunction with any significant housing development. However, in addition to the fact that currently, there are few locations where pedestrians cross in significant numbers, and therefore desire levels have not exceeded the threshold at which signalised crossings would be considered, there is a practical difficulty with refuges, as discussed next.
- 14 Chilbolton Avenue is a designated both a high and wide load route. The design of refuges that would assist pedestrians crossing the road is therefore of primary concern. The introduction of central islands along Chilbolton Avenue would force high vehicles to the edge of the carriageway where they would be impeded by the overhanging tree canopy. Detailed studies are underway to assess the potential to introduce islands, yet at the same time safeguard the high load route.

## THE TRANSPORT IMPACTS OF RESIDENTIAL DEVELOPMENT

15 It is clear that:

- there is scope for redevelopment that will increase overall densities
- on-site car parking provision must balance the need to minimise car use with a need to avoid overspill parking on Chilbolton Avenue
- there must be adequate cycle parking provision to help maximise cycle use
- account must be taken of off-site transport impacts
- there must be adequate on-site provision for servicing vehicles.
- there could be intensified use of accesses onto Chilbolton Avenue
- there is a need to improve pedestrian accessibility in crossing local roads
- there is a need to consider amenity-related impacts of transport “solutions”
- there is a need to consider the use of developer contributions.

16 These matters are considered below, noting the findings of public consultation.

### PARKING STANDARDS

17 The residential parking standards currently used by Winchester City Council are based on the Hampshire Parking Strategy and Standards, adopted in 2002. Parking provision is varied according to accessibility by non-car modes, as follows:

House type	Car parking per unit		Cycle parking per unit	
	Maximum parking spaces	Parking spaces in accessible locations	Long stay spaces	Short stay spaces
1 bedroom	1.0	0.5	1	1 loop/hoop
2-3 bedrooms	2.0	1.0	2	1 loop/hoop
4+ bedrooms	3.0	1.5	2	1 loop/hoop

*Notes: The above includes provision for visitors.*

18 In a location like Chilbolton Avenue, it is necessary to ensure that on-site car parking is adequate, whilst not actively encouraging greater car use and whilst minimising land take. One key way of achieving this is to provide communal visitor parking.

19 The space required for cycle parking is minimal and adequate provision should be made. The minimum requirement for one long stay space per dwelling should be provided separately or within a large garage (a long stay cycle parking space is one that is covered and secure). Garages should be 6m by 3m, which is large enough for a car, cycle parking and some storage, with adequate door-opening space. Small garages discourage owners from using them for car parking.

### OFF-SITE TRANSPORT IMPACTS

- 20 Off-site transport impacts in this kind of location will comprise:
- pedestrians in small numbers overall but with peaks at school opening/closing times
  - cyclists largely in the peak periods on weekdays
  - a modest demand for buses, leading to a demand for road crossing facilities for pedestrians and appropriate bus stop facilities
  - a traffic impact based on peak period car use at the rate of 60 or more car trips per peak hour per 100 additional units (two-way total).
- 21 Development-related car traffic could have a significant impact on junction operations in the peak period, given the potential for higher density development along Chilbolton Avenue. This impact would need to be the subject of a Transport Assessment (TA) in respect of any significant development proposal. Any such TA should take account of the wider development potential in the area and not be limited to an assessment of a specific application.
- 22 Current traffic congestion levels in this part of Winchester are not untypical in the UK at peak times.

### **ON-SITE PROVISION FOR SERVICING VEHICLES**

- 23 The City Council seeks to accommodate turning space for a 9.44m rigid truck within residential development sites in this context. This is larger than a refuse collection truck (about 7.5m) and the size of a large furniture van. The frequency of visits by such large vehicles is low. Design Bulletin 32 suggests that turning spaces should be designed for:
- refuse vehicles if they would otherwise have to reverse for 40m or more
  - furniture vans if they would have to reverse for 60m or more
  - when it is assumed that these vehicles will reverse into a road, that road should not serve more than 100 dwellings.
- 24 The space required for turning movements will be relatively large in small developments and may be difficult when seeking the most efficient use of land. Chilbolton Avenue is an important and busy road in Winchester and proper provision should be made for refuse vehicles to turn within development sites. Such provision would allow all but the very largest and exceptional vehicles to enter and exit development sites in a forward gear.

### **ACCESSES ONTO CHILBOLTON AVENUE**

- 25 Residents are concerned about the intensified use of accesses onto Chilbolton Avenue and the potential need for much wider and more visually obtrusive accesses.
- 26 There are no rigid standards that apply to intensified use of existing accesses to single dwellings. There is guidance for junction spacing that applies to side roads and guidance on the provision of accesses onto various types of road. The bulk of such Government guidance is found in Design Bulletin 32 (DB 32) and its companion good practice guide: Places, Streets and Movement.
- 27 In this instance, Chilbolton Avenue functions as a district distributor road as well as serving individual properties. This dual function is not ideal in policy terms. Reducing the number of accesses is theoretically possible if existing plots are packaged

together for redevelopment but may often prove impractical if existing properties are retained or if plots are developed individually.

- 28 Guidance suggests the following access road widths:
- 50 to 300 dwellings: 5.5m
  - 25 to 50 dwellings: 4.8m
  - up to 25 dwellings: 4.1m.
- 29 Very few if any existing accesses are as wide as the above recommendations for residential roads. It is possible to minimise the visual impact of wider accesses and larger entry/exit radii by careful choice of materials and providing run-over areas (mountable shoulders) for larger vehicles rather than high kerbs that accommodate the tracking of large vehicles. Guidance suggests a minimum 4m radius if kerbs are used; this would force large vehicles to cross the centre line of the access road whilst turning, and may even force vehicles to cross the centre line of the main road prior to the turn. 6 or 10 metre radii are more appropriate to form an adoptable road junction
- 30 DB 32 considers junction spacings as low as 15m to 40m in the context of residential roads. For distributor roads, County Council Policy states that there should be 90m between junction centrelines where the junctions are on the same side of the road, and 40m where junctions are on opposite sides of the road. Crossroad situations should be avoided.
- 31 Conventional visibility standards must be applied to all new accesses. Visibility would be measured in each direction along Chilbolton Avenue from a point set back from the kerb. This set back distance can be as low as 2m for “single dwellings and small culs-de-sac of up to 6 dwellings” but 2.4m is a more usual minimum. The footways along Chilbolton Avenue are generally over 2m wide so it is unlikely to be necessary to realign the existing frontage boundaries to provide the necessary visibility. This will help minimise visual impacts and pressure to cut down trees.
- 32 It is also necessary to maintain adequate forward visibility along Chilbolton Avenue to minimise the risk of vehicles running into the backs of stationary vehicles (eg those waiting to turn right off the carriageway). The relevant absolute minimum stopping sight distance (TD 9/93 Table 3) for Chilbolton Avenue is likely to be in the range 70m (60 km/h, 37 mph) to 90m (70 km/h, 43 mph) and preferably higher. Chilbolton Avenue is wide enough for ghost islands to accommodate right turns but these facilities should meet certain traffic flow criteria and do not circumvent stopping sight distance requirements (a vehicle may be broken down adjacent to the ghost island for example).

## **PEDESTRIAN ACCESSIBILITY**

- 33 Residents complain about the difficulties of crossing Chilbolton Avenue, Sarum Road, Romsey Road and Stockbridge Road.
- 34 The best and most practical solutions (bearing in mind wide load issues) may be to signalise the junctions of Chilbolton Avenue with Romsey Road (as proposed), Sarum Road (linked to the above) and possibly Stockbridge Road. Elsewhere, pedestrian crossings could be installed to align with desire lines to schools, bus stops and the footpath that crosses Chilbolton Avenue. In this context it should be noted that the signalisation of the Romsey Road and Stockbridge Road junctions with Chilbolton Avenue is likely to cost in excess of £1,000,000, according to County Council estimates. As outlined above, there are land implications for such improvements that

are yet to be resolved, and it is conceivable that, should such improvements occur, it may be necessary to signalise other junctions on Stockbridge Road to allow efficient traffic flows.

### **AMENITY IMPACTS OF TRANSPORT MEASURES**

- 35 Such issues have generally been referred to above where they could potentially arise:
- loss of trees
  - a need for accesses to remain discrete
  - a need to minimise signposting.

### **DEVELOPER CONTRIBUTIONS**

- 36 Such contributions for transport-related measures are a vital means of ensuring that development impacts are mitigated comprehensively, not only around a site access but, for example, within the walking catchment of a development (eg up to 1 km). Such contributions are separate from those required for necessary junction improvements and safety improvements.
- 37 The Government is currently seeking to improve and up-date its advice on such contributions.

## **APPENDIX II**

### **Statement of Public Consultation**

This section of the LADS represents the statement of public consultation required for Supplementary Planning Documents by Regulation 18(4)(b) of The Town and Country Planning (Local Development) (England) Regulations 2004.

Winchester City Council, and consultants Matrix Partnership, have endeavoured to involve the public and interested stakeholders throughout the production of this LADS.

This engagement has included a public meeting for interested persons being held in Winchester on 8 March 2005, and a formal 6-week consultation on the draft in mid-2005. In addition, when the LADS process was commenced, by way of letters to interested parties in December 2004, comments to assist the formulation of the LADS were encouraged from interested parties.

Comments received during the 6-week consultation period were considered by Council officers. A formal report regarding these, and recommended actions in response, was submitted to the City Council Cabinet in January 2006 (see Cabinet report CAB1194, available at [www.winchester.gov.uk](http://www.winchester.gov.uk)). The main issues arising from these activities are outlined below, associated with each stage of the process. Following consideration of these comments, the LADS was adopted as a Supplementary Planning Document on 18 January 2005.

### **Summary of public event held at University College Winchester (West Downs Centre) on 8 March 2005**

This event was organised at an early stage in the production of the LADS, so as to assist the 'front-loading' of public involvement. The event began with an initial introduction by Steve Opacic, Forward Planning Team Manger of Winchester City Council followed by an illustrated presentation by Charles Gardner of Matrix Partnership.

The main presentation consisted of a summary of the relevant national planning guidance from Central Government, followed by a review of the existing Winchester District Local Plan (1998) and the emerging Winchester District Local Plan Review Revised Deposit (2003). The consultants acknowledged the sensitivity of issues associated with significant change in an already established and well-loved area of the city, but explained that meaningful discussion of arguments both for and against change must be conducted within the framework of Central Government and Local Plan policy.

The presentation topics also included urban analysis including the identification of several distinct Character Areas along Chilbolton Avenue.

The latter workshop part of the public consultation evening was divided into the following parts:

- 1 Evaluation of features of Chilbolton Avenue
- 2 Main issues of concern

### 3 Design proposals intended to indicate development principles

About 70 people attended the public consultation and, following the presentation, attendees were divided into 9 groups for the workshops that lasted for a little over an hour. Unfortunately the tight timescale of the evening prevented a feedback session at the end.

## Principal findings

### 1 EVALUATION OF FEATURES OF CHILBOLTON AVENUE

The NDS study identified 15 items listed as 'Features to be preserved'.

It also identified 5 items listed as 'Additional unique characteristics'.

Matrix Partnership identified an additional 10 items, classified as 'Principal defining features', 3 of which were specific to Character Area D.

A space was provided for 'Any additional features' considered to be important.

A further list of 5 items was provided entitled 'Areas for potential future enhancement'.

Respondents were asked to number items with a score of 1 – 5, with 5 representing the most valuable features.

26 valid sheets were returned which gave a maximum potential score for each item of 130. (A few sheets had not been completed and their scores could not therefore be included)

The results in order of importance are listed below:

*Features to be preserved, Additional unique characteristics and Principal Defining Features all combined*

- 129 Leafy surroundings including tree-lined avenue
- 127 The predominance of large mature trees
- 114 Relatively low rooflines
- 114 Contribution of tall trees to the city skyline
- 111 Low density of development
- 109 Peace and privacy
- 109 Residential character of the avenue (no apartment blocks or flats)
- 108 No parking in road
- 108 Protect playing fields
- 108 Views along avenue uncluttered (Parked cars, signage etc.)
- 108 No apartment blocks or flats
- 105 Building line set back from road
- 105 Importance as an entrance to Winchester
- 105 Front areas not dominated by hard surfaces and parked cars
- 104 Openness and space
- 102 Spaciousness encourages wildlife
- 102 Views to and from golf course
- 101 Character of older houses
- 101 Overall scale of the avenue
- 100 Area D - Scale and spacing of properties as seen from the avenue

- 100 Area D - Glimpsed views from the avenue to countryside
- 97 Area D – Scale and setting of properties in views from countryside
- 93 No new buildings behind existing buildings
- 90 Discrete private entrances off Chilbolton Avenue
- 88 Chilbolton Mews has enhanced the Avenue
- 87 Broad road
- 87 Large gardens
- 86 Wide pavements
- 86 Individually styled houses
- 83 Large detached individual family houses (1 house per plot)

An additional list of 'Areas for potential future enhancement' produced the following results:

- 113 New landscape strategy to protect trees
- 97 Architectural quality generally
- 64 Improved treatment of boundary fences
- 42 New footpath links (if possible)
- 40 New landmark buildings

Additional features considered to be important. A space was provided for recording any additional features and these included the following:

- 1 Informality of development
- 1 The importance of the ridge in views from east and west
- 1 Mixed architectural styles look odd
- 1 Architectural diversity is a feature of the area
- 1 Proximity to schools and shop
- 1 Importance of the avenue in the setting of the city
- 1 Policy EN.1 still in force
- 1 Free flowing traffic along the avenue
- 1 Family houses a feature of the avenue
- 1 Historic interest of different house styles
- 1 Open gardens in Area D as seen from golf course

## **2 MAIN ISSUES OF CONCERN**

The following issues of concern and other comments were raised and recorded. The number of references to each issue is also recorded.

- 11 Need for safe pedestrian crossing points
- 5 Overlooking, loss of privacy with redevelopment (incl. height)
- 4 High levels of traffic along Chilbolton Avenue
- 4 Insufficient built and social infrastructure
- 3 Increase in traffic levels
- 3 Increase in turning traffic
- 3 Need for cycleway
- 3 New dev'tment should respect and be situated behind existing buildings
- 2 Increased housing density out of character with the area
- 2 Need for active tree management – not just TPO restrictions
- 2 Speed of traffic
- 2 Need for open space
- 2 The unnecessary demolition of existing houses
- 2 Loss of existing Local plan Policies (EN.1)
- 1 Noise from road
- 1 Constant building works
- 1 Loss of spaciousness

- 1 Effect of large new site entrances
- 1 Loss of architectural variety
- 1 Oppose loss of characterful houses
- 1 Importance of maintaining the character of Chilbolton Avenue
- 1 Rate of change too fast
- 1 Lack of consultation from WCC
- 1 Traffic management measures not thought out
- 1 Large houses should be retained
- 1 Loss of confidence in planning process – development bias
- 1 Multiple occupancy increasing traffic and parking
- 1 Disturbance of on-going building works at week-ends
- 1 No new architectural landmarks
- 1 Avoid urbanising elements (Maintain edge of town character)
- 1 Increase in traffic incompatible with amenity value of the avenue
- 1 Blocks of flats would be out of character with Chilbolton Avenue
- 1 Increase of surface parking
- 1 Chilbolton Avenue should be considered and designed as a whole
- 1 Need for a children’s play area
- 1 Concern at loss of existing trees
- 1 Danger of conflicting house styles
- 1 Retention of existing building lines along the avenue
- 1 Early and late deliveries at building sites
- 1 Effect of development on landscape, hedges and wildlife
- 1 Retention of 2 storey building height
- 1 New development should be of traditional style to match existing styles
- 1 Replace existing houses with more aesthetically pleasing new build
- 1 Retention of skyline trees
- 1 Retention of existing buildings of character
- 1 Retention of green approach to the city
- 1 Importance of views from the golf course
- 1 Effects of additional services on tree roots
- 1 Concern at the loss of traditional architectural styles and quality materials
- 1 A fundamental incompatibility between PPG housing densities and the principal features of the Avenue that define its character
- 1 Concern that Council’s comprehensive development requirement has the ‘hidden agenda’ of raising social housing provision

Additional comments were received from City of Winchester Trust as follows:

- No landmark buildings
- No bulky and tall flats, although flats acceptable in buildings of domestic appearance
- No hard urban edges and formal entrances. Hedges preferred
- New development should not encourage parking on the avenue
- Wide pavements and roadside trees should be retained
- 2 or 3 pedestrian crossings should be provided

### **3 DESIGN PROPOSALS**

The design proposals element of the Workshop was intended to help participants address specific site-related issues and to allow them the opportunity to demonstrate preferred design principles.

A series of four base drawings was produced for this exercise with separate Character Areas represented in principle on each sheet. (Areas C,D,E and F) Non-specific sites were represented, but the essential features of each were included as appropriate. Each sheet included a plan, aerial perspective sketch, a section and

comments space. Drawings were produced at A1 size for group work and A3 size for individual ideas/comments.

Although the suggested timetable for the workshop specifically allocated time for this part of the workshop, most groups did not submit worked copies of the drawings having preferred to spend time mostly on the previous two parts of the workshop.

The following notes record the main elements of comments returned:

### **Area C proposals**

A U-shaped access arrangement suggested thus creating two entrances, and incorporating all the 5 sites shown on the base drawing. All existing buildings demolished and replaced with a mix of detached houses and flats. The scale of the proposals was incorrect and too many new dwellings were shown. New buildings failed mostly to face onto Chilbolton Avenue. A proposal to extend existing footpath through woodland belt on east side of playing fields.

A proposal to create a mews development, at right-angles to the avenue. Situated behind existing houses and requiring 2 existing properties to provide space for access, parking, houses and gardens. Concern that the TPO tree belt limits the economic potential of the sites.

Proposal prefers mews development in back gardens running east-west behind existing buildings. Architectural quality important. Concern about development being of too large or coarse a grain. (Dislike 8-22 Linden Homes scheme) Also concern at TPO trees affecting economics of the site and forcing higher densities.

Tree belts protected, minimise access points and of informal character. New development could either be a single terrace parallel to the avenue served off a new parallel internal road inside the tree belt, or terraces or courtyards at right-angles to the road. 2.5 or 3 storey buildings. (City of Winchester Trust)

### **Area D proposals**

A proposal to develop behind existing large houses to be retained. Sloping gardens down to golf course shown as developed as detached and semi-detached dwellings. Suggests retaining views out.

Comment suggests no substantial new development to protect views from golf course and “large gracious houses” in the area.

Proposal suggests no agglomeration of sites, loss of defining boundaries or sense of individual houses. Suggested that the recent Chilbolton Mews redevelopment is used as an appropriate exemplar.

Proposal considers views from golf course to be “integral” with no development behind properties or on lower slopes. Change of level used to hide car parking.

Comment considers views from Teg Down to be a “fundamental” consideration, and back gardens an important feature. Development at back therefore inappropriate. Chilbolton Mews considered to be a good reference. Suggests car parking cut into slope to reduce impact.

Comment that existing large houses are appropriate to the city edge and that any new development could intrude on views.

Views from golf course require retention of tree cover and more restrained development. Impression of big houses in large plots to be retained. Retain original

houses where possible, with sensitive extensions that do not significantly alter building mass. Some small developments also possible if minimal tree loss. Alternatively plots could be combined to build a Chilbolton Mews type development, but to a higher density. Conceal parking with groundform and additional planting. (City of Winchester Trust)

### **Area E**

Small close in 3 back gardens with existing houses retained. Access gained down side of an existing house. Some semi-detached houses proposed looking onto central area, mostly parking. No space for back gardens and development very close to boundaries.

Proposal to demolish existing houses and move building line back from Chilbolton Avenue. Keep 2-storey height, no flats, traditional style. Suggests more TPOs and “proactive planting scheme”.

Other comments against loss of existing houses and that hedges are an important feature of these sites. Views from Teg Down also considered to be important.

Although potentially screened from Chilbolton Avenue, comment states that some proposals are too near other boundaries especially with fall of land, lack of trees in some gardens and potential for overlooking into Stockers Avenue gardens. Views from Teg Down should be considered.

Main objective should be to enhance appearance from the avenue and to avoid intrusive effect on views from Stockers Avenue. Tree cover to remain intact with replacement planting undertaken where losses necessary. Retain and refurbish existing houses if possible. Smaller, more recent houses could be replaced with redevelopment of combined plots. (City of Winchester Trust)

### **Area F**

Comment opposes redevelopment in this area. Smaller plots necessitate demolition of existing buildings, but old character and architecture of the area should be retained. Cannot redevelop without ruining the character of the area.

In view of openness to road, redevelopment cannot be carried out without spoiling the character of the whole area. (Maximum redevelopment density of 4 houses on the 2 plots shown)

One plan returned demonstrated concerns about pedestrians crossing Chilbolton Avenue in Area F. The marked up plan showed dropping off places for children going to school and other pedestrian crossing places in relation to the Sarum Road.

Main objective should be to enhance Chilbolton Avenue with increased planting. Trees should be retained with appropriate replacements for those lost, “good” older houses should be retained and converted into apartments, overlooking should be avoided. The “older long house” set at right angles to the road (No. 58?) could set the approach to new development in this area. (City of Winchester Trust)

## **Summary of the Draft LADS Consultation Process**

The draft Chilbolton Avenue LADS was approved by the City Council’s Cabinet in April 2005 for consultation, and was subsequently published for a formal 6-week consultation period in June, ending on 29 July 2005.

In accordance with the Town and Country Planning (Local Development) (England) Regulations 2004, statutory notices regarding the consultation were placed in the

local press and copies of the LADS were made available at Council Offices and an electronic copy of the LADS was placed on the Council's website.

Residents within the affected areas of Chilbolton Avenue were contacted directly by letter to advise them that the draft LADS was being published and what the consultation period was. Letters were also sent to houses in the vicinity of Chilbolton Avenue, community groups and other 'stakeholders' within Winchester. Known development interests with specific interest in Chilbolton Avenue, approximately 15 in number, were also directly notified in writing that the consultation on the LADS was commencing.

Copies of the draft LADS were sent to the Environment Agency, Hampshire County Council, Hampshire Constabulary and SEERA. Winchester City and Hampshire County Councillors for the areas affected and Mark Oaten MP were also advised of the consultation.

The issues raised, and the councils responses, are detailed overleaf.

<b>Topic</b>	<b>Sub-Topic</b>	<b>Comments</b>	<b>Resp No.s</b>	<b>Recommended Response</b>
Context	EN.1	Many respondents expressed regret that the EN.1 Policy has been discontinued in the emerging local plan, and that the LADS would have been un-necessary had this remained. Many feel the pressure for development arises directly from this change. Several suggested that the area would be better served by a Special Policy Area designation (or similar)	5, 6, 10, 12, 17, 20	It is not within the scope of the LADS to revisit issues that have been addressed through the Local Plan process, as the LADS is subordinate to the Local Plan. EN.1 of the adopted Winchester District Local Plan was not carried through into the emerging Winchester District Local Plan Review as it was considered that the Policy was untenable in the light of revisions to PPG3 which occurred in the interim. This approach has been supported by the Local Plan Inspector in his report. In relation to the 'Special Policy Area' suggestion, the Local Plan Inspector deals with this in para 3.3.2 - "Areas requiring special attention due to their architectural or historic interest are identified separately as designated Conservation Areas and there are statutory requirements concerning development within them. I consider the arbitrary introduction of additional special areas lying outside these is inappropriate and unnecessary if an even-handed design-led approach is taken towards the remaining areas of the District." <b>It is not proposed to change the LADS in the light of these comments.</b>
Context	PPG3 & Densities	Many respondents feel that the LADS is too weak and fails either to identify appropriate densities for the sections of the road or to specify that PPG3 would not apply on CA. Many support the implied intention of maintaining below PPG3 level densities (30-50ph), with several residents proposing different maximum densities. 3 respondents believe that the LADS is un-necessary as PPG3 already allows for lower densities where circumstances can justify it.	5, 6, 8, 9, 10, 12, 16, 20	Whilst the support is welcomed, it is difficult for the LADS to specify maximum residential densities for the various sections of Chilbolton Avenue. Para 38 of PPS1 indicates that 'policies should avoid unnecessary prescription or detail', and it is difficult to avoid being prescriptive if maximum residential densities are set. However, It is one of the purposes of the LADS to identify, through community involvement, the design-related constraints of Chilbolton Avenue that might limit the applicability of PPG3 required housing densities. The LADS is therefore necessary to identify and justify these local circumstances. <b>It is not proposed to change the LADS in the light of these comments.</b>

Context	Comprehensive Redevelopment	Many respondents believe that the LADS is too late, especially with respect to the LPA's desire to see comprehensive redevelopment. The LADS therefore requires updating relative to this issue, especially in the light of recent Inspectors' decisions on recent applications (55 CA being a cited example).	6, 7, 9, 16, 20	The development process is dynamic, and is, by definition, constantly changing as a result of many factors. It would be impossible for a LADS, or any equivalent document, to preempt every individual development. It is accepted that some developments have preceded the production of the LADS, but its purposes and intentions remain sound. In relation to the issue of redevelopment occurring within a comprehensive framework extending beyond each individual planning application, both the Local Plan Inspector and recent appeals on Chilbolton Avenue indicate that it would be unreasonable to expect applicants to formulate their planning applications mindful of considerations on land beyond their control. This position is already reflected in the LADS, at paras 1.31-1.33 and 4.14-4.20. <b>It is proposed to alter the LADS to update paras 1.32 and 1.33 in the light of having received the Local Plan Inspector's Report.</b>
Context	Timeliness	Probably similar in origin to the issue above (4), although here comments simply state that the LADS is too late	4, 6, 10, 12, 20	The development process is dynamic, and is, by definition, constantly changing as a result of many factors. It would be impossible for a LADS, or any equivalent document, to preempt every individual development. It is accepted that some developments have preceded the production of the LADS, but its purposes and intentions remain sound. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Context	Implementation	3 respondents are concerned that the LADS will not be the (or a) main guiding principle that would shape any future planning application. The LADS should be made clearer as to how planning applications will be considered. One respondent (6) strongly questions WCCs capacity/ability to assess planning applications from a design perspective	5, 6, 12,	When adopted, the LADS will be a Supplementary Planning Document to the Winchester District Local Plan for the area in question. The document will therefore be a material consideration, against which planning applications will be considered. During the preparation of the LADS, care has been taken to ensure that the document is consistent with current national and local planning policies, and it has been drawn up following an extensive process of community involvement. The document will therefore be one of the more important factors in determining planning applications. Applications will be considered on a case-by-case basis, but should additional expertise be required to assess individual development proposals, the Council has arrangements in place for the provision of design advice through the appointment of specialists. <b>It is not proposed to alter the LADS in the light of these comments.</b>

Context	Scope of LADS	2 respondents feel that the scope of the LADS should extend to other infrastructure (water supply, sewerage and social infrastructure), whilst 3 support the LADS and its design focus	5, 8, 12, 15, 17	The support is welcome. With regards to the objections, the purpose of the LADS is to identify the urban design constraints that relate to developments on Chilbolton Avenue, as it is considered that it is design issues that are the main issues given that the principle of development is established by the Local Plan . All the other issues suggested by respondents to be encompassed within the scope of the LADS are important, but are addressed through other policies in the Local Plan, with which planning applications must also be compliant. These issues will be therefore addressed as part of the process of formulating and determining planning applications. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Context	Segmentation of CA	1 respondent feels that CA should be treated as an entirety, 1 supports the segmentation approach adopted	12, 17	Following the design assessment of Chilbolton Avenue, which forms part of the LADS, the LADS has been constructed so as to enable the assessment of planning applications against the part(s) of the road in which they would fall. Whilst some urban design elements appear within most or all parts of the Avenue, others are only applicable to smaller sections of it. It is therefore inappropriate to consider the Avenue as a single homogenous entity. <b>It is not proposed to alter the LADS as a result of these comments.</b>
Community Involvement	Scope	Feels scope of community involvement is limited, due to his client's exclusion from the process. Also feels that the LADS resolves current community's concerns, rather than being 'imaginative' to achieve community needs	16	No development interests were intentionally excluded from the process of formulating the LADS, and the comments from this respondent are welcome. During the early stages of the preparation of the LADS, opinions were sought from residents, community groups, statutory consultees as well as development interests then known to the council. It is understood that the development interest represented by this respondent emerged after the commencement of the LADS process. In relation to the issues raised, it should be noted that developments do not occur in a vacuum, but have impacts in their vicinity, and it is considered entirely appropriate for the Council to have sought the opinions of the local community in formulating the LADS. This is an approach that is encouraged by PPS1 and is indeed required of any SPD under the provisions of planning regulations. The resulting LADS therefore is appropriate in that it seeks to reconcile residents concerns regarding developments with the needs of the wider community and the views of development interests. <b>It is not intended to alter the LADS in the light of these comments.</b>

Street scene - General	Tree Cover	Both respondents support LADS emphasis of importance of tree cover to general street scene, however 1 (17) feels that WCC should take responsibility for maintenance, rather than locals, and Resp. 20 is of the opinion that tree protection should be limited by desire for good husbandry to enhance undergrowth	17, 20	The support for the importance of trees to the street scene is welcomed. WCC control over planting is generally limited to trees, in the form of tree preservation orders (TPOs), or conditions regarding landscaping being imposed on planning approvals. The Council supports the principle of enhancing biodiversity within the district (in this instance through tree & canopy management), though is mindful of the importance of the existing trees to the street scene. Any applications for works that would affect the trees on Chilbolton Avenue which are currently protected by TPOs would be carefully considered with these factors in mind. It is important to note that the responsibility for maintenance of TPO trees rests, as in the case of buildings, with the owner of the land on which they occur. It is the role of the council to ensure that TPO trees are not harmed by their owners. WCC would only be responsible for the maintenance of TPO trees situated on WCC land. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Street scene - General	Visibility from outside CA	Both respondents disagree with suggestion in para 2.69 that views into CA from outside the area are less important than views of these areas from CA.	6, 20	This is a valid comment, as views are indeed 2-way. The text is perhaps unclear in that views of the buildings of Chilbolton Avenue from adjacent residential areas are intermittent, and largely broken up and obscured by the trees in the Avenue, whereas views of these adjacent areas from within Chilbolton Avenue are less broken up by trees. <b>Paragraph 2.69 should be reworded to reflect this more sympathetically.</b>
Street scene - General	Building Line	2 respondents support retention of existing building line (no change or encroachment roadwards), but 1 (6) suggests that not all new build should be parallel to CA. 1 respondent (18) feels that there will be a need to be flexible wrt building line to achieve developments, due to rear-of-plot constraints - see section re Area C	3, 6, 18	The views of the respondents highlight valid issues here. The back of plot constraints of Area C (protected tree stand) are acknowledged as additional constraints in this location, however, it is not accepted that a flexible approach to the position of the building line should be taken as a result. The reason is that, with additional flexibility, there is the possibility of encroachment roadwards, which would compromise one of the key characteristics of Chilbolton Avenue. This stance is supported by 2 of the respondents, and is currently reflected in Guideline D2 of the draft LADS. There is more justification in relation to the suggestion that not all new build should be exactly parallel to Chilbolton Avenue, however, mindful that para 38 of PPS1 indicates that 'policies should avoid unnecessary prescription or detail', there is a danger that such specification would be too prescriptive. It seems most appropriate to assess the exact building line on a case by case basis at the planning application stage, with the overriding intention that existing building lines (whether parallel or nearly parallel to Chilbolton Avenue) should not be moved roadwards. <b>The current wording of D2 allows for this non-parallel, case-by-case assessment, and it is not therefore necessary to alter the text of the LADS to reflect this.</b>

Street scene - General	Building massing	Support for design of buildings to be outwardly 2-story residential in character. 2 respondents feel that roof space development to achieve 3 storeys is possible, whilst 1 (17) is concerned that buildings should not exceed existing heights	6, 7, 9, 17	The responses on this issue are all compatible with each other, and the current text of the LADS. The 2 respondents suggesting that a 3rd storey would be deliverable in buildings on Chilbolton Avenue acknowledge that this is most likely to be in loft-space style voids with casement windows. This would not require the buildings to be taller than those existing on the Avenue, nor would it compromise the general design approach outlined in Guideline D1. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Street scene - General	Building orientation	New developments should be outward (ie toward CA) facing	6	Agreed. This issue is addressed in design Guideline D5. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Street scene - General	Street furniture	2 respondents are keen to keep street furniture to a minimum. 1 wishes to see parking restrictions maintained, 1 wishes to avoid the presence of bus stops.	10, 17	Agreed. This issue is addressed in design Guideline D7. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Street scene - General	Fencing/Landscaping	Brick walls and close boarded fencing should be recognised as 'alien' to the locality – or be combined with planting to soften, in keeping with the rest of CA	5, 6, 17	Agreed. This issue is addressed in design Guideline D7. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Development Options	Location of new build	All 3 respondents in this section support the concept of development being to rear of existing structures in areas of least constraint, although 1 (18) suggests that flexibility is required in building line if developments are to be progressed	3, 7, 18	The support is welcome, however, it is not accepted that a flexible approach to the position of the building line should be taken. The reason is that, with additional flexibility, there is the possibility of encroachment roadwards, which would compromise one of the key characteristics of Chilbolton Avenue. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Development Options	Retention of existing bldgs	2 respondents (4,7) suggest that existing buildings are not worth retaining in design terms, however, 1 (20) suggests existing buildings should be retained	4, 7, 20	The LADS agrees that the existing buildings are not worthy of protection. The only method to retain existing buildings would be the inclusion within a Conservation Area, or listing the buildings in question. Given the assessment of the buildings in the LADS, neither measure could be justified. These points are therefore adequately addressed by design Guideline D5. <b>It is not proposed to alter the LADS in the light of these comments.</b>

Development Options	Locating affordable housing	Believes affordable housing should not be distributed across development sites, but aggregated	20	It is not within the scope of the LADS to revisit issues that have been addressed through the Local Plan process, as the LADS is subordinate to the Local Plan. The provision and distribution of affordable housing across development sites is a matter of detail that is addressed at the planning application stage, however, provided all units on sites (affordable or market housing) are designed in accordance with the guidance contained within the LADS, no harm would occur from whichever arrangement of the various types of housing is progressed in detailed planning applications. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Development Options	Priority to develop CA	Feels WCC should promote greenfield development	20	It is not within the scope of the LADS to revisit issues that have been addressed through the Local Plan process, as the LADS is subordinate to the Local Plan. The preference for redevelopment of previously developed land is stated strongly in PPG3, as such sites are likely to be more sustainable. The strategy for development distribution within the district is in line with these principles and has recently been endorsed by the Local Plan Inspector. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Development Options	Level of constraint afforded by LADS	Both respondents believe that LADS is an undue constraint on development in the area. Resp 9 feels that the LADS should not seek enhancement (para 1.27 of draft).	9, 16	The Local Area Design Statement is seeking to ensure that the attributes that contribute to the valued character of Chilbolton Ave are not lost in the event of development. National policy, in the form of PPG3, allows such a stance to be taken, and the LADS is therefore seeking to help shape development proposals, and link the objectives of the development plan, particularly Policy DP.3, with any future planning applications. It is not therefore accepted that the LADS is an undue constraint on development. Indeed, the LADS provides added clarity to the requirements of this policy in the Area in question and therefore removes uncertainty from the development process. Regarding enhancing the area, the Council will always seek to improve development proposals, but acknowledges that it is not the purpose of the planning system to remedy existing issues. Rather, the council will encourage developers to submit proposals that are in line with the LADS and also incorporate best practice with respect to urban design issues. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Area A	Constraint assessment & Conclusions	Respondent points out that Area A is dominated by a new development. LADS should identify whether this design is the aspiration or the exception for both Area A and whole of CA	17	The comments are noted. Para 38 of PPS1 indicates that 'policies should avoid unnecessary prescription or detail', and it is difficult to avoid being prescriptive regarding the urban design of developments on Chilbolton Avenue if the LADS specifies whether the design characteristics of the newly built development in Area A are the aspiration or the exception for the remainder of the road. The development to which the respondent refers is largely inward facing (ie away from Chilbolton Avenue) and the edge of the development that interacts with Chilbolton Avenue is currently mainly characterised by brick walls with softer planting yet to take effect. Given Design Guidelines D5 and D7, it would appear that developments of the nature of that which dominates Area A would be less likely to be approved in future. <b>It is not proposed to alter the LADS in the light of these comments.</b>

Area B	Constraint assessment & Conclusions	Suggests vegetation does not dominate street scene due to development activity in Area C	17	The respondent refers to development activity in Area C affecting the impact of vegetation in Area B. As the LADS describes each part of the Avenue separately, it is appropriate for the LADS to treat each part of the Avenue in isolation. The comments are noted and included within the description for Area C, but it would not be appropriate to repeat them in relation to Area B. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Area C	Constraint assessment	Resp 16 suggests that the part of Area C south of Sarum Rd has been incorporated into the process late - apparently evidenced by presentation slides in Appendix 2. Resp 18 feels that nos 26-40 CA are further back from the road than the rest of Area C, and that the LADS should acknowledge the additional stand of trees to the rear of these properties	16, 18	Regarding 26-40, the building line is a key aspect identified in the LADS. As identified by Design Guideline D2, new building should not be forward of the existing building line. It is not necessary for the LADS to highlight the position of these properties, or any other along the road, in this respect. The additional row of trees to the rear of these properties is mentioned in the text, as is the fact that these benefit from a TPO (see para 2.24 of the LADS). Regarding the part of Area C to the south of Sarum Road, and the respondent's suggestion that this area has been brought into the LADS process late (and therefore should be excluded from the LADS or assigned a unique Character Area), it is acknowledged that maps in Appendix II (the copy of the presentation given early in the LADS process) do appear to exclude this area, however this was an error. It is sensible for the LADS to incorporate this area, which was previously covered by Policy EN.1 of the adopted 1998 Winchester District Local Plan. The conclusions of Matrix regarding Area C, and the inclusion of the area to the south of Sarum Road within it, are considered justified. <b>It is not proposed to alter the LADS in the light of these comments.</b>
	Conclusions	Resp 16 feels the part of Area C to south of Sarum Rd should be afforded a Character area of its own. Resp 18 feels that with the row of trees to rear of properties 26-40, flexibility may be required wrt building line if development is to be accommodated	16, 18	Regarding the part of Area C to the south of Sarum Road, and the respondent's suggestion that this area has been brought into the LADS process late (and therefore should be excluded from the LADS or assigned a unique Character Area), it is acknowledged that maps in Appendix II (the copy of the presentation given early in the LADS process) do appear to exclude this area, however this was an error. It is sensible for the LADS to incorporate this area, which was previously covered by Policy EN.1 of the adopted 1998 Winchester District Local Plan. The conclusions of Matrix regarding Area C, and the inclusion of the area to the south of Sarum Road within it, are considered justified. Regarding the additional row of trees, and the respondent's conclusion that a flexible approach to the building line may need to be taken at this location, para 2.24 of the LADS is clear in this respect. The comments of this respondent are disagreed with because, with additional flexibility, there is the possibility of encroachment roadwards, which would compromise one of the key characteristics of Chilbolton Avenue. Rather, the additional line of trees at this location is acknowledged as an additional constraint to development. <b>It is not proposed to alter the LADS in the light of these comments.</b>

Area D	Constraint assessment & Conclusions	Support to the 'both sided' focus to constraints faced by area D. Resps 7 & 9 nonetheless are of the opinion that some small scale, low level development to rear of existing properties is achievable	7, 9, 17	The support for the 'double sided' focus to Area D is welcome. With regards the specific comments that low level development being possible to the rear of properties in Area D, the LADS does not entirely exclude such development. As the focus of th LADS is on a design-led approach to development, provided the design criteria outlined in the LADS are considered and complied with at the planning application stage, such proposals would be in line with the sprit and content of the LADS. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Area E	Constraint assessment & Conclusions	Resp 20 suggests that lower tree canopy coverage is due to historic management practice & thinning resulting in better undergrowth and higher biodiversity. Resps 7 & 9 feel that development is possible in this area	7, 9, 20	The comments in this respect are noted, but it is not necessary to include the comments into the text of the LADS. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Area F	Constraint assessment & Conclusions	Resp 4 strongly questions tree coverage assessment and aspects relating to the frontages of properties. Resps 7 & 9 feel that development is possible in this area	4, 7, 9	The conclusions drawn by Matrix relating to the attributes found within this section of Chilbolton Avenue are based on a survey and an assessment of this area. It is acknowledged that some aspects associated with the appearance of developments (eg front garden/hardstanding/landscaping) may be beyond the scope of ongoing control at the planning application stage. However, the council is keen to ensure that the factors underlying these, which have much influence on occupants subsequent decisions (eg building & access locations relative to each other and to Chilbolton Avenue), are considered in those elements which do fall within the planning system. The comments from the other respondents that development is possible within this area are acknowledged, but it is not necessary to include these in the text of the LADS. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Area G	Constraint assessment & Conclusions	Feels LADS should acknowledge that these playing fields are in private, rather than public ownership, and suggests that motivation for private landowner might be less in the wider public interest	17	The respondent makes a valid point here. Private owners are often subject to different motivation than are public owners. However, the playing fields are protected by Policies RT.1 and RT.2 which seeks to protect and retain existing amenity and recreational areas, regardless of ownership, however it would be beneficial to highlight the private nature of the ownership in para 2.46 of the LADS. <b>Para 2.46 will be altered to emphasise the private ownership of the playing fields.</b>

Traffic	Road Junctions - Sarum & Romsey Rd	Much comment suggesting that junction types at Romsey Rd and Sarum Rd should be the same, regardless of whether roundabouts or lighted junctions. Concern expressed regarding the deliverability of improvements due to land take required & processes associated. Resp 2 supports roundabouts at Romsey Rd. Resp 20 feels that, if lights are to control Romsey Rd junction, they should be intelligent/sensored	HCC Highway s, 2, 19, 20	The design of road junctions is a complex, and technical process, and whilst in ideal circumstances certain types of junction might be preferred, there are often other factors involved in such decisions, not least of which is whether there is adequate land available to provide the junction type. It is therefore inappropriate for the LADS to specify at this stage which junction type should be implemented at the Romsey Road and Sarum Road junctions. As regards these junctions, Hampshire County Council Highways Department are in discussions with landowners with a view to improve the Sarum Road/Chilbolton Avenue junction. It is hoped that these improvements may be delivered in due course. As the implications of junction design extend well beyond the design-based scope of the LADS, <b>it is not proposed to alter the LADS in the light of these comments.</b>
Traffic	Additional accesses to serve new devels	Resp 2 supports roundabouts for all new accesses. Resp 14 & 19 suggest it is not possible to deliver visibility splays to serve developments given desire to maintain existing building lines. Resp 14 is concerned at safety implications of additional right turns off CA, while Resp 19 would like to see a clear strategy for delivery of any necessary improvements related to size, scale and nature of devels.	HCC Highway s, 2, 14, 19	The design of road junctions is a complex and technical process, and whilst in ideal circumstances certain types of junction might be preferred, there are often other factors involved in such decisions, not least of which is whether there is adequate land available to provide the junction type. It is therefore impossible for the LADS to specify which junction type should be implemented for any given development. Access to developments, including the detail of the design, can only be considered on a case-by-case basis as and when development proposals occur. Council highways engineers are consulted in relation to planning applications and this process will continue. The LADS provides the context within which access points will be designed and assessed. <b>It is not proposed to alter the LADS in the light of these comments.</b>

Traffic	CA capacity	Many respondents express concern relating to the levels of traffic on CA (both existing and as a result of developments). Some would specifically wish the LADS to indicate the capacity of CA. Resp 12 would like to see results of traffic counts in the doc.	HCC Highway s, 2, 6, 8, 10, 12, 14, 19	It is not the purpose of the LADS to document current traffic levels on Chilbolton Avenue, and providing the results of traffic surveys is outside the scope of the LADS, which seeks to identify and evaluate design-related constraints to development. Furthermore, road capacity is a highly subjective issue, dependant on vehicle types and road characteristics, as well as vehicle speed. A single maximum capacity for any given road is therefore a dubious concept. The LADS should therefore not be altered to incorporate these issues. Increasing development density is likely to increase traffic movements, but these can only be considered on a case-by-case basis as and when planning applications are being formulated. It is likely that, in terms of traffic numbers, the numbers of additional movements arising from the development will be very limited compared to the numbers of traffic movements on Chilbolton Avenue. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Traffic	Pedestrian crossings/ cycling	HCC Highways indicate that desire lines and assessments are v. weak re provision of crossings. In addition, concern expressed as CA is a high and wide load route - with islands likely to force high loads under overhanging tree canopy. Resp 12 feels emphasis given to cyclists is unwarranted	HCC Highway s, 12	The comments from HCC Highways regarding the desire lines regarding pedestrian crossings are noted. Relevant sections of the Transport Appendix will be amended to reflect the situation.
Traffic	Parking & Parking restrictions	Many respondents are keen to see parking restrictions on CA retained. HCC Highways is keen to see parking standards complied with, while Resp 16 feels that parking standards should be applied to developments on a case-by-case basis	HCC Highway s, 10, 12, 14, 16	The comments are noted. It is likely that decisions on planning applications regarding parking provision will be made on a case-by-case mindful of parking standards. Design Guideline D7 addresses the concerns to ensure that Chilbolton Avenue retains its parking restrictions. <b>It is not proposed to alter the LADS in the light of these comments.</b>
Traffic	Public Transport	Minimal comment re public transport. Resp 17 does not wish to see bus halts introduced into the street scene	17	Design guideline D7 addresses the concerns regarding street furniture. <b>It is not proposed to alter the LADS in the light of these comments.</b>

Traffic	Speed enforcement/management	Similar to issue re CA capacity, many respondents would wish to see greater enforcement of traffic speed limits. Resp 8 suggests inclusion of traffic calming measures.	HCC Highway s, 2, 8, 10, 14	It is not within the scope of the LADS to enforce speed limits or to propose other traffic management measures. Whilst these issues are of significant concern to many respondents there are other mechanisms that seek to address them, and it would not be appropriate for the LADS to attempt to duplicate or replace these <b>It is not proposed to alter the LADS in the light of these comments.</b>
Traffic	Noise	Would like to see flexible planning approach to soundproofing measures along CA	8	The LADS does not exclude the possibility of the installation of soundproofing measures. Should residents wish to propose soundproofing measures for their individual properties, there would be support wherever possible. It should be noted, however, that any artificial physical barriers should be designed and constructed mindful of the design considerations outlined in the LADS. <b>It is not proposed to alter the LADS in the light of these comments.</b>

## APPENDIX III

### Sustainability Appraisal

The Government's Planning Policy Guidance (PPG) notes have emphasised the need for local authorities to encompass a wide range of environmental, social and economic issues. One way in which the emerging Winchester Local Plan (Revised Deposit 2003) does this is to undertake a Sustainability Appraisal of the development plan policies in accordance with PPG 12: Development Plans. This can be found in Appendix 3 of the Revised Deposit Local Plan.

It should be noted that the main aim of a sustainability appraisal is to ensure that the policies in a development plan are compatible with each other and the general sustainability aims. Where policies fail to be compatible or sustainable, they should be reassessed to see if amendments should be made.

This Local Area Design Statement follows the same procedure as the emerging Local Plan whereby 13 main themes are identified, such as Resources, Pollution and Biodiversity, but with 28 tests/indicators. These are listed in a chart and each Local Plan proposal is assessed against each of the 28 tests. The effects are scored as follows:

√	Positive effect
?√	Possible positive effect
x	Negative effect
?x	Possible negative effect
?	Uncertain overall effect
0	Neutral – no relationship or significant impact

If negative effects were to be recorded, then the Proposals, or in this case the Guidelines, would be re-examined in an attempt to redress the conflict.

The Appraisal has found not all the 28 tests/indicators apply or are relevant to the Guidelines. These are, Transport, Basic Needs Equality, Economy, Employment, Health Treatment, Health Prevention, Crime, Fear of Crime, Sustainability Awareness and Equity which were all neutral with no relationship or with insignificant impact in each case. They have therefore not been included on the chart.

L1	L2	L3	L4	D1	D2	D3	D4	D5	D6	D7	D8	D9	Guidelines
?	?	?	?	?	?	?	?x	0	?x	0	0	0	Land Use
0	?x	?x	?x	?x	?x	?	0	0	?x	0	0	0	Resource Use
√	√	√	√	0	0	0	0	0	0	0	0	0	Protection of Resources
0	0	0	0	0	0	0	0	0	0	0	0	√	Pollution
√	√	√	√	√	0	?√	0	0	√	0	0	0	Protection of Diversity
√	√	√	√	?√	√	?√	0	0	√	0	√	0	Access to wildlife/nature sites
√	√	√	√	0	0	0	0	0	0	0	√	0	Local Needs Provision
√	√	√	√	0	0	?√	0	0	0	0	√	0	Local Needs Use
?x	0	0	0	Housing Provision									
0	0	0	0	0	0	0	0	0	0	0	√	0	Access
?x	0	0	0	0	0	0	0	0	0	0	√	0	Road Safety
0	√	0	0	0	0	0	0	0	0	0	0	0	Self-development
0	√	0	0	0	0	0	0	0	0	0	0	0	Involvement
√	√	√	√	0	0	x	0	0	0	0	√	0	Leisure provision
√	√	√	√	0	0	x	0	0	0	0	√	0	Leisure Access
√	√	√	√	√	√	0	√	√	√	√	0	0	Protection of the Built Environment
√	√	√	√	√	√	0	√	√	√	√	0	0	Urban Design
√	√	√	√	√	√	?√	√	√	√	√	0	0	Local Identity

T1	T2	T3	T4	T5	T6	T7	T8	Guidelines
?√	0	?x	√	?x	0	?	?	Land Use
√	√	?	√	?	0	?	√	Resource Use
?√	√	0	√	0	0	0	?	Protection of Resources
?√	0	0	√	0	0	0	?	Pollution
?	0	0	0	0	0	?√	0	Protection of Diversity
0	√	0	0	0	0	?√	0	Access to wildlife/nature sites
?√	√	√	?√	√	0	0	√	Local Needs Provision
√	√	?	√	?	0	?√	?	Local Needs Use
0	0	?	?	?x	0	?x	?√	Housing Provision
√	√	?	√	√	0	0	√	Access
√	√	√	?	√	0	0	√	Road Safety
0	?√	0	?	0	0	0	0	Self-development
0	?√	0	?	0	0	0	0	Involvement
0	√	0	√	0	0	x	0	Leisure provision
0	√	?	√	0	0	x	?√	Leisure Access
√	?	?	?	?x	√	0	?	Protection of the Built Environment
√	?	?	0	?x	√	0	?	Urban Design
√	?	?	0	?x	√	?√	?	Local Identity

## SUSTAINABILITY APPRAISAL FINDINGS

The main findings are that the Guidelines support, in large part, sustainability objectives. However, the various landscape-related Guidelines that seek the retention of trees, and also development Guidelines that seek to preserve the scale and character of the avenue, are likely to result in lower densities of development being achieved than might otherwise be the case, and therefore there is a possible negative effect on the Resource Use (of land) and on Housing Provision. However the very real importance of trees and the scale and nature of development fronting Chilbolton Avenue, both in the context of the avenue itself and in the wider context of the city, is such as to outweigh the loss of additional potential development housing provision.

It might also be noted that Chilbolton Avenue, situated as it is on the edge of the urban area, is generally not within easy walking distance of most of the usual local facilities including local shops, nor does it boast a readily accessible or convenient bus service along much of its length. The current tendency of residents is to use the car for shopping and other local trips, and additional development is likely to extend and perpetuate this situation. Whilst development in an urban location is sustainable in principle, development along much of Chilbolton Avenue is nonetheless likely to encourage unsustainable local car trips.

