

chilbolton avenue



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

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

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

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

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

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



New development, Bath Place



A large secluded detached house on the Avenue



Chilbolton Mews



Autumn colours along Chilbolton Avenue



Rush hour on the Avenue

Building Types and Materials

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

Vistas and Trees

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

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

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

Roads, Traffic and Parking

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

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

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

All properties have off-street parking.

Development

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

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

Planning Guidance

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

Enhancement Proposals

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

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

Consultation Statement

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

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

Over 200 responses were received.

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

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

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

agreement amongst the 25% of households who responded.

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

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

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

Acknowledgements

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

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

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

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

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Aerial photography courtesy of Winchester City Council, HCC & Get Mapping Partnership 2006.

References

Winchester City Council - Local Area Design Statement for Chilbolton Avenue.

Winchester City Council publication – Oram's Arbour Iron Age Enclosure at Winchester.

The City of Winchester Trust – Neighbourhood studies No 1 - Fullood; No 3 - Oram's Arbour and St James Lane.

Winchester City Council - Biodiversity Action Plan.

Hampshire Treasures Vol 4 Winchester, Hampshire County Council.

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Sustainability Appraisal

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

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

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

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

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

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



View from Oram's Arbour across Winchester