

CABINET (LOCAL DEVELOPMENT FRAMEWORK) COMMITTEE

2 April 2008

NEW ALRESFORD TOWN DESIGN STATEMENT / WEST FULFLOOD & ORAM'S
ARBOUR NEIGHBOURHOOD DESIGN STATEMENT – RECOMMENDED ADOPTION

REPORT OF HEAD OF STRATEGIC PLANNING

Contact Officer: Steve Opacic Tel No: 01962 848101

RECENT REFERENCES:

PHD57 – 'Draft New Alresford Town Design Statement' December 2006.

PHD66 – 'Draft West Fulflood & Oram's Arbour Neighbourhood Design Statement' Feb 2007

EXECUTIVE SUMMARY:

Draft Design Statements were published for consultation in February 2007 (New Alresford Town Design Statement) and April 2007 (West Fulflood & Oram's Arbour Neighbourhood Design Statement) for 6-week periods which ended in April and May 2007 respectively. In order for these documents to carry weight in the planning decision-making process they need to be adopted by the City Council as 'Supplementary Planning Documents'. This report summarises the comments received on each Design Statement following public consultation and recommends that they be adopted as Supplementary Planning Documents. A number of changes are proposed to each Design Statement, as a result of the comments received and in order to update them (see Appendix 1 and 3). The opportunity is also taken to update Members on progress with other Village/Neighbourhood Design Statements.

RECOMMENDATIONS:

- 1 That the 'Planning Guidance' set out in the New Alresford Town Design Statement and the West Fulflood & Oram's Arbour Neighbourhood Design Statement, as proposed to be amended, be adopted as Supplementary Planning Documents.
- 2 That an offer of up to £1,000 be authorised for each Design Statement, as a contribution towards the costs of publication of the final documents.
- 3 That Alresford Town Council and the West Fulflood Design Statement Committee be thanked for producing the respective Design Statements.

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DETAIL

1 Introduction

- 1.1 The City Council encourages the production of Village Design Statements and Neighbourhood Design Statements by local communities so as to improve the quality of development in local areas and public involvement in the planning process. In order to carry weight in determining planning applications, such Statements need to be adopted by the City Council as Supplementary Planning Documents (SPD). The Town and Country Planning (Local Development) (England) Regulations 2004 set out various requirements which must be followed when producing and adopting SPD, including public consultation on draft proposals. Failure to meet these requirements could either prevent the City Council from adopting the Village/ Neighbourhood Design Statements as SPDs, or lead to their validity being challenged.
- 1.2 A draft TDS was produced by members of New Alresford Town Council, in consultation with local groups and residents, and was published for consultation in February 2007. The Town Council has had assistance from the City Council's consultants (Atkins), Planning Aid South and City Council officers. The comments received on the draft TDS have been considered and the TDS has been amended as a result.
- 1.3 The draft West Fulflood and Oram's Arbour Neighbourhood Design Statement was produced by a Design Statement Committee, also in consultation with local residents and organisations. This was published for formal consultation in April 2007 and benefited from assistance from the City Council's consultants (Atkins) and officers. The comments received on the draft NDS have been considered and the NDS has been amended as a result.
- 1.4 17 VDSs have so far been adopted in Winchester District (Kings Worthy, West Meon, Micheldever, Curdrige & Curbridge, Denmead, Soberton & Newtown, Boarhunt, Corhampton & Meonstoke, Crawley, Exton, Wickham, Itchen Abbas, Bramdean, Littleton, Swanmore, Upham and Sparsholt) and there are a number of others in preparation. In addition, 2 Neighbourhood Design Statements have so far been adopted (St Giles Hill, Winchester and St Barnabas West, Winchester). This report summarises progress on the VDS/NDSs known to be in production and considers the New Alresford TDS and West Fulflood NDS, which have both been submitted to the City Council with requests that they be adopted as SPD. It is recommended that this be agreed.

2 Progress on Village/Neighbourhood Design Statements in the District

- 2.1 The table below summarises the situation regarding VDS/NDSs in the District. Currently, 17 VDSs and 2 NDSs have been adopted as SPG and another 6 are being prepared, including New Alresford and West Fulflood. Some villages/neighbourhoods are/have investigated the possibility but decided not to progress a VDS/NDS at this stage, or to produce a Parish Plan first.

<u>Village/Neighbourhood</u>	<u>Stage Reached With VDS / NDS</u>
Bishops Sutton	Investigating VDS
Boarhunt	Adopted 2002 , started update 2007
Bramdean	Adopted 2000 , started update 2007
Compton & Shawford	Undertaking VDS as part of Parish Plan
Corhampton & Meonstoke	Adopted 2002
Crawley	Adopted 2001
Curdrige	Adopted 2002
Denmead	Adopted 2007
Droxford	VDS drafted 2004, not taken forward
Durley	Investigating VDS
Exton	Adopted 2002
Hambledon	VDS started 2002, not taken forward
Itchen Abbas	Adopted 2001
Kilmeston	VDS drafted but not submitted for adoption
Kings Worthy	Adopted 2006
Littleton	Adopted 2001
Micheldever	Adopted 2002
<i>New Alresford</i>	<i>Consultation on draft TDS Feb 2007</i>
Olivers Battery	Consultation on draft TDS Nov 2007
Otterbourne	Consultation on draft TDS Mar 2008
Shedfield	Investigated VDS, not progressing.
Soberton	Adopted 2002
South Wonston	Investigated VDS, doing Parish Plan first.
Sparsholt	Adopted 1999, Revised March 2008
Swanmore	Adopted 2001
Upham	Adopted 1999
Warnford	Investigated VDS, not progressing.
West Meon	Adopted 2002
Wickham	Adopted 2001
Winchester – St Giles Hill	Adopted 2004
Winchester – Sleepers Hill	Investigated NDS, now subject of a LADS
Winchester – St Barnabas	Adopted 2007
<i>Winchester – West Fulflood</i>	<i>Consultation on draft NDS Apr 2007</i>

- 2.2 Offers of up to £1000 towards printing costs are made at the draft and adoption stages of the process to help cover the costs of producing documents at these stages. This is funded from growth approved in 2007/08 (for 3 years) for improving design quality.

3 New Alresford Town Design Statement

- 3.1 The draft TDS was produced by members of New Alresford Town Council, in consultation with local groups and residents. The Town Council had assistance from the City Council's consultants (Atkins), Planning Aid South and City Council officers. After several drafts a version was produced which officers were able to recommend as the basis for public consultation.
- 3.2 The draft TDS was published for a six-week period of consultation starting in February 2007. Appendix 1 of this report summarises the few comments received at the public consultation stage. Although only 5 people/groups commented on the draft TDS, they raised a large number of points. These have been considered by the TDS group and City Council officers and Appendix 1 recommends a response to the comments made. This includes a number of recommended changes to the TDS, which relate mainly to the descriptive parts of the TDS and updating to reflect the status the document will have, when adopted.
- 3.3 The changes are highlighted in the recommended TDS, which is attached at Appendix 2 (due to its size, attached for a limited number of Members only). The TDS promotes a total of 37 'Planning Guidance Points' which supplement Local Plan policies and set out design guidance. The draft TDS includes detailed Guidelines which are divided into 3 categories:
- Spaces, Landscape and the Environment
 - The Conservation Area
 - Developments Outside the Conservation Area

- 3.4 The revised TDS generally accords with, and supplements the policies of, the adopted Winchester District Local Plan Review (2006). It also meets other requirements for Supplementary Planning Documents, for example through the inclusion of a public consultation statement and a Sustainability Appraisal.
- 3.5 The TDS has been produced by the Parish Council, in consultation with local groups, businesses and residents. The group have had assistance during the course of the project from the City Council's consultants (Atkins), Planning Aid South and City Council officers. A more detailed summary of the early stages of public involvement is included in Appendix A of the TDS.

4 West Fulflood & Oram's Arbour Neighbourhood Design Statement

- 4.1 The draft NDS was produced by members of Design Statement Committee, in consultation with local groups and residents. The Committee had assistance from the City Council's consultants (Atkins) and City Council officers. After several drafts a version was produced which officers were able to recommend as the basis for public consultation.
- 4.2 The draft NDS was published for a six-week period of consultation starting in April 2007. Appendix 3 of this report summarises the 22 comments received at the public consultation stage, which raised a large number of points. These have been considered by the NDS group and City Council officers and Appendix 3 recommends a response to the comments made. This includes a number of recommended changes to the NDS, which relate mainly to the descriptive parts of the NDS, changes to some Enhancement Proposals, and an addition to one of the Planning Guidance points relating to 'Secured by Design'.

- 4.3 The revised NDS, included the changes being recommended, is attached at Appendix 4 (due to its size, attached for a limited number of Members only). Because the NDS has been professionally typeset it would be excessively costly to produce a version highlighting the recommended changes. However, the schedule at Appendix 3 indicates the changes proposed, which can be picked up in the NDS attached at Appendix 4. The NDS promotes a total of 46 'Planning Guidance' points which supplement Local Plan policies and set out design guidance. There is a General Guidance section covering the whole NDS area, followed by sections on each of 10 character areas, giving guidance relevant to development in each area.
- 4.4 The NDS also includes a series of 'Enhancement Proposals' (also for the NDS area generally and for the character areas). It is only the Planning Guidance which supplements Local Plan policies and set out design guidance, so it is only these which should be adopted as part of the Supplementary Planning Document. The 'Enhancement Proposals' are community aspirations that emerging during the NDS process, which are useful and important, but which will be pursued outside the planning process and should not form part of the SPD.
- 4.5 The revised NDS generally accords with, and supplements the policies of, the adopted Winchester District Local Plan Review (2006). It also meets other requirements for Supplementary Planning Documents, for example through the inclusion of a public consultation statement and a Sustainability Appraisal.
- 4.6 The NDS has been produced by the Design Statement Committee, in consultation with local groups, businesses and residents. The group have had assistance during the course of the project from the City Council's consultants (Atkins) and City Council officers. A more detailed summary of the early stages of public involvement is included in the NDS.

5 Conclusions

- 5.1 The 'Planning Guidance' proposed by the New Alresford TDS and the West Fulflood & Oram's Arbour NDS generally accords with the policies of the adopted District Local Plan (2006) and Government guidance. The Statements also meet other requirements for adoption as a SPD, having been subject to appropriate consultation and sustainability appraisal. These are, therefore, Design Statements which officers recommend are appropriate for adoption as Supplementary Planning Documents. Some of the guidance proposed in the Statements relates to matters that do not come within the scope of planning control. However, it is appropriate and normal for such matters to be included, as the aim is to influence all changes and development, not just those needing planning permission.
- 5.2 The Committee is asked to adopt the New Alresford TDS and the West Fulflood & Oram's Arbour NDS. In accordance with recent practice for other approved VDS/NDSs, it is recommended that the relevant groups be thanked for their work in producing the TDS and informed that the Council will offer up to £1000 each to assist with printing costs for the adopted document.

- 5.3 VDS/NDSs are proving valuable in dealing with applications and are having an influence on the design of development proposals. It is, therefore, considered important that the interest and enthusiasm for undertaking VDS/NDSs within the District continues to be encouraged by the City Council.

OTHER CONSIDERATIONS:

6 CORPORATE STRATEGY (RELEVANCE TO):

- 6.1 Although not specifically mentioned in the Corporate Strategy, the production of VDS/NDSs will contribute to the 'high quality environment' and 'economic prosperity' aims of the Council.

7 RESOURCE IMPLICATIONS:

- 7.1 It is proposed that a contribution towards printing costs of up to £1,000 for each VDS/NDS be offered (totally no more than £2,000). Funding exists within the Strategic Planning Division's budget for such an offer.

BACKGROUND DOCUMENTS:

Draft New Alresford Town Design Statement and West Fulflood & Oram's Arbour Neighbourhood Design Statement, and comments detailed in Appendices 1 and 3.

APPENDICES:

1. New Alresford Town Design Statement – Analysis of Comments on Draft TDS
2. New Alresford Town Design Statement – as recommended for adoption
3. West Fulflood & Oram's Arbour Neighbourhood Design Statement - Analysis of Comments on Draft NDS
4. West Fulflood & Oram's Arbour Neighbourhood Design Statement – as recommended for adoption

Due to their size, Appendices are attached for Local Development Framework Committee Members only, in addition to Chairman of Principal Scrutiny Committee, Group Leaders and Local Ward Councillors. Copies have been made available in the Members' Library and can be viewed on the Council's Website: www.winchester.gov.uk.

APPENDIX 1

**New Alresford Design Statement
Analysis of Comments on Draft TDS**

Changes recommended by respondents are shown in RED in Design Statement Issue N

Name	TDS Ref	Comment	Response	Recommended Change
Ken Yeldham	Section 1 What area does it cover?	Amend to read - "wooded and farmed down lands <u>and a golf course all crossed by footpaths</u> "	Wording to be amended	Wording amended.
	Section.2.2.B Fires of Alresford	Amend to Read – "parts of East and West Street <u>were destroyed</u> "	Wording to be amended	Wording amended.
	Section 2.2.E Post W.W.2 Development	The Railway closed <u>in the 1970's</u> as a result of the <u>Beeching Report</u> and is now <u>manned and maintained by volunteers</u> and contributes to the <u>Town as a tourist attraction.</u>	Wording to be amended	Wording amended.
	Section 2.3 The Avenue <i>now re titled Town Trustees</i>	The land <u>adjoining the highway on both sides of The Avenue is owned and maintained by the Town Trustees. Arlebury Park (pre 19th century) on the north side is separated from The Avenue by a flint wall.</u>	Wording to be incorporated.	Wording incorporated.

CAS/WS2 (LDF)

Name	TDS Ref	Comment	Response	Recommended Change
	Section 4.5 Landmarks & Key Features etc.	"Pinglestone Road going along the bed of the <u>River Arle</u> ."	Wording to be added.	Wording added.
	Section 4.5 Character Area G	"Station and post war public toilets. <u>The western end of Haig Road contains late 20th...."</u>	Wording to be amended.	Wording amended.
	Section 5.1.2 Roads	Delete "the school side of The Avenue is the responsibility of the County Council and is unkempt and needs to be kept in better order" add " <u>This land is owned by The Town Trust see 2.4 above.</u> "	Wording to be deleted and amended.	Wording deleted and amended.
	Section 5.4 Character Area S – Sheltered Housing Area SN2	"communal parking. Delete "but poorly sited etc." Insert: <u>"Winchester City owned shop at Mitford Road was tenanted and re-opened in October 2006 and is currently trading."</u>	Wording to be deleted and amended.	Wording deleted and amended (in Section 5,4,2 Character Area P).
Environment Agency	Section 3	We would like to suggest that sites of flood risk are identified and described in the Design Statement. This will include the River Arle flood plain within the river valley and the Alesford Pond.	The relevant areas are shown in the WDLP (Review) which the TDS supplements. They are also shown on the Environment Agency's web site and these maps are updated regularly, which they would not be if included in the TDS..	Paragraph 3.1 amended to highlight the ecological importance of the River.

Name	TDS Ref	Comment	Response	Recommended Change
		<p>We would suggest that sites of ecological value are identified and described in the design statement. The River Itchen which is designated an SSSI and SAC, lies within the plan boundary highlighted on page 5 of the design statement.</p>	<p>The relevant areas are shown in the WDLP (Review) which the TDS supplements.</p>	<p>None.</p>
<p>Natural England</p>	<p>N/A</p>	<p>Natural England supports the production of the Design Statement which we welcome and have read with interest. Natural England also supports the public consultation which has been undertaken and the associated Sustainability Appraisal.</p> <p>We note the high priority given to the landscape and natural beauty of Alresford. We also note that respondents to the questionnaire valued the wildlife and natural features of the area very highly.</p>	<p>We thank natural England for their comments</p>	<p>None</p>
<p>Hampshire CC</p>	<p>Sections 4 and 5</p>	<p>The study appears to be a well considered and full assessment. I do however think it would benefit from a map showing the extent of the townscape and character areas – are these a mix of individual streets and areas of the town? Is the town given comprehensive and</p>	<p>Agree that it is not easy to determine the boundaries of the various character areas. A new map will be added to replace Map 5.3.</p>	<p>Delete Map 5.3 and replace with new map showing boundaries of the Character Areas.</p>

Name	TDS Ref	Comment	Response	Recommended Change
		continuous coverage with these character areas?		
The Alresford Society Covering Letter	N/A	We understood, perhaps mistakenly, that the provision of services, parking and traffic were matters outside the terms of Design Statements and properly dealt with under a Town Plan. If this is so then these sections need to be removed.	Work on these issues has been passed to the Town Partnership. Leaving reference to the research results in the Design Statement creates a link between this document and the new Town Plan document and Health Check. Parking and traffic issues were mentioned by residents in all the surveys and during the consultations at St Johns Church and the Community Centre. People felt there was not enough emphasis on these.	The document notes these items will be dealt with in the Town Plan Healthcheck.

Name	TDS Ref	Comment	Response	Recommended Change
	Appendix A1.2	<p>Given the considerable time taken to reach this point we are reluctant to suggest further delay however, as Appendix A1.2 shows, Public Displays and Workshops took place in 2004 and 2005 and we believe that a final public community exhibition/consultation should now be held to allow residents the chance to see and comment on the end product. Such an exhibition would need to be a clear, summarized display of the key points (not just all the report pages stuck to boards) and we would suggest that the Town Partnership is the appropriate body to carry out such an exercise.</p>	<p>Display of the final document in Community Centre undertaken at end of final public consultation period in February 2007.</p>	None.
<p>The Alresford Society Collated Comments General Comments</p>	N/A	<p>The Design Statement leans heavily on Alresford as a small market town. Surely we have largely lost this designation in the last 50 years to become a conservation/retail area, largely dependent on tourism for its survival. In recent years a dormitory area has grown up to the south, which depends on residents commuting to other areas to provide the scale of income to enable them to live there.</p>	<p>Alresford is a Market Town and the designation is recognised by the WCC otherwise the comments are agreed.</p>	None.

Name	TDS Ref	Comment	Response	Recommended Change
	N/A	A lot of the description of properties and roads indicates Alresford is a nice town to live in, prompting the comment that the Design Statement reads as a Visitors' Guide!	This is a subjective comment and the document was developed as advised by the allocated Council adviser. The response of many respondents was that they felt very lucky to live in Alresford.	None
	N/A	No one wants to see more development beyond the Town boundary and one comment was that it is better to infill, as present, than extend the boundary	This is a Town Plan issue. Design Statement issue is that there should be no overcrowding in any area and that any new build should blend perfectly with its surroundings.	None.
	N/A	There is little forward vision with regard to sustainability if further infilling/expansion takes place.	This again is a Town Plan issue if further development is planned. This document shows what the people of the town wanted in terms of design.	None.
	N/A	There is much support for affordable housing.	This is included to provide a link with the Town Plan (when updated) and as a link with sustainability.	None.
The Alresford Society Collated Comments Section 3	Section 3	The heading reads 'Spaces, Landscapes and the Environment', however, the text does not follow that order. It is suggested that Spaces is of major concern to most Alresford residents and therefore the comments will follow that order.	Agreed.	Wording amended.

Name	TDS Ref	Comment	Response	Recommended Change
	Section 3	Spaces: Sections 3.1.5, 3.1.3, 3.1.4 are now in the re ordered Section 3.3. It is considered that Sections 4.1.2 & 5.1.3 should remain.	Sections 3.1.5, 3.1.3, 3.1.4 are now in the re ordered Section 3.3. It is considered that Sections 4.1.2 & 5.1.3 should remain.	See changes to section 3.3
	N/A	Map 20 in Local plan should be updated to show all open space in the parish on one drawing and suitable protection given to those spaces not already covered	Map 20 is of Southdown, the New Alresford map is Map 16. Alteration of the Local Plan is beyond the scope of the Design Statement.	None
		In spite of the rejection by the inspector the old railway cutting adjacent to De Lucy Avenue should again be designated, as it is an important space to nearby residents.	The current designation is in the WDLP(R) which remains policy until 2011.	None.
	Section 3	We can find no reference to the Sunhill Recreation Ground.	Currently labelled on map but missing from the list.	Correction made to Section 3.3.2.
	Section 3	The allotments are to the south west of the Town	Word missed out and will be inserted.	Word <u>south</u> inserted in Section 3.3.2.
		Important footpaths giving access to the surrounding countryside walks should be more clearly set out.	There are no guidance points on footpaths so no need for an additional map showing them.	None.

Name	TDS Ref	Comment	Response	Recommended Change
The Alresford Society Collated Comments Page 4 Section 1 Definitions	Section 1	Jacklyns lane area originally developed in the early 20 th Century. West of Jacklyns Lane fully developed before the first world war. East of Jacklyns Lane – there are no properties earlier than the late 19 th century.	Possible to incorporate recommended wording.	Section 1.2 changed to cover recommended amendments.
The Alresford Society Collated Comments Page 6 & 7 Section 2 Historical Background	Sections 2.2 to 2.4	Greater emphasis on burghage plots. The mention of the Town Hall Muddled account of the Town Trustees.	Possible to incorporate recommended wording.	Sections 2.2 & 2.3 amended. Section 2.3 now Town Trustees and 2.4 Summary.
The Alresford Society Collated Comments	Section 5 - West of Jacklyns Lane	More attention needs to be paid to editing. Text difficult to follow. No map showing the character areas. Photos need captions. Grammatical errors. Section to be brought up to date to cover new developments in Grange Road.	Possible to incorporate recommended changes.	Changes made to relevant sections. Captions to photos have been added. New character area map to be provided. Grange Road developments now included.
The Alresford Society Collated Comments	Section 5 - Page 32 Summary	The reference to the A31 is wrong.	To be amended	Amended to B3047

Name	TDS Ref	Comment	Response	Recommended Change
The Airesford Society Collated Comments	Section 5 - Areas O1, O3 & O4	<p>Character Area O: First sentence wrong. The area was developed before the first world war</p> <p>Arts & Crafts properties should be deleted.</p> <p>Area O1: <u>two</u> football pitches should be deleted</p> <p>Area O3: The first sentence just describes a map and also misses a point.</p> <p>Area O4: The New Farm Road Chapel is better placed in Area O3.</p>	Agree, the text has been rearranged accordingly	Amendments made to Character Area O
The Airesford Society Collated Comments Character Area P	Section 5 - Areas P1, P2, P3 & P4.	<p>Summary: The former social housing is neither mid-war nor high density, and the reference to Weiwyn Garden City is misguided. A better formulation of the second paragraph is proposed.</p> <p>Area P1: It should also be mentioned that the eastern end of Grange Road contains several substantial late 19th and early 20th century properties, and a very considerable modern church, with parish hall, priest's house and parking. The reference to a redeveloped plot at the end of Rosebery Road is not understood, unless it refers to a couple of houses at the</p>	Possible to incorporate recommended changes.	Change made.

Name	TDS Ref	Comment	Response	Recommended Change
		<p>Jacklyns Lane end - in which case it should be made clear. Area P2: Most of the houses to the South of this area are pairs of semi-detached houses placed closely together, and few could properly be described as 'cottage style'. Put 'terraced and...' before 'cottage style'. Area P3: it is not clear - for lack of a map or road names - which area this is, and therefore impossible to comment. Area P4: The Victorian terrace of artisan houses, which has maintained its integrity, should be mentioned. It is odd to mention Ash Walk, which is nearly a mile away.</p>		
<p>The Alresford Society Collated Comments Character Area Q</p>	<p>Section 5 Area Q3</p>	<p>Watercress Meadow was built well before 'the turn of the Millennium'.</p>	<p>Possible to incorporate recommended change..</p>	<p>Change made.</p>
<p>The Alresford Society Collated Comments Character Area T</p>	<p>Section 5</p>	<p>There seems to be an overlap here with O2 and O3. The semi-detached buildings described as houses rather than cottages.</p>	<p>Missing sentence in O3 corrected and sections O3 and O4 combined.</p>	<p>Change made.</p>

Name	TDS Ref	Comment	Response	Recommended Change
The Alresford Society Collated Comments Character Area U	Section 5 – Area U	In U2 there is no description of the large park for 'mobile homes'. In U3 the garden is described as 'over two acres' looks from the map to be less than half an acre.	Possible to incorporate recommended changes.	Now included in U1.

Respondents:

The Alresford Society,
Manor Farm House,
Old Alresford,
Hampshire,
SO24 9DH

Mr K. Yeldham,
13 Covey Way,
Alresford,
Hampshire

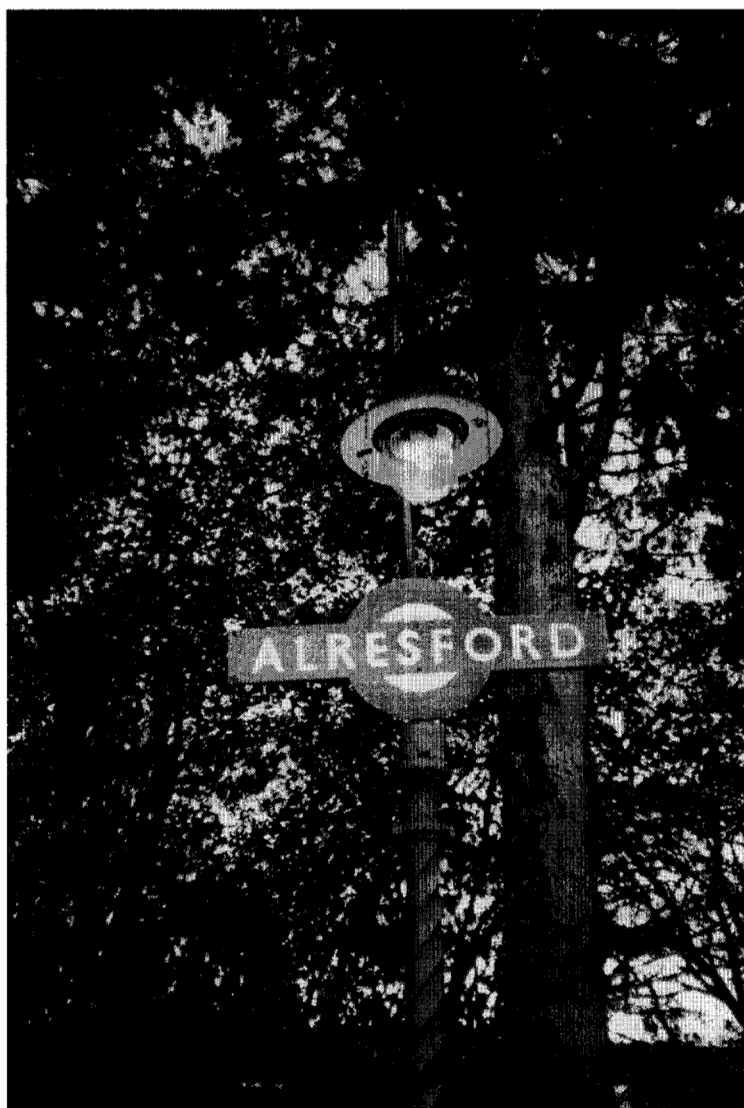
Hampshire County Council,
Landscape Planning & Heritage Group

Environment Agency,
Colvedene Court,
Wessex Business Park,
Colden Common
Winchester
SO21 1WP

Natural England,
Southampton Road,
Lyndhurst,
SO43 7BU



New Alresford Design Statement



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Section 1 Introduction

1.1 What is a Town Design Statement?

The purpose of a Town Design Statement (TDS) is to influence the planning process so that changes and developments in the town contribute to the sustainability of the town and its environment; to reflect local characteristics and thereby contribute to its current status as a popular tourist venue, whilst also preserving the qualities of the community values in its surroundings.

Produced by the community, a TDS once having the official status of 'Supplementary Planning Document' gives detailed practical guidance on the broad outline within the local development framework. In Alresford's case, the research undertaken for the New Alresford Town Plan and Action Plan was followed by a two-year research and consultative process for this document. The documents relating to this research is held at New Alresford Town Council (NATC).

It aims to assist developers and planners when assessing planning proposals to ensure their plans are sustainable, are based on an understanding of the common threads linking past and present, the continuing maintenance of land and buildings, and contribute positively to its future.



Broad Street

Why a TDS for Alresford?



The Weir

Alresford is a small market town, voted the most attractive in the south of England (and second in the whole of England) in the 2005 Country Life Market Towns competition. It is famed throughout the country for its colourful Georgian architecture, open airy streets and quaint passageways and is set on the edge of the Alresford marshlands in the beautiful Upper Itchen Valley countryside nine miles east of Winchester.

The area has a long history of settlement going back to the Iron Age due to its sheltered position and clear shallow source of water. It is bordered by the Upper Itchen Valley, for which it part sources natural irrigation, and is recognized in the Winchester District Landscape Character Assessment as an area of natural beauty. The town's economic and social history is so important to its current character; this is covered separately in Section 2.

By setting sustainable guidelines for development within the town and its surroundings this design statement will help safeguard the New Alresford conservation area, as well as the settlement and industrial areas that have built up around it since Victorian times by setting sustainable guidelines for development within the town and its surroundings.

What area does it cover?

This design statement covers the New Alresford ward of Winchester and District constituency as shown in Maps 1.1 and 1.2.

The River Alre and its tributaries runs from the Old Alresford Pond along much of the northern town boundary sweeps south towards Tichborne and to the west where it feeds the River Itchen. To the west beyond the water meadows is the Upper Itchen Valley. To the south-east and east of Tichborne Down are wooded and farmed down lands and a golf course all crossed by footpaths. These are integral and essential parts of the local environment.

The town's surroundings help shape its character and ambience, and give a magnificent landscape for the community and visitors to enjoy.

Consultative Process

The consultative process for this document was from October 2004 until April 2007. Details of this and the statement of public involvement are described in Appendix A.

1.2 Summary of Aims and Objectives

The aim of the New Alresford Town Design Statement is to be a positive and continuing influence helping to shape the future sustainable development of the town.

Its objectives are to help ensure the town develops in a way that retains its essential characteristics and historical features by providing:

- Supplementary planning guidance to Winchester City Council within the context of the South East Plan, and the Winchester District Local Plan Review.
- A framework against which developers and individuals can assess the visual impact of their proposals, and how these will affect the town's sustainability and infrastructure.
- A document that complements the New Alresford Town Plan and Action Plan.
- Ensuring that new developments conserve the character of the town and of each character area and at the same time meet the community's needs for sustainable development that:

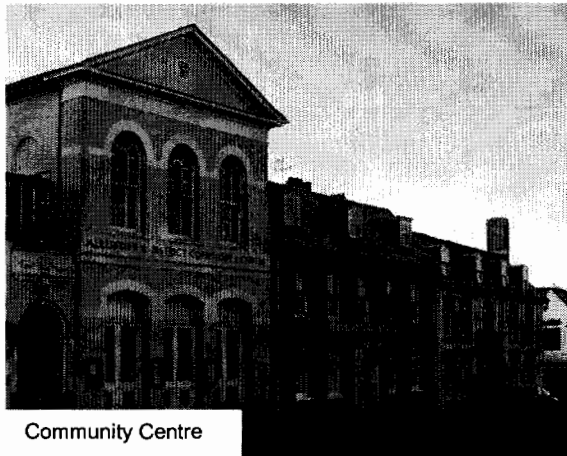
- Helps meet the town's need for affordable homes. (i.e. integrating affordable homes within developments in accordance with the Local Plan policies).
- Meets the towns housing and business needs in an integrated, environmentally friendly way.
- Assist with planning a safe environment for the community, especially with regard to air quality, road transport and walkways.

Subjects people highlighted as important, not relevant to this document, will be taken forward in the Town Plan Health Check.

This is the community's perception of New Alresford, as it is in 2006 and its ideas on how it can be shaped in the years ahead in a way that will protect it for future generations, together with summary Character Descriptions and Guidance based on those perceptions, to encourage quality in design of new properties.

We would like to thank all those who have participated in the research for this document, in particular, those people who have participated in the workshops and the subsequent consultation process; Planning Aid South, Alresford Town Councilors, the Town Plan Steering Group, The Alresford Society, and all those who have worked with them.

We would also like to thank the Swan and The Community Centre for providing venues without charge during the six-week public display in 2005.



Community Centre

Definitions

This document refers to:

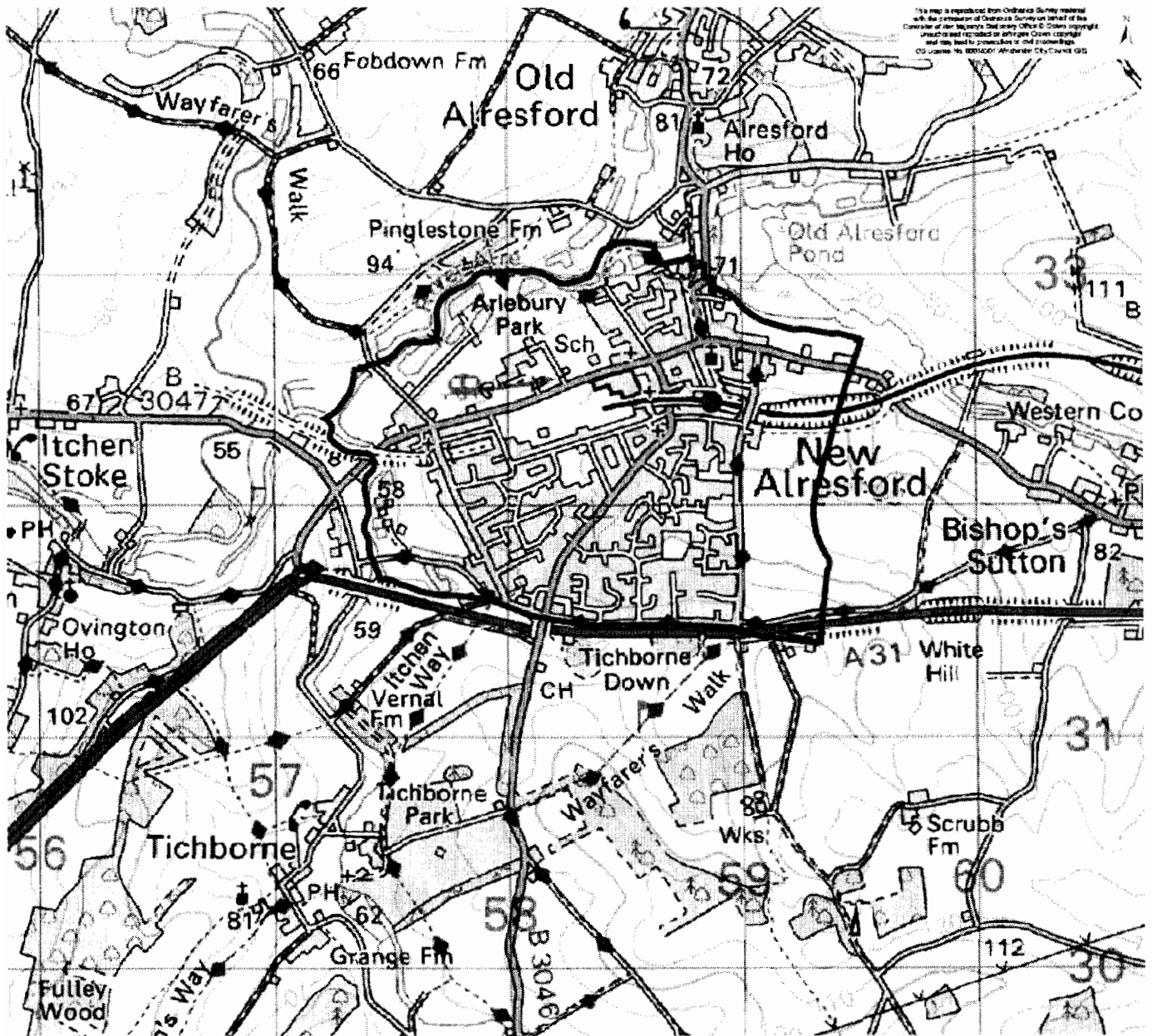
- The Conservation Area, the central core of the old town from the river Alre in the north and the railway boundary from Sun Lane to Jacklyns Lane in the south, and along the Avenue to Drove Lane.
- The Settlement Area is encompassed within the H3 boundary in the Winchester District Local Review. This is divided into five character areas:
 1. The Conservation Area.
 2. Jacklyns Lane area. (Lined by some properties surviving from the original Edwardian development and (further South) some mid-war and later houses.)
 3. West of Jacklyns Lane. (a leafy suburb full of Edwardian housing, some of which has been 'modernized' at various dates, with a wide variety of more modern housing as a result of infilling from the 1920s up to the present; includes a sub area of properties built as social housing from the 1940s onwards).
 4. East of Jacklyns Lane. (A variety of post 1950's developments/areas, bordered by some late nineteenth century properties).
 5. Areas used by industry.
- The Surrounding Environment is the area outside the H3 boundary, i.e. the River Alre and the Alresford Marsh (shaded blue) and agricultural and wooded land (shaded green) that surrounds New Alresford. (See Map 1.2)

Textual Format

The following format is adopted in the document:

- Planning guidance points, directly related and subordinate to the District Local Plan are highlighted. These sections form part of the Local Development Framework as Supplementary Planning Documents.

Map 1.1 New Alresford in the Winchester District



Section 2 Historical Background

The way New Alresford's Conservation Area has developed.

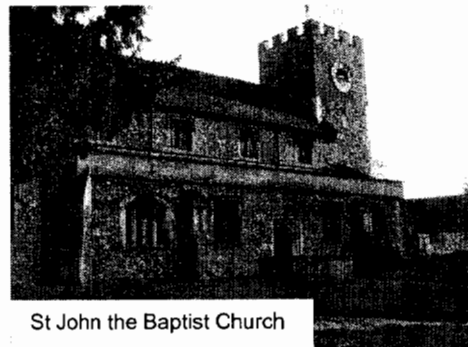
A Sense of Continuity

New Alresford was originally developed as a sustainable market town and its economic history has determined the way it has developed. Each major period of development has left a visible mark on the townscape that people value and wish to protect.

2.1 The Church

The liberty of Alresford was granted by Cyneigils (King of Wessex) in the 7th century when baptised and the Parish boundaries agreed in those charters and later registered in the Domesday Book, have not changed.

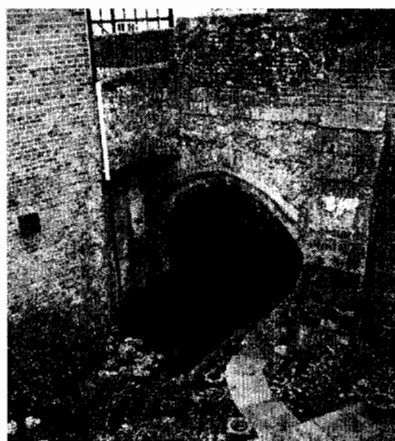
The Church of St John the Baptist (New Alresford) was built on the high knoll south of the river Arle opposite St Mary's, Old Alresford. St. Johns has been rebuilt several times, most notably after the great fire of Alresford in 1689 and then in Victorian gothic style in the 1890's.



St John the Baptist Church

2.2 Economic and Social Background

A Pre 17th Century



12th Century De Lucy Bridge

In and around 1200 the Bishop of Winchester, who was the land-owner, sought to increase further the rents and capital wealth of his diocese by building a new market town. He provided standard plots for 40 burgesses to establish their homes and businesses. These burghage (or burgal) plots measured 11 by 110 yards, and the outlines of many of them are still extant. He built the Great Weir and a bridge across the marshland and ford, which also survive.

They conveyed a threefold benefit:

- Road improvements,
- A large fishpond,
- A good head of water to power the mills.

All these contributed to the towns success and the now well-placed market town with its' wool mills and the re-routed road from Winchester via Alresford crossing the weir and the De Lucy Bridge to Bighton, Farnham and London – and from Alresford to Basingstoke raised a large toll income for the diocese.

The road routes remain and one fulling mill dating from the 14th century can still be found

along the riverside.

The town received grants of Privilege from King John in 1200 and 1202, and in 1294 became a Borough with two members of Parliament.

The broad market place ran north to south from the river Alre and is now known as Broad Street, with East and West Street forming a T-junction at the top which are still the commercial hub of the town.

The St Giles Faire in Winchester added New Alresford as a follow on venue in the 12th Century, and a fair still visits the town on the week closest to the 11th October. Permission was granted for a market three days a week for drovers when bringing sheep through the town.

By the fourteenth century New Alresford was one of the country's major wool markets and was still entered via Drove Lane and the toll road to the west, via Sun Lane from the east, and the De Lucy Bridge at the Soke from Basingstoke, Farnham and London.

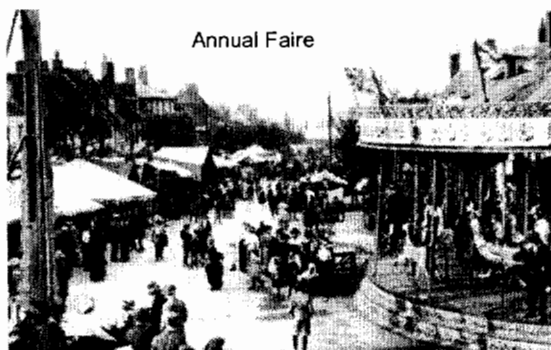
B The Fires of Alresford

The war torn 15th century, cramped conditions, hot summers and straw roofs caused many small fires in the core of the town and during the English Civil War parts of East Street and West Street were destroyed and re-built many years later.

In the seventeenth century there were very hot dry summers, resulting in serious fires. The worst was in 1689 when in three hours 117 houses, the church, and the Market House were burnt to the ground.

Only the Fulling Mill and a few 13th century houses survived near the 12th century Bridge at the bottom of Broad Street.

In the Survey responses people said looking up Broad Street towards the Church of St John was their favourite view, and their second favourite view was looking down towards the 13th century houses, 12th century Bridge and the Soke.



Annual Faire



Broad Street properties

King George 3rd asked Parliament for a Royal Brief to re-build the town. This resulted in two thirds of the cost of re-building being donated by other cities in the country and provided new houses with more space to avoid over-crowding.

The buildings were Georgian in design with colour-washed brick and render finish and were constructed using vernacular materials and construction methods. Lime mortar and slate roofs predominate and some flint, wattle and daub was also used as described in the Section on the Conservation Area.

C Agriculture, The Railway –Victorian and early Edwardian Development of the Town

There was then a period of agricultural boom and property remained bright and well looked after. Transport became easier with the opening of the new turnpike road. In the late nineteenth century cheap agricultural imports had a devastating effect, resulting in an agricultural slump and this is reflected by very little new build until the coming of and effective running of the railways and gas industries.

The gas company for the town and the railway connecting Winchester with London were opened in 1853 and 1865 respectively. The export of watercress helped the economy a little but the major result of nineteenth century technology was the opportunity for light industry to develop.

This upturn led to some municipal improvements, new building, and refurbishment. A huge mill, the station and goods shed (still in fine condition), and characteristic rows of Victorian cottages were built. A similar mix of industrial building and cottages developed in the Dean and a brewery built on the north side of West Street.

D The Edwardian development

The Edwardian development of the town was mainly south of the railway bounded by Grange Road and Jacklyns Lane. Built by a successful entrepreneur (Mr. Baker of Broad Street) and mainly occupied by people moving out from the by then cramped conditions in the center of the town to more airy spacious housing. These houses define this period of construction in New Alresford and are now a major defining feature of the character of the Jacklyns Lane and Grange Road areas, described in Section 5. Centrally placed is the Stratton Bates Recreation Ground. This affords walkers the long reaching views through the gardens and over the roofline of the Edwardian bungalows in Grange Road given in the survey responses as a favourite view.

Between the First and Second World Wars there was another farming depression and a series of worldwide depressions culminating in the world depression of 1932. There was very little new building during this time.

E Post WW2 Development.

In the post 1950's Alresford's prosperity grew as it had become an attractive place to live. People had better transport and sufficient retirement income to be able to support the development of a wide-ranging variety of bungalows and houses. These are described in the character area East of Jacklyns Lane in Section 5.

The railway closed in the 1970's as a result of the Beeching Report in the 1960's and is now manned by volunteers and contributes to the prosperity of the town as a tourist attraction.

F The Non Economic Contribution of the Population to the Look of the Town (Conservation Area)

New Alresford has always been a welcoming English market town and visited by people from continental Europe – some of which made their homes there.

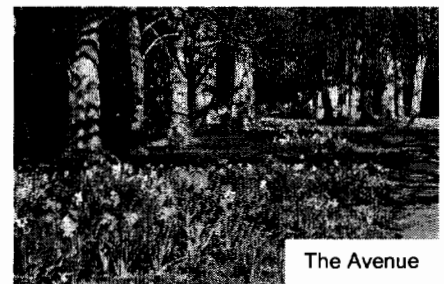
More recently, French prisoners of war were housed in Alresford during the Napoleonic Wars, and during the Second World War the town housed Italian prisoners of war. Some of both groups remained contributing Mediterranean dimension to the towns homes and population.

2.3 Town Trustees

Until 1883 the local government authority was the ancient self-perpetuating body of burgesses, headed by a Bailiff. When they were replaced by an elected Council some of their duties, relating to markets and communal lands, were taken over by Trustees. This usual arrangement continues.

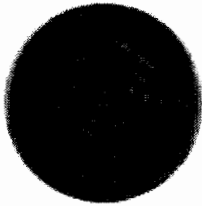
The Town Trustees, own the roadside area on both sides of Pound Hill and The Avenue to the junction with Drove Lane. They are the only Hampshire Town Trustees to have retained their legal status to modern times.

The Trustees help keep the character of the town by maintaining the market area and trimming the trees and grassed areas along The Avenue and Broad Street. The Trustees have a bus and provide a door-to-door service with volunteer drivers for the benefit of the elderly and those with mobility problems, maintaining this aspect of the town's kindly, friendly and polite way of life.



The Avenue

2.4 Summary



New Alresford's sense of continuity is embedded in peoples' minds, and forms their vision of how the town should develop. They value its green and tranquil setting and historic role as a resting place for traders, and pilgrims alike. They also appreciate and like to keep alive the sense of permanency given by the town being in a broadly similar form as a small market town to that originally constructed, and the colourful appearance given to it when rebuilt after the 1689 fire due to its' popularity in Georgian times.

The town's history is a record of how the local community, town trustees, and local council have adapted to, or managed change over centuries and how Alresford developed as a balanced society.

The current challenge is to meet current accommodation needs and the needs of industry for 21st century employment, without destroying the way the town was developed to give people light healthy airy homes with glimpse of wildlife and trees between them.



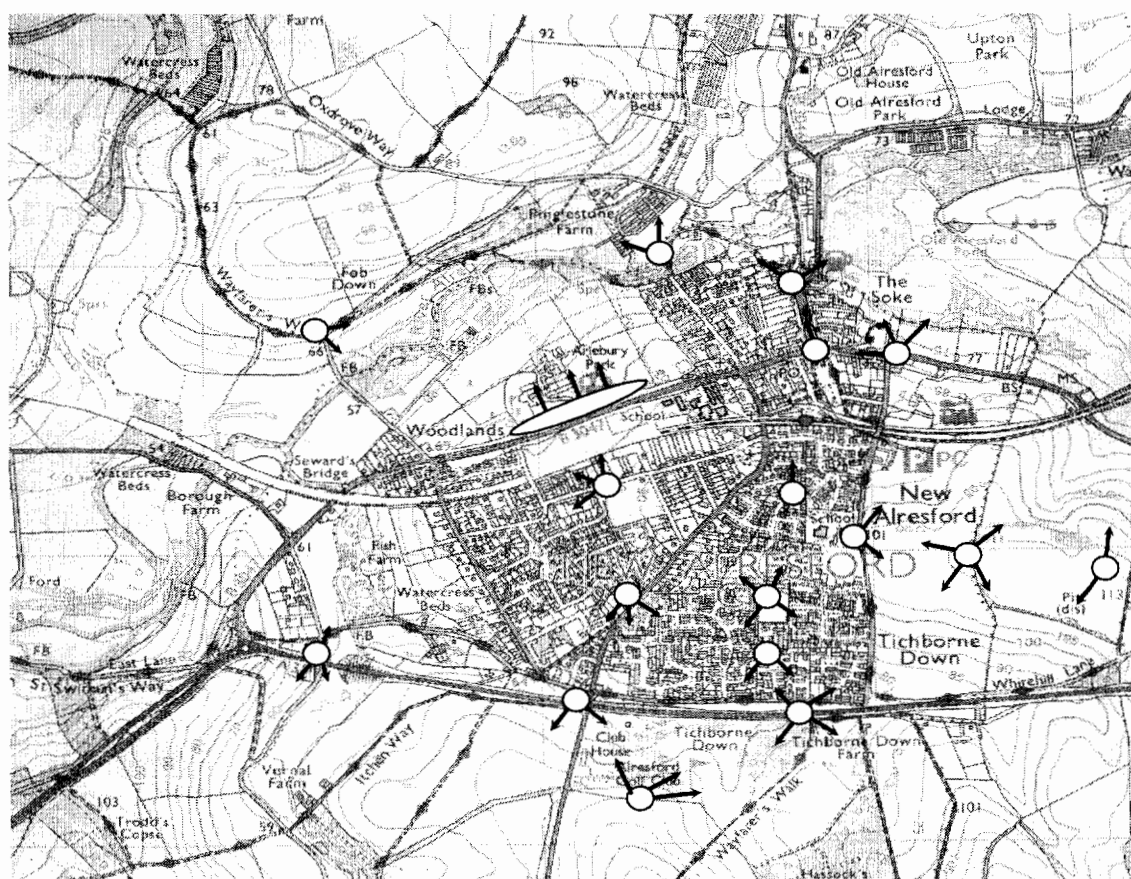
Section 3 Landscape, Land Use, Spaces, and the Environment

3.1 Landscape

Gentle chalk downs and woodland dotted on clay caps surround the Alresford Marsh area with clear chalk springs to the north and the planted trees in the town define the country market town character of the town and its landscape. The town is built to one side of the floodplain and boreholes that feed the watercress beds and provide some of the best watercress in the country as well as trout fishing. The Arle joins the River Itchen (which is designated a Site of Special Scientific Interest and a Special Area of Conservation and also lies within the towns outer boundary) has prolonged periods of low flow (May to October) in the Tichbourne Mill area, and the Cheriton Stream. This whole area is renowned for its clear chalk steams, and these host indigenous fresh water crayfish and eels and rely for their survival upon the clear clean chalk stream remaining healthy riverbeds.

The Arlebury Park area is a pre-nineteenth century park from which footpaths give access to the river Alre where people walk their dogs, watch the ducks at play and explore the riverbank.

Beyond, to the northwest is Drove Lane with down land planted with indigenous trees and shrubs to the east and arable land to the west. This linked with the drovers' route out of the town to the east through which travellers have passed since the 7th century. Further westwards is the St Swithun's Way to Avington and Winchester.



Map 3.1 Important Views in and across New Alresford

The Upper Itchen Valley where the river Alre and the Bourne meet to form the Itchen to the west and is described in the Winchester District Landscape Assessment.

Tichborne Down sweeps round to the South, beyond is the A31 by-pass, the Golf Club with its rolling hillside grassy slopes, the downs, copses and woodland areas. To the east are arable fields that rise over Sunhill (Map 3.1), with its' views of the town from the peak of the hill, and then stretch along the old drovers route eastwards to Cheriton Cross affording magnificent views of the town.

The golf club is just outside Alresford and is a major recreational amenity for people in the town. The nearby rambling open countryside where people walk with their families and dogs, and its parkland trees and footpaths, swings round to encompass the settlement area's eastern boundary at Sun Lane.

3.2 Land Use

3.2.1 Non Residential

The land to the north of the settlement comprises the spacious *Mid-Hampshire Downs used for agriculture, or forestry (Winchester District Landscape Character Assessment and The Hampshire Landscape – A Strategy for the Future, HCC 2000). As set out below:

- Farmland 84.5%
(10% grazed – not normally sheep. 74.5% Arable, Cereals and seeds).
- Woodland 14% (majority on wetland area)
- Wetlands 1%
- Recreation 0.5%

These woodlands, hedges, fences and pathways abound with a very wide range of wildlife. A variety of birds also enjoy the Alresford Pond and nearby river area as their home, for example, swans, ducks, herons, geese and many others.



Millennium Walk (Ladywell Lane)

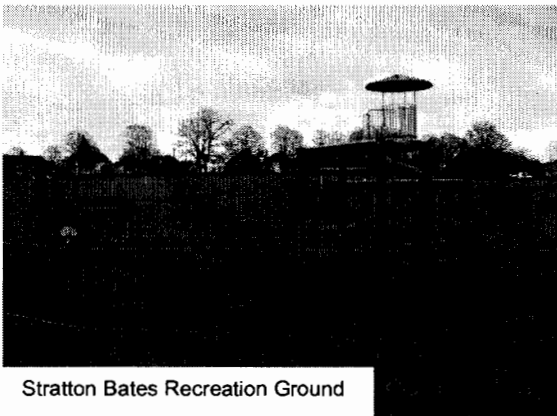
New Alresford depends for its survival on its peaceful yet colourful and spaciouly displayed centre, its beautiful landscape, as well as its well-stocked riverside setting, to attract both tourists and people who will cherish it as a place to live and preserve.

3.3 Spaces

3.3.1 Allotments

Alresford has a popular fully subscribed allotment site to the south west of the town.

3.3.2 Recreation



Stratton Bates Recreation Ground

People reported in the questionnaire their primary enjoyment is the peaceful setting, wildlife and woodlands, for example the scene of the downs from their gardens, a recreation ground, or when going to the shops, and then cycling and walking.

Most people were worried about the loss of open spaces, and that high-density homes will not have the garden size for free play.

The recreation grounds and many of the open space areas are in spots that afford good views of the surrounding countryside, for example, Sunhill Recreation Ground has wide sweeping views of the downs to the south and a fenced play area. People were worried about the loss of this landscape as a result of infill development taking away the views through to the downs surrounding the town. Arlebury Park and Stratton Bates Recreation Ground also have facilities for young children and football. Arlebury Park also has a skateboard park and a social club.

Rugby is played at a pitch in neighbouring Bighton.



MAP 3.2 Landscape Types

LANDSCAPE TYPES KEY	
	PASTURE ON CLAY
	HEATHLAND
	PASTURE & WOODLAND - HEATH ASSOCIATED
	HORTICULTURE AND SMALLHOLDINGS
	RIVER VALLEY FLOOR
	RIVER VALLEY SIDE
	URBAN AREAS (LOCAL PLAN POLICY BOUNDARY)
	GOLF COURSES
	MILITARY BASES
	DISTRICT BOUNDARY
	WINCHESTER LOCAL PLAN POLICY BOUNDARY

3.3.3 Informal Spaces

The Informal open spaces have hedgerows and copses hawthorn, longhorn, willow, birch, beech, chestnut and horse chestnut, elm and oak, many of these have preservation orders.. Details of these and their locations are below.

Town Trustees & Partnership: The Town Trustees have a pivotal role in ensuring the trees in The Avenue and the market area of the town are maintained for the benefit of the town. As one enters The Avenue from Winchester Road the character of the town is defined by the well kept limes and flint wall on the northern side of the Avenue, with the glimpses of the downs beyond.

Arlebury Park (pre 19th century) was developed in spacious grounds to the north of the Toll road, with beautiful views of the downs as a backdrop. This and the view down the Avenue were stated in Survey responses as people's favourite views when out walking.



Tree Preservation Orders

3.4 Environment

3.4.1 Water, Drainage, Air Quality and Noise Pollution

Alresford draws its water locally from the clear naturally clean water, not from reservoirs.

The town has industrial areas near residential estates that previously used underground storage or drainage tanks. The Dean contains oil and grease drainage tanks - one near the old gas works. There have also been problems with the storm drains near the river and there are underground petrol storage tanks at the bottom of West Street.

The two industrial areas are currently active but the plant and equipment is at least fifty years old, and some are noisy and some use strong chemical processes. The latter of which have a detrimental effect on air quality.

The recent increase in the volume of heavy lorry traffic also affects air quality in the town. The town is built on the knoll of a hill and respondents to the survey reported the fumes gather towards the dips at the bottom of West Street and at the bottom of Broad Street and the Soke. Also mentioned in Survey responses were the rise in noise pollution as a result of the massive increase in large lorry traffic and the danger to pedestrians from the way and speed some of these lorries travel at.

3.4.2 Infrastructure

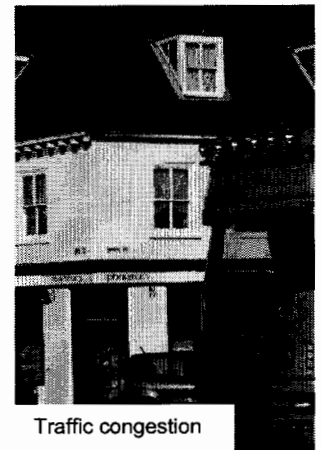
- **Traffic:**

The town's congested roads and approach roads are already very busy and dangerous with diesel lorries travelling at some speed in pedestrian areas in the town centre. A recent survey found a 25% increase in volume in two years.

Traffic calming measures in Jacklyns Lane, with pinch points to assist pedestrian crossing and slow traffic has been implemented. Other roads children cross when walking to school or visiting Stratton Bates Recreation Ground are still congested.

- **Parking**

In the town centre there is one major car park at the station and marked parking bays on some roads. There are no residents parking bays, and both residents and visitors have difficulty parking cars at peak times.



3.4.3 Public Transport to and from the Settlement Area

The settlement area has at best, two buses per hour to Winchester (one direct). There is no regular public transport link to a mainline railway station, to local hospitals, or to the places people work and this means every working member in a household needs a car. Similarly, because of the price and inappropriate size of property many commute into Alresford to work. The Cango bus link to the town from outlying areas goes on to Basingstoke Hospital and Alton.

3.5 Guidelines

L1. Views

(WDLPR Ref: DP4, C5 apply)

All the important views shown in Map 3.1 should be protected. These are: Views to the north, which are predominantly grass meadowland and grazed. To the east, arable farming. To the south woodland and copse. (Farmers and landowners are encouraged to continue this form of husbandry, and include the growth of energy crops when appropriate).

L2. Footpaths

(WDLPR Ref: DP4, RT9, T8 apply)

Footpaths and their relationship with boundaries and hedgerows should be kept clear and safe to walk. Views from footpaths should be protected and opportunities be taken to increase the network and provide a continuous walkway along the river safely

L3. Land alongside watercourses and watercourses

(WDLPR Ref: DP4, DP8 apply)

Maintaining and managing the land alongside watercourses protects and enhances the wildlife habitat, assists the groundwater regime and reduces the risk of flooding.

The clear chalk streams should be protected from any effluent that would endanger the life of the streams and the rivers they feed.

L4. Tree Management

(WDLPR Ref: DP4 applies)

Tree management contributes to the wooded character of area. Some limes may need replacing and this should be planned. The character of the area would be damaged if there were wholesale replacement of the trees.



There is an opportunity for the community to take an active part in tree management through the Town Partnership and working with the Town Council and Town Trustees.

L5. Lorries

(WDLPR Ref: T2, T3 apply)

Signage should be clear and road-calming measures considered to ensure lorries are unable to travel at dangerous speeds within the town envelope.

L6. Air Quality

(WDLPR Ref: DP10 – 12, T2 apply)

Developers of industrial premises and sites should take the delicate balance between the survival of historic buildings and air pollution into account when applying for increased capacity or the movement of sites, and any appropriate existing planning restrictions already in place should be applied to any new commercial development.

Section 4. The Conservation Area

4.1 The Built Environment - Introduction

The centre of New Alesford (in the red boundary on Map 4.1) was designated a Conservation Area to protect the special environment and historical character that is admired by residents and visitors. Especial enjoyment is gained from the main streets and glances into the lanes feeding them.

MAP 4.1 Conservation Area



East Street

The Conservation Area is characterised by the colourful façade of the commercial hub of the town, which people say makes them smile and in the survey responses ranked first amongst their favourite views, and the way the variety of buildings and colours blend.

Properties immediately front Broad Street, East and West Streets and the lanes and are built parallel to the road. Built of local bricks and materials with porch features and wooden small pane windows. Many have access to the rear of the property for the disposal of household waste and off street parking. A few properties have no way to dispose waste except taking the dustbin through the house, off street parking, or access to it. Contract parking is used as owners have voted not to have parking bays in front of the house because parked cars pose the risk of danger and loss of view for visitors. The survey of residents indicated an inadequate parking provision for both residential and commercial purposes, and is being followed up in the Town Plan Health Check.

The majority of the houses are Grade II listed buildings as contained in the 20th List of Buildings of Special Architectural Interest - held by the WCC Conservation Officer, and a document called New Alresford Conservation Area Technical Assessment (both lodged at New Alresford Town Council Office). This section builds on that document by showing what the people of Alresford themselves value about the Conservation Area.

Alresford relies upon tourism and is a popular tourist venue. People attending presentations at the Swan and the Community Centre of the Workshop and questionnaire findings said they found the brightly painted property fronts uplifting making them want to return.

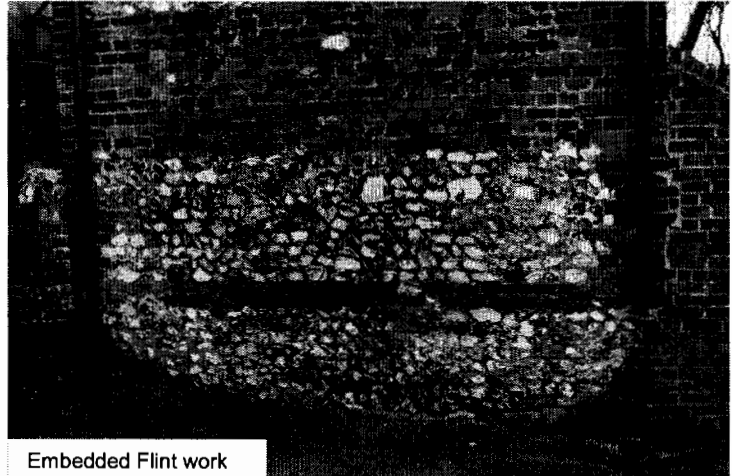
Property Features Summary:

Foundations and cellars in local brick (some black & tan features) remain and lime mortar used for buildings and brickwork and rubbed flush joints.

Most walls built in Flemish Bond with blue brick headers forming a diaper pattern.

Attractive colour painted properties:

- Some with embedded flint-work.
- Wooden, normally white painted window frames.
- Cast iron gutters and pipes.
- Slate tiled roofs.
- Red rubbed brick flat arches above Georgian six-on-six pane sash window and classical porticos, some with neo-classical canopies (unless described differently in character area description).



4.1.1 Access to the Conservation Area

Access is at the northern end of Jacklyns Lane through the narrow railway bridge for motorists or narrow footpath for pedestrians. The footpath has been a cause for concern for many residents, and the recent widening and traffic-calming scheme has provided a 'safer route to school'.

The alternative routes are still dangerous:

- The narrow access at East Street and Sun Lane with blind spots caused by parked cars between the railway bridge and East Street, and also drivers undertaking u-turns near Sunhill School.
- Access to The Avenue via Bridge Road, again with parked cars causing blind spots and traffic queues.

Children cross Jacklyns Lane when walking or cycling to school at the end of Nursery Road and the footpath through Lime Road.

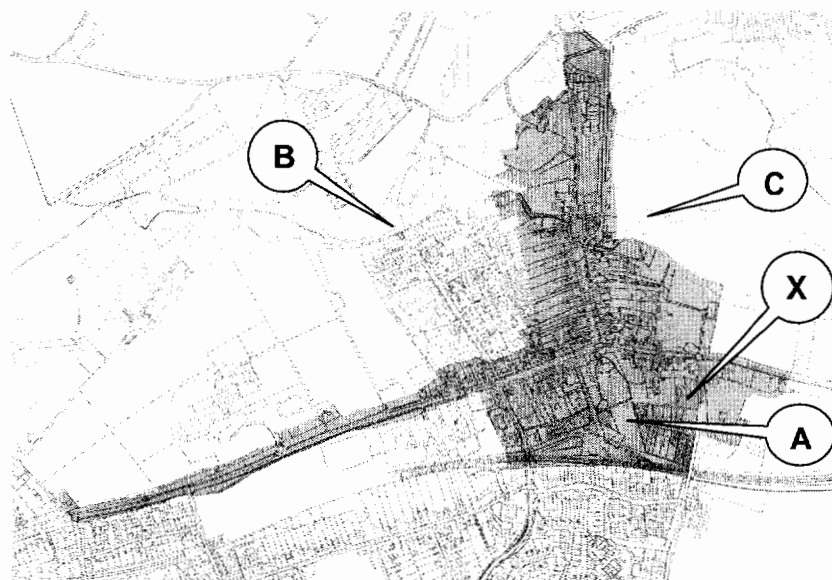
4.1.2 Open Spaces in or near the Conservation Area. (See Map 4.2)

The only designated public space in the Conservation (**Area X**) is the Bowling Green.

The cemetery behind East and West Street (**Area A**) is a valued open space as is the public footpath. It is the only green open space within the Conservation Area.

At the bottom of The Dean, Pinglestone Road runs along the bed of the River Arle (**Area B**). A footpath passes by the watercress beds at the boundary with Old Alresford in Mill Hill and joins with the pathway from The Dean.

MAP 4.2 Open Spaces in the Conservation Area



Designated Spaces

Undesignated Spaces

X – Alresford Bowling Club

A –St John the Baptist Cemetery
 B – Pinglestone Rd & River Arle
 C – Alresford Pond

The Soke is at the southern end of Mill Hill. Turning left into The Soke The Globe public house can be seen directly ahead. Beyond this are the pond (Area C) and the river, (where people used to swim) abounding with entertaining wildlife.

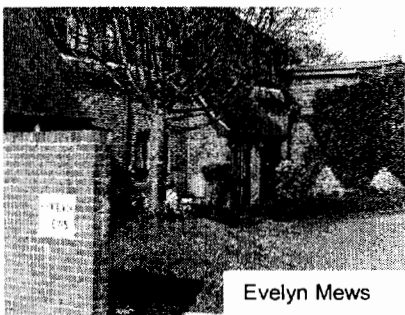
4.1.3 Other Recreational Facilities

The Community Centre, the John Pearson Hall and the Methodist Church are within the conservation area. St Gregory's Church and Arlebury Park with its football ground and tennis courts border the conservation area. At the end of New Farm Road there is a chapel.

Despite Perins School being a Community School the Town Plan research group found that the general and sport after school facilities were not used to full capacity by the public.

4.1.4 Homes for the Elderly

In Station Approach, Bailey House, nestles behind the surgery, and is a small 1960's –70's squarely designed purpose built block of sheltered housing flats for the elderly. (Map 4.3: Area A).



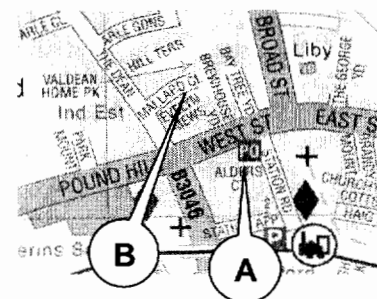
Evelyn Mews

Private Provision

In Station Approach Alders Court is a development of apartments for the over 50's. Built in dark red brick with dark clay tiled roofs parallel to the road. There is access to the rear for residents parking. (Map 4.3: Area A)

In The Dean is Evelyn Mews and a new small development, Orchard Dean, just outside the conservation area, also in The Dean. (Map 4.3: Area B)

MAP 4.3 Homes for the Elderly



4.1.5 Bulk of Buildings

In the central core of the Conservation area two and a half storey properties predominate. In the Lanes, East Street and south of the A31, two storey properties pre-dominate.

Ground levels of properties are at a natural level.

4.1.6 Foot Paths

See Section 5

4.2 Building Guidelines & Design Recommendations

This section of the Design Statement contains guidance together with brief summaries of the design issues that the guidance is addressing. The full Character Descriptions these recommendations apply to can be found in Section 4.5, pages 16 –19. The guidelines relate to those in the Winchester District Local Plan Review WDLPR adopted in 2006 and W.C.C. Listed Building Policies where applicable.

What Does Designation Mean

The council's control is automatically increased when an area is designated a conservation area.

Full details of these additional powers can be found in the Town and Country Planning (General Permitted Development) Order 1995.

This means when making changes to a listed building planning permission is required for alterations, even for something as simple as a slight colour change to the exterior painting of the property. Many alterations and repairs also require permission from Winchester City Council.

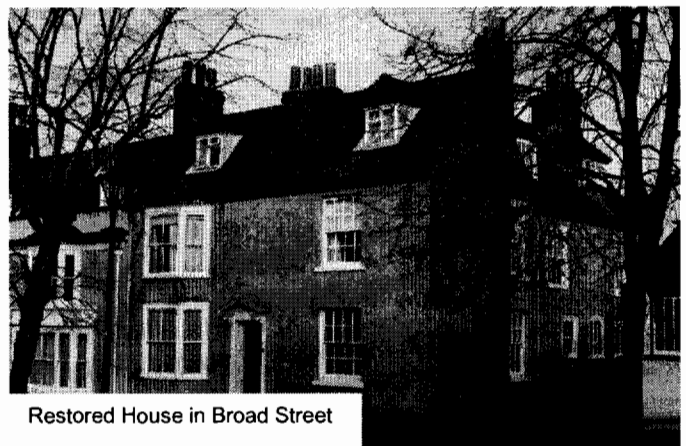
4.3 Guidance

Please use this section for listed and unlisted buildings in the conservation area.

C1 Positioning and Design of Properties and Extensions

Guidance (WDLP R Ref: DP1 - DP 6, HE4 – HE8, HE13 - 16, H3, H5, H8, SF1 - 7 apply):

- Positioning of a new building or extension should reflect the characteristics of buildings, verges and footpaths and how buildings relate to each other and to public and private places.
- Any new development should respect the character of the setting in which it is to be built. It should maintain the quality of its natural features and not damage the visual landscape.
- Where redevelopment and extensions are proposed the footprint of the building should allow sufficient space for private open space and for the retention or enhancement of tree and shrub cover.
- In areas influenced by Georgian, Victorian and Edwardian houses a continuance of the design features found should be encouraged.



C.2 Building Materials - Walls

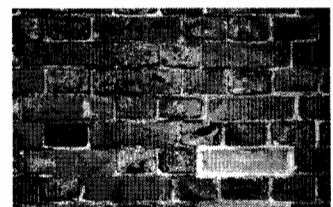
The appearance of the centre of Alresford is highly valued by tourists, visitors and residents.

Many of the properties built after the 1689 Fire of Alresford are built on the original structure of the building and the cellar, foundations and walls are built with lime mortar (more flexible than concrete). The cellars are aired through openings to the street or garden and the original floor is sand or gravel, which helps to protect the property from damp.

Guidance (WDLP R Ref: DP3, DP4, HE5 – HE9 apply):

- Proposals should take great care to ensure that new properties, garages and extensions are well built in materials that blend with the Conservation Area.).
- Close spacing of buildings with timber frames and fascias or thatched roofs should not be encouraged because of the risk of fire spread.
- Brickwork of extensions should match the host property, use similar materials, and be built to the same gauge and lime mortar used for pointing with rubbed flush joints, where already existing.
- Any materials used for repairs or alterations to the foundations should be the same as originally used.
- The repainting of walls should be the same colour as before, unless permission has been obtained for a change of colour or wall surface.
- New properties should use similar wall materials to those existing in the Conservation Area, especially those of neighbouring properties
- Traditional knapped flint, Hampshire decorative brickwork and hipped roofs are encouraged at the initial design stage.

Wrong Mortar used in repair



Lime Mortar Repointing



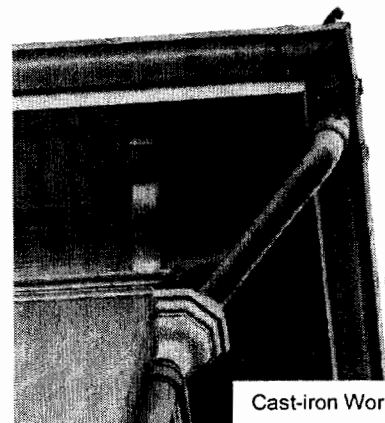
C.3 Building Materials – Roofs, Gutters and Pipes

Roofs are a mixture of red tile and slate. There are still some thatched properties in Mill Hill. Gabled roofs and dormer windows are common.

Guidance (WDLP R Ref: DP3, HE5 – HE8 apply):

Traditional materials should be used on historic buildings in the Conservation Area and sympathetic materials used on new build as the choice of materials will affect the character of the town.

- Tiling for new build and repairs should be weathered where possible, and identical in colour to provide harmonisation.
- Flashing should be lead.
- Rainwater gutters and pipes should be in cast-iron where previously existing.
- Rainwater gutters and pipes should always be in character with neighbouring properties.
- Flat roofs are unlikely to blend well, and may be unattractive to neighbouring houses.
- Roof size should not appear to dominate the building or surrounding buildings and pitch should blend with surrounding properties.



Cast-iron Work

C.4 Dormer Windows

Guidance (WDPL R Ref: DP 3 applies):

- Care should be taken with close spacing of dormer windows as the rhythm of frontages may be disturbed.
- Dormers have been used to reduce overall building height. If a new dormer over looks neighbouring rear gardens. Opaque glass should be considered.

C.5 Building Materials - Windows

Windows are predominantly timber, often six by six pane, sometimes stained, but more frequently painted white.

Guidance (WDLP R Ref: DP3, HE5, HE8 – HE12 apply):

- Large windowpanes should be avoided. Small panes are encouraged.
- There should be no change to the style and type of window frames if it upsets the street scene. Applications for a change in window frames should be carefully considered.
- Shop Windows: Should be designed to fit the street scene. Existing windows that have details and proportions that contribute to the character of the frontage should be retained.

C.6 Building Materials - Doors

Guidance(WDLP R Ref: DP3, HE5, HE8, HE9 apply):

- Doors should reflect the design of the host building, and where possible repaired and retained as existing, including any stone steps.
- Replacement and repair materials should be the same as the original.
- Door colours should match those of existing doors of the property and complement the colours of windows and walls.
- Disabled access is necessary for businesses and public place and should be designed in character with the host building.

C.7 Building Materials - Porches and Porticos

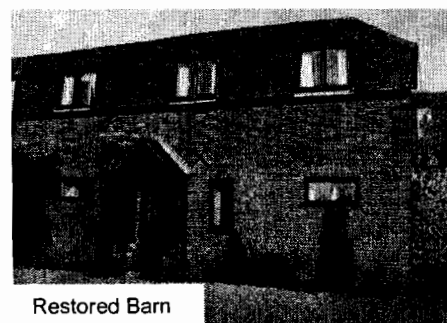
Properties normally have a porch or portico that enhances the street scene.

Guidance (WDLP R Ref: DP3, HE5, HE8, HE9 apply):

- Porticos should be repaired and retained as existing, including any stone steps.
- The angle and pitch of porches should echo that of a dormer or gable so as not to dominate the street scene.
- The height line of a porch in a terrace of properties should be in line with the pitch of the roof.
- The porch should be unenclosed and may be covered or uncovered but should be in character with the scale, design and materials of the host property.



Dormer & Window Styles



Restored Barn



Doors, Porches &

C.8 Extensions

Guidance (WDLP R Ref: DP3, HE5 - HE8, apply):

- Extensions to building usually require planning permission. Proposals should allow for important current tree and shrub cover to be retained between the host and neighbouring properties.
- No extension to a property should take light from a neighbouring property. or block access to the rear of properties.

C.9 Garages - Materials and Positioning

Not all properties in the centre of New Alresford have private parking or residents parking permits. There are also no allocated parking permit places in the town’s public car parks.

Guidance (WDLP Ref: DP3, HE5 - HE8, apply).:

- Garages should not take light from neighbouring properties or make access to the rear garden of neighbouring properties impossible.
- On all new and infill development, off road parking is encouraged to enhance the street scene and for security purposes.

C.10 Wooden Sheds and Garden Buildings

Guidance (WDLP R Ref: DP3, HE5, HE6 apply):

- Larger buildings require planning permission.
- The garden building should be an enhancement and important tree and shrub cover maintained.

C.11 Green Energy

Guidance (WDLP R Ref: DP6 applies):

- Future developments should address energy saving and water conservation.
- New buildings and changes should aim to achieve the highest standards of thermal insulation compatible with existing character and appearance.
- Rainwater capture for use by occupants is encouraged.
- Introduction of hard paved surfaced that discharge water to sewers should be avoided in favour of permeable surfaces that allow groundwater recharge.

C.12 Fencing and Hedges

Guidance :

Generally hedges, deciduous or non deciduous, should not be over 1.83 metres in height.

4.4 Other Guidance in more detail.

G.1 General

The guidance that follows relates to Character Descriptions for the Conservation Area, (Section 4.5, pages 16 -19) and for other areas, including the land surrounding Alresford.

Guidance (WDLP R Ref: HE 4, HE5, apply):

- New buildings of twenty first century design are encouraged, provided proposals demonstrate respect for the character of the locality.
- When proposing new developments the developer should take the opportunity to protect natural tree cover.



Modern Infill – Broad Street

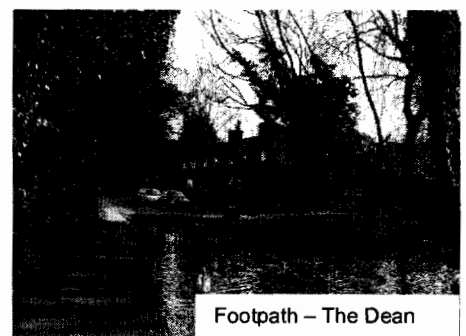
G.2 Affordable Homes

Guidance on this issue is covered in the Local Plan (WDLP R Ref: H 5 apply).

G.3 Footpaths

Guidance (WDLP R Ref: DP1, T8 apply):

- Footpaths linking new development with existing development and the centre of town, recreational areas, old walkways and droves with their natural tree cover and wildlife habitat, should be included in all development proposals, where possible.
- The footpath network should be maintained and enhanced allowing safe use for all, including ensuring there are even surfaces and there is access for the disabled.



Footpath – The Dean

G.4 Parking

Many homes have two or more cars and not all homes have garages/off street parking. The photographs in Section 3 show how this damages the landscape. There is resultant congestion and problems caused to residents trying to park near their own home.

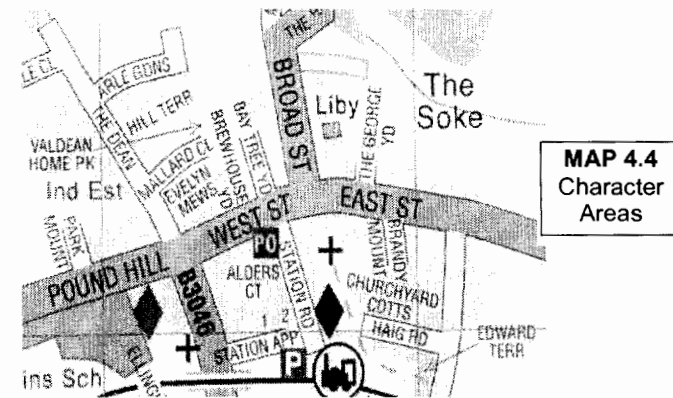
Guidance (WDLP R Ref: T4 applies):

- Garages, undercroft and off street parking are encouraged. Where this is not possible, then residents parking bays could be considered.

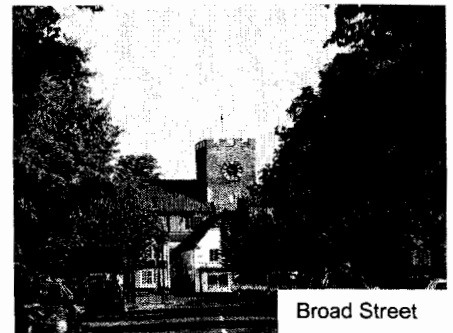
4.5 Character Areas

There are eight differing types of building in the Conservation area, spanning the eight hundred years since the area was re-settled.

Character Area A - Broad Street



This is the most appreciated part of Alresford, and runs north to south from the River Alre (at the Soke and Mill Hill) to its southern junction with East and West Street, almost opposite the Community Centre and behind which is St John's Church.



A tranquil setting with people enjoying being involved in a richly coloured street scene defines the character of Broad Street. This is one hundred feet wide, and tree and grass verge lined, giving an air of tranquillity; bordered by two and a half storey mostly Georgian brightly painted, colour-washed properties in hues of pink, blue and yellow, mixed with properties with red or Flemish bond patterned brickwork.

The houses were rebuilt in the 17th century on the original 33x330 plot. Some are built around the original thirteenth century timber frame construction, and some on pre-existing foundations and internal walls. The majority have new cellar walls and internal walls dating from the 15th century; all are in local brick and lime mortar, and have lime mortar pointing with rubbed flush joints. They have red clay tiled ridge roof with dormers set parallel to the road, and square mainly white painted wooden Georgian small pane windows with matching square topped doorways and porches. Many porches have classical porticos, whilst a few have a non-classical canopy. Most houses have a passageway to the rear, a garage or parking space.

From Mill Hill, looking northwards towards and beyond the Alre there is a twelfth century house and the thirteenth century houses and bridge that survived the 'fire'. Looking southwards the nineteenth century Fire Station is a little way up the hill on the left.

The houses at the southern end of Broad Street, East Street and West Street now contain a wide variety of colourful shops - most architecturally broadly in keeping with the host property.

Landmarks & Key Features

General:

- The trees
- Street-lantern style lighting.

Individual:

- The wrought iron canopy over No 13 Broad Street.
- The Pink House in Broad Street a neo-Venetian façade. Other good façades in Broad Street are 27, 31, 33, 43 & 47 on the west side and 28 on the east.
- The Globe Inn and 3-7 Mill Lane are the few houses to escape the fire of 1689.
- The tower of St John's rising above the Town Hall with its clock.
- A small island at the junction with East & West Streets marking where the original town/market cross was.
- The Horse & Groom, the only black and white hostelry in the town centre.
- The old Fire Station.
- The twelfth century Bridge at the Soke.
- Houses in the Soke and Mill Lane (east side) built alongside/over the river.
- The old mill & Mill Cottage.

Character Area B - East Street

East Street is characterised by terraces of vibrantly painted smaller houses, mainly built around the mid 18th century of brick or flint, spaced between larger properties. Tightly packing the properties together has resulted in some rear accesses being blocked and subsequent problems with waste disposal and rear emergency access in the event of a serious fire. The houses have varied black slate and red clay tiled roofs, smaller six on six windows than those in Broad Street. Some of the properties approaching Broad Street are used for commercial purposes.

Landmarks & Key Features

General:

Grass bank

Individual:

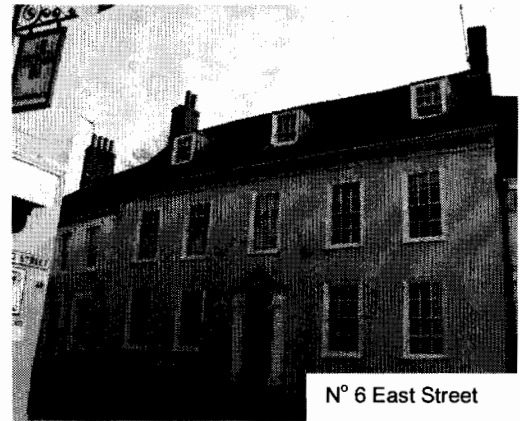
The Old Sun Inn,

Cardew House, (once a hotel)

6, 22, 24, 42,

Nat West Bank,

Brandy Mount with its large Georgian house and brick and flint cottages.



N° 6 East Street

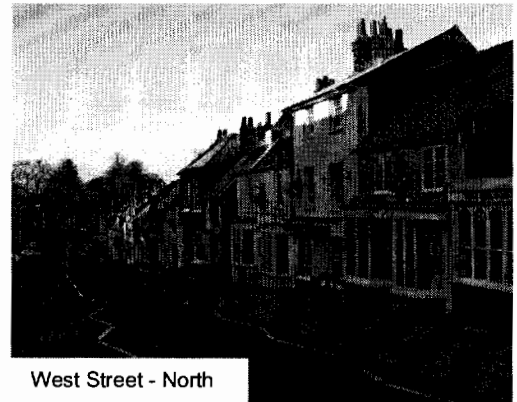
Character Area C - West Street

The two hotels, both originally coaching inns define the character of West Street: the Bell, the original Market Inn, built after the Great Fire, and The Swan. The Swan is a colourful painted brick re-build of the original property and has a recently re-built Crypt, the origins of which go back beyond the time it was first re-built in the 19th century.

All but four properties provide a variety of commercial enterprises. The brightly painted premises have large Georgian and Victorian window frontages. There are flower and vegetable shop displays and colourful hanging baskets. Several properties have original under-crofts, often now used as cellars and initially constructed with sand floors and ventilation shafts. All used local materials and are pointed in lime mortar with rubbed flush joints.

At the top of West Street is the Victorian Community Centre with its roof apex facing the road.

The Alresford Gallery, in West Street, is an unusual design and is a good example of brickwork. Opposite on the south side, is a group of attractively designed older properties with original features.



West Street - North

Landmarks & Key Features

General:

Street front displays of produce and flowers

Individual:

The red square telephone box.

Two old coaching inns still run as hostelries (two as hotels):

The Swan, The Bell.

Lloyds TSB Bank, N^{os}. 33, 36, & 38.

Perins Schoolhouse.

Character Area D - The Lanes

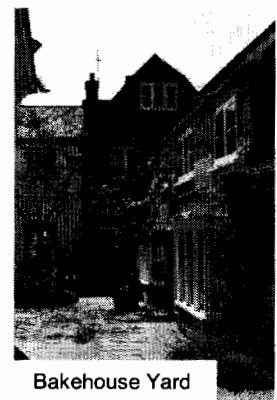
Properties are two and two and a half storey, built at differing times, as small hostelries and terraced cottages, parallel to the road.

The Lanes

The older houses are predominantly brick and flint and the newer properties designed to blend with neighbouring ones. They have small frontages or face straight on to the lane and have rooflines parallel to the road. Their side passageways provide glimpses of their colourful gardens and trees beyond.

Character Area E - The Dean and Pound Hill

Mainly built in the 19th century in filled with a 1960's Fire Station and 1970's mews terrace.



Bakehouse Yard

The Dean

Evelyn Mews is a 1980's infill close of homes for people over the age of 55, built in red brick with timber window and door detail in a style to blend with the bottom of West Street, with allocated parking spaces. It is at the southern end of The Dean. From The Dean the Arle and the downs beyond can be seen. Opposite Evelyn Mews is a nineteenth century chapel and some smaller properties (mainly converted to commercial use).

Pound Hill

On the northern side there is a terrace of nineteenth century cottages, the first of which adjoins the last cottage in The Dean, all have cellars, behind here is a chapel (now converted for residential use), another nineteenth century public house, and mixed detached and semi-detached houses. These lead to the well kept Avenue of trees with the Arlebury Park flint wall and coach houses bounding its northern side.

On the southern side there is a cottage painted white with flint walls and a clay tile roof (now Ferndale House). This is pre-Victorian and was the Quaker meetinghouse. Further on there is the new fire station and then Perins School (both 1960's design).



Landmarks & Key Features In and Bordering This Area

The old Quaker Meetinghouse.

Pinglestone Road going along the bed of the River Alre.

19th Century chapel. & Arlebury Park.

Character Area F - Jacklyns Lane and the Station Area (South of East/West Streets).

Victorian two storey cottages with patterned brickwork and the narrow nineteenth century railway bridge with its perilously narrow footpath underneath define the character of Jacklyns Lane's railway cottages at its' northern end. This is the main footpath and road link to Cheriton.

Station Approach to the east, contains Edwardian railway cottages built of brick with slate roofs and small well kept private frontages with a part Edwardian railing front wall and gate. Some are modernised keeping the bay windows and using traditional materials.

The Victorian railway station (pictured) is built in London stock brick with dark green painted windows. Next to this in Station Road is Station Mill built in London stock brick, awaiting conversion into apartments with allocated parking. The Edward Knight Building, a sympathetically restored railway goods shed, is at the western end of the car park.



Landmarks & Key Features

The railway station, the old goods shed (Edward Knight Centre) & Station Mill – all late Victorian buildings.

Character Area G – 1960's – 70's Development

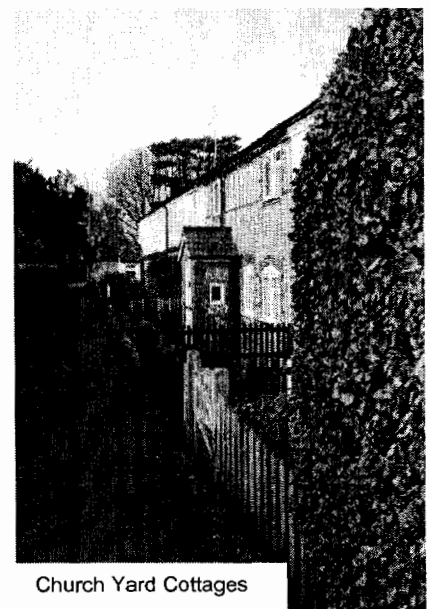
Station Road contains a 1960's doctors surgery, Alders Court (purpose built for the over 55's) and Bailey House (a sheltered housing unit), the police houses and Police Station and post war public toilets. The western end of Haig Road contains late 20th century single, one and a half and two storey individually designed properties,

Character Area H - Haig Road and Sun Lane

Sun Lane, at the eastern end of Haig Road, originally contained hostleries. In Edwardian times semi-detached cottages were built at the northern end of Haig Road and mixed small terraced properties with black slate roofs, and front and rear gardens with rear access were built backing onto these in Sun Lane. Turning north on the right hand side is the wall to Langtons Court. To the left are some small properties to the rear of The Old Sun and the entrance to Alresford Bowls Club. Facing Sun Lane is Cardew House whose grounds back onto the pond. This is a large early twentieth century red brick property with white painted windows and a rear exit into Broad Street.

.Landmarks & Key Features

St John's Church and churchyard, Churchyard Cottages & Haig Terrace – an example of Edwardian terraced housing.



Section 5 Developments Outside the Conservation Area

5.1 – Summary of Character Descriptions (Map 5.1)

Introduction

In this section there are three main sectors, Jacklyns Lane, West of Jacklyns Lane and East of Jacklyns Lane, within which there are a variety of character areas. Before the first World War the majority of the area was agricultural. Immediately after the war acre plots were sold to those returning from the war and townsfolk wanting to move to a healthier environment.

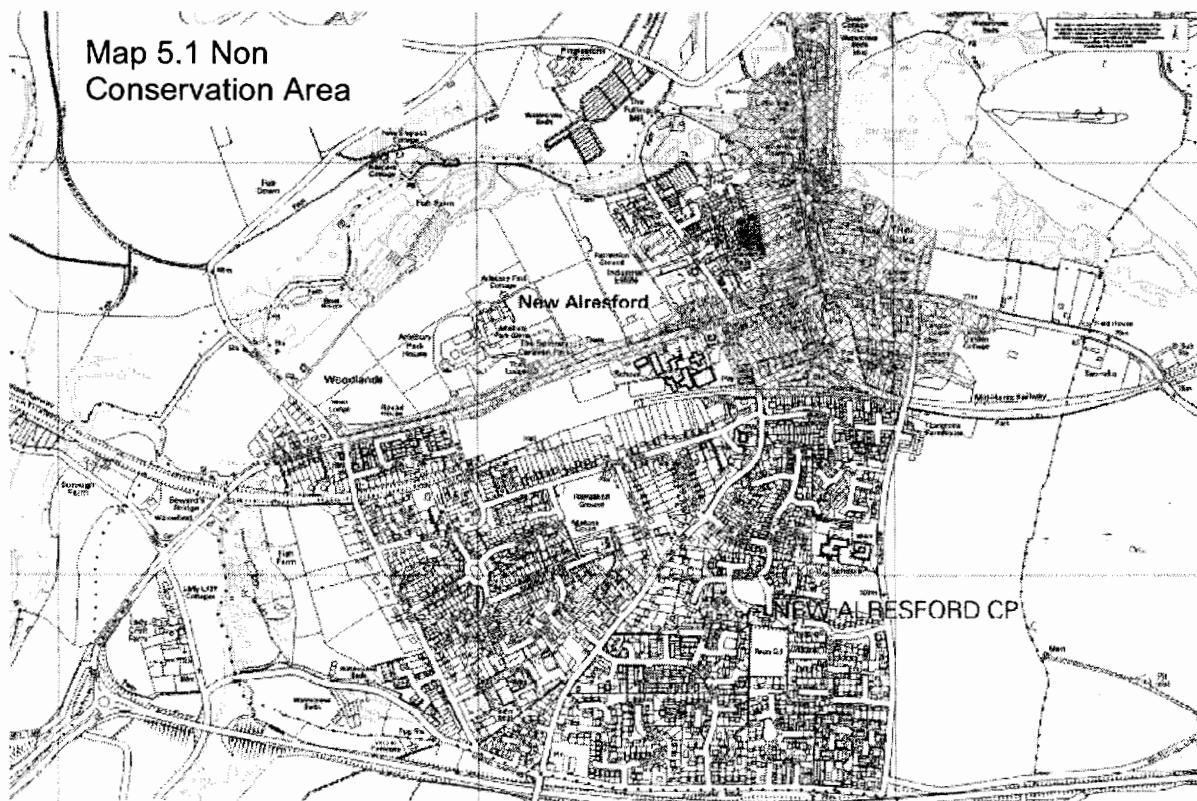
The first, Jacklyns Lane, is the main route to Cheriton and was developed in Edwardian times as an airy environment for people to live in. The Stratton Bates recreation ground to the west was given to the town and the area envisioned as a garden suburb.

In the area to the west, the Grange Road and Jacklyns Lane neighbourhood gives the town the green leafy roads and walkways that are the key characteristics of the area, and are emulated throughout newer developments around Alresford.

The character of the area is defined by wide, long plots, some over an acre in size, containing some imposing detached period houses as well as semi-detached and single storey properties. The houses are set back from the road by various distances with ample space for off street parking and have gardens large enough to provide sunny lawns and flower beds, natural bluebell glades and a wide variety of trees and shrubs giving a friendly habitat for flora and fauna - resulting in interesting scenery, and views of the downs to the north beyond, which passers by enjoy. Within this setting there are also some developments, originally built as social housing, and two small 1960's developments, both of which retain the sense of space and tree cover that characterises the area.

Those present at the workshops highly valued these views and felt the period houses, hedged frontages, and planted trees and shrubs enhanced the view and provided a windbreak and attractive backdrop that softens the profile of the buildings and hides school buildings behind the houses. The most appreciated feature of the area looking across from Rosebery Road and the Stratton Bates Recreation Ground is that building height does not obscure the view of the downs. The least appreciated was parked cars and the danger they cause.

To the east are newer developments. They are open plan with predominantly grass verged footpaths, and small areas where more important original tree cover has been retained. They mirror the garden suburb approach, with planted trees, grass verges and green communal areas, one of which, Benenden Green and Sunhill Recreation Ground afford walkers beautiful views of the



town and surrounding down lands. There is also a network of footpaths traversing the developments from which there are extensive views.

The developments tend to mirror the decades they were built in, for example, 1960's square design of Nursery Road with wide open plan frontages and silver birches, and the 1960's oblique roof design properties in Sunhill and just off Tichborne Down. The late 20th century mock Edwardian properties off Nursery Road and 1980's cottage style properties off Tichborne Down and at Langton Court – the latter style of which was the most popular with people attending the seminars. The bulk of the properties in this area is very mixed, as is shown on the VDS layers map 5.3.

The original character descriptions and the factors people valued most are held at the NATC Office. These are incorporated in the character descriptions in Section 5.4, and a summary of the questionnaire responses can be found in appendix B.

5.1.1 The Open Plan Character of the Developments

All the private developments described are open plan and this gives clear views round corners to drivers and a feel of spaciousness. Builders re-enforced this by issuing restrictive covenants and these have been maintained by custom and practise.

5.1.2 Roads

Roads are adopted and have tarmac footpaths and curbs, many have grass verges and trees planted providing a leafy setting for walkers and wildlife alike.

The Grange Road to Nursery Road area, Bridge Road and The Avenue are tree lined.

In New Farm Road and South Road there are no trees in the road only in private gardens.

The school side of the Avenue is owned by the Town Trustees (see section 2.3).

5.1.3 Open Spaces (Map 5.2)

There are well-used open space areas throughout the town as mentioned in the character descriptions.

These are:

To the west of Jacklyns Lane

- at Makins Court, around the bungalows and flats between Makins Court and Jacklyns Lane and in Jacklyns Lane.
- The copse behind Grange Road,
- the hill between St Gregory's and The Carpenters,
- the school playing field,
- Sunhill Recreation Ground
- the Windsor Road roundabout
- to the west of New Farm Road,
- to the north of the Winchester Road and The Avenue.
- Nicholson Place
- De Lucy Avenue

To the east of Jacklyns Lane

- Benenden Green,
- Linnets Road,
- Oak Hill, Beech Road and Nursery Road.
- Orchard Close
- The copses along Tichborne Down and the A31 by-pass

North of the Conservation Area

- The Millenium Trail
- The footpaths along the river

Where hedged, there is a mixture of hawthorn, elder, sloe and other indigenous shrubs and trees.

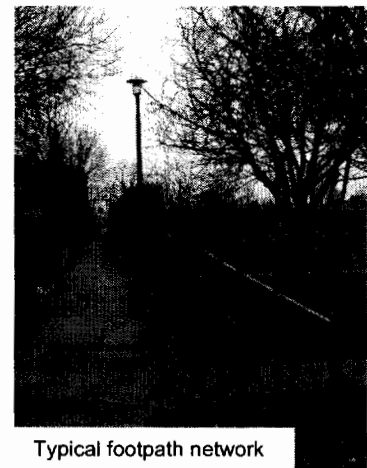
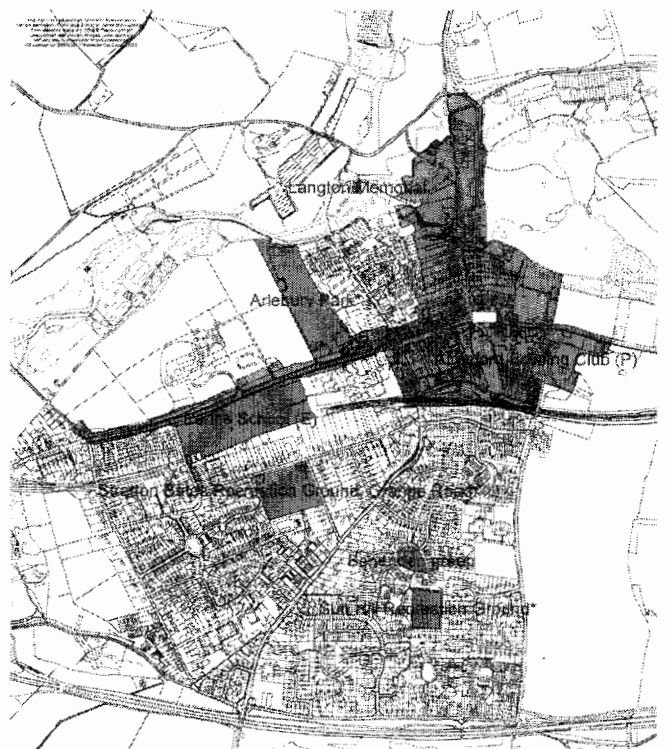
5.1.4 Footpath Network

Most developments are linked by a system of footpaths. Many of these traverse across the different developments and the Prospect Road industrial area giving a feel of integration rather than of separateness to those living there.

They provide a safe walkway from the south to the north of the town and some provide magnificent views of the surrounding area, however some are becoming overgrown and the system could be developed to provide even better access.

Beech Road -A footpath goes from here to Chiltem Court, which provides accommodation for the elderly and then to Benenden Green. This has its' own small grassed area leading to the footpath links where residents walk their dogs and play with

MAP 5.2 Open Spaces



Typical footpath network

their children. To the east is a footpath link eventually leading to Sunhill and to the south west the footpaths are a link from Whitton Hill to Russet Close and from Hasted Drive and Linnets Road to Fairview.

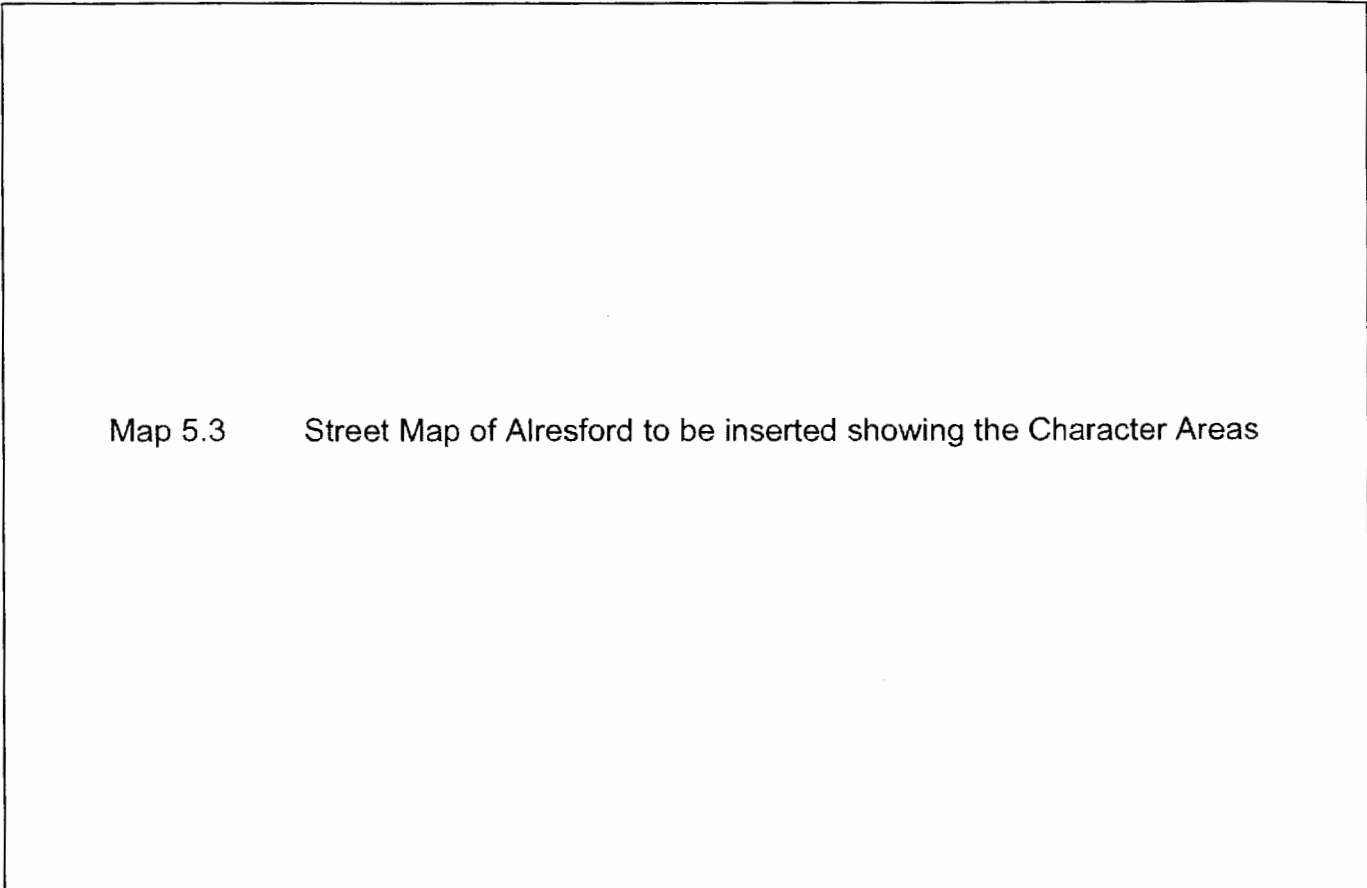
5.1.5 Bulk of Buildings

Single storey buildings pre-dominate large parts of the area (Character Areas J, K, M1, M3, O1, O2, P1, P2, T1) (Map 5.3, shaded mauve).

Properties in other areas are predominantly two storey and some of the properties in Ellingham Close are three storey. (Map 5.3 – all those areas not shaded mauve).

Ground levels of properties are at a natural level and the footprints are square or oblong.

The pattern of the majority of the older buildings is 1920's-1930's, Edwardian and art deco, with cottage style predominating for the newer properties.

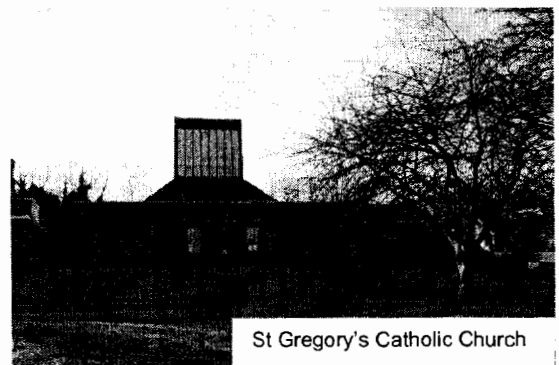


5.1.6 Infrastructure

Although not a design issue brief mention has to be made of pressure upon the town's infrastructure new development will have. This has been a major concern to residents during the consultation process.

The town is served by:

- Two recreation grounds
- A Community Secondary School specialising in sports in The Avenue.
- Arlebury Park with tennis courts, football pitch, Skateboard Park, and social club.
- Four churches (two inside the -conservation area).
- The Community Centre (normally fully booked several months in advance).
- Sun Hill Infants and Junior Schools in Sun Lane. Both primary schools have in the past had problems accommodating large influxes as they do not have the permanent building capacity for this,
- The Medical Practice



- The Medical Practice, (housed in the purpose built Medical Centre in Station Road) also serves some surrounding villages. It often takes several days to get an appointment and is always busy.
- Four sheltered housing developments and bungalows built especially for the elderly.
- Two industrial parks:
 1. Prospect Road, 1950 – 70's build and set in-between Jacklyns' Lane and New Farm Road.
 2. The Dean – immediate post-war build near the old gas works site and within the tourist walk areas. Also surrounded by a complete mix of residential properties.

5.2 Building Guidelines & Design Recommendations

In this section the Design Statement is looking at recommendations. These relate to DP3 in the Winchester District Local Plan. Where applicable Listed Building Policies also apply. Where suitable there is a brief summary of the problem the recommendation is addressing. The detailed Character Descriptions for developments can be found in S 5.4, pages 30 - 35.

General and New Developments:–

NC.1 Plots

These recommendations relate to Character Descriptions for the non Conservation Area. (this section after the guidance notes). The character of some areas depend upon properties being set back or set at an angle; the character of some of the existing properties is significant because of their relationship with the twentieth century history of the town, and that the space between properties give glimpses of wildlife and distant views for passers by.

Guidance:

(WDPL R Ref: DP1- DP6, HE4 – HE8, HE13 – 16, H3, H5, H8, SF1 – 7 apply)

- *The positioning of the footprint of new development, and extensions should respect how buildings relate to one another and to public spaces in the neighbourhood. Properties should be generally in line with the original property and be typical for the area.*
- *Proposals for any new property, garage or extension should be well built in quality materials that reflect the characteristics of buildings, verges and footpaths.*
- *As visitors to the centre of Alresford often enter via the residential areas care should be taken to ensure any new development maintains and enhances the character of the setting in which it is to be built.*
- *The area surrounding Alresford is very beautiful; modern design is not excluded but visually intrusive or environmentally damaging design should be avoided.*
- *All proposals should allow sufficient space for tree and shrub cover to maintain wildlife habitat and to provide wind protection.*
- *When proposing new developments the developer should take the opportunity to protect the visual landscape by ensuring significant arts and craft style, Edwardian and older properties stay in place and are converted, for example into flats, and new build is preferably located behind with green areas; thus protecting the green leafy character of the area, with natural tree cover and boundaries kept wherever possible, giving the public access to them, for example by adding to the public footpath network if feasible.*

NC.2 Building Materials Walls and Extensions

The character description summaries at the end of this section (Section 5) and fuller information held at NATC, available as an appendix to this document describe brickwork that has been used.

Guidance:

(WDPL R Ref: DP3, DP4, HE5 – HE9 apply)

- *The wall coating, the brickwork of extensions and the colour of mortar should match the host building.*
- *Materials should be chosen that blend in with the surrounding properties when new developments are considered.*
- *Extremes of colour with brick or paintwork should be avoided.*
- *Extensions at the end of terraces should be stepped back.*
- *Extensions should not be designed or be so large as to make semi detached houses look like a terrace. Or a terrace a monolithic block.*
- *Traditional knapped flint, Hampshire decorative brickwork and hipped roofs are encouraged at the initial design stage.*
- *In areas influenced by Edwardian houses a continuance of this design should be encouraged (Section 5.2 and 5.4 and Appendix A).*

NC.3 Building Materials Roofs

Developments tend to have different roof tiles per development and most extension roofs were found to match host properties.

Guidance:

(WDPL R Ref: DP3, HE5 – HE8 apply)

- Tiling and guttering of extensions and repair work should match the original in colour and type.
- Roof size should not be a dominating feature.
- Tiled roof porches should reflect the form, pitch and tile covering of the host and neighbouring properties.
- Flat roofs are not to be encouraged.

NC. 4 Building Materials Dormer Windows. *Guidance note C.4. (WDPL R Ref: DP3 applies)*

NC. 5 Building Materials Windows

Some houses still have wooden painted or stained windows whilst the majority now have UPVC Windows, some in mock wood and some white.

Guidance:

(WDPL R Ref: DP3, HE5, HE8 – HE12 apply)

At the front of a building the type of glass and frame should not be changed if it will result in the property looking out of place with the host or neighbouring properties. (Guidance note C5 may apply to older buildings).

NC. 6 Building Materials Doors

Doors are generally in keeping with the host and neighbouring properties.

Guidance:

(WDPL R Ref: DP3, HE5 – HE8, HE9 apply)

- Doors should reflect the style the host building is constructed in, or blend with that style.
- Materials and colours should be in keeping with the materials used in the property or in surrounding properties.

NC. 7 Building-Materials Porches and Porticos

There is a variety of porches built for differing purposes most of which match the host property. *Guidance note C7. (WDPL R Ref: DP3, HE5 – HE8, HE9 apply)*

NC.8 Building Materials Extensions

Owners of smaller homes sometimes find they need to increase the size of their home in order to accommodate their family. Guidance notes above relating to building materials, windows, doors, porches and space apply. (NC2-7 and C2-7 with older properties WDLPR References as above).

NC. 9 Building Materials Garages and Parking and Positioning

Most properties have garages. These are built in the same materials as the host property. Some garage blocks require re-building.

New Alresford is badly served by public transport for commuters and families with both partners commuting therefore require a minimum of two cars and for safety, security and aesthetic reasons off road parking for two cars. (See survey responses in Appendix).

The lack of parking provision leads to ruined views, congestion and their related social problems) and the inability for vehicles to turn is dangerous and damages property. Currently one development, and the Windsor/Meryon Road and Grange Road/Bridge Road areas have inadequate off street parking.

Guidance:

(WDPL R Ref: DP3, HE5 – HE8 apply)

- Garages and carports should compliment the building and should not be obtrusive,
- They should be within the host property curtilage and not take light or block access for neighbouring properties.
- New development proposals are encouraged to eliminate on road parking.
- Garages are more secure than parking areas. To save space integral garages should be provided and if this is not possible parking should be provided within the curtilage of the property.
- Parking bays, if provided should allow space for the retention of trees and shrubs.
- Garages in a dilapidated state should be repaired or re-built.
- Houses should overlook any off road external parking provision for security reasons.

NC.10 Building Materials Wooden Sheds

Guidance:

(WDPL R Ref: DP3, HE5, HE6 apply)

- Small wooden structures that enhance a rear garden, and do not take light from neighbouring properties may be encouraged.

NC.11 Building Materials Green Energy

Future developments and where possible extensions to houses need to address energy saving and water conservation. Please see recommendations in C11., (WDPL R Ref: DP6 applies)

NC.12 Building Materials Fencing and Hedges

The majority of building sites in New Alresford are open plan design; this is important in terms of road safety and light and is covered by restrictive covenants on properties, custom and practise.

Guidance:

(WDPL R Ref: DP3, HE5, HE8 apply)

- Generally fences and hedges, deciduous or non-deciduous, should not be over 1.83 metres in height even when a combined wall and hedge.
- Hedges or shrubberies over 70cm height in the front garden in open plan character areas should not be encouraged.

5.3 Other General Guidance

GN.1 Affordable Homes

Alresford has some recent small developments with a proportion of small properties as social housing provision, and other social housing has been allowed as an exception to policy. These houses have very small plots. Some residents are also finding the houses too small for their needs.

Guidance:

(WDLPR Ref: H5 applies)

- Developments containing affordable homes should, where appropriate, provide for private garden space and shared open areas, as appropriate.
- Social housing provision should, if possible, be considered for families requiring three bedrooms



Social Housing - Orchard Dean

GN.2 Disabled Access.

(WDLPR Ref: DP3 applies)

- All proposals for garages, extensions or new build should ensure the doorway, entrances and switch levels are suitable for wheelchair users.

GN.3 Footpaths

There is a good system of footpaths linking the outlying areas, but not all areas are yet linked.

- Guidance Note Section 3. L2 and Section 4 G3. WDLPR Ref: DP1, T8 apply)

5.4 Character Areas

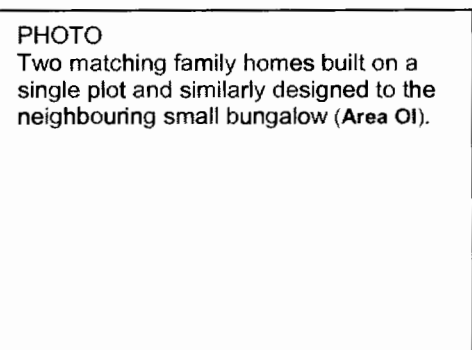
5.4.1 Character Area I - Jacklyns Lane

Summary:

Edwardian houses and bungalows set at a variety of distances from the road with their tree cover define the character of Jacklyns Lane, Grange Road and Rosebery Road. Some have been renovated retaining the original Edwardian form and features, which when combined with the display of aged limes; helps maintain the area's characteristic garden suburb appearance.

On the eastern side of Jacklyns Lane there are mainly single storey properties set at an angle to the road. Indigenous trees and shrubs have been replanted or retained, providing a home for wildlife and maintaining the character of the area. The older houses often have a rough finish coating over the brickwork with dark slate tiled roofs. There is no uniformity of roof design.

Replacement properties blend with the older properties and can be found on the south west side of Jacklyns Lane. They are set back from the road in a similar way to the original property mostly laid to grass with flower beds at the front maintaining the bright open nature of the area and ensuring views are not lost for walkers.



By the entrance to Robertson Road there is a small grassed area planted with trees, from which there are extensive views of the down land to the south and the golf course.

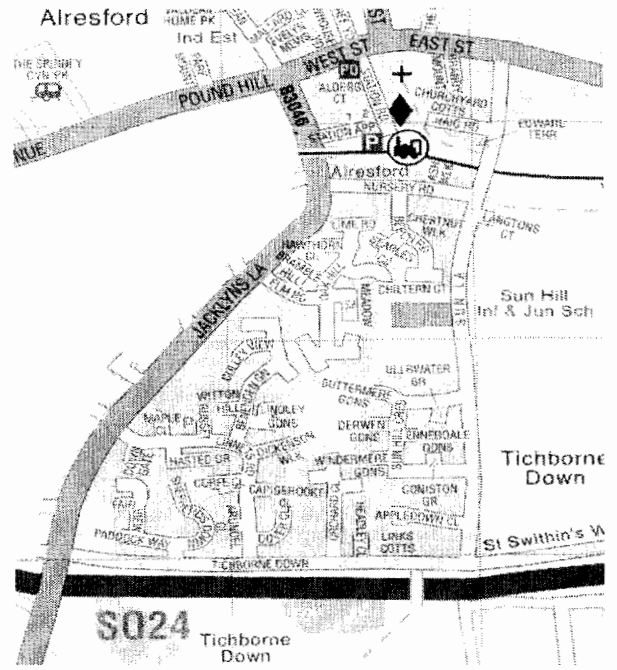
5.4.2 Character Areas J - N - East of Jacklyns Lane (Map 5.4)

Summary:

To the east of Jacklyns Lane are developments with predominantly single storey buildings set parallel to the highway. Most are characterised by 1960's design and are predominantly detached and well spaced giving an air of openness. Properties normally have attached or integral garages and private driveways with parking for one or two cars.

Both the Oak Hill and Sunhill area properties have larger plots with views over the old town or the downs and the 'Castles Estate', with three and four bedroom bungalows interspersed with detached houses, many with large gardens and extensive views over the golf club and the hills to the south.

MAP 5.4 South New Alresford – East of Jacklyns Lane



The majority of developments are set into the hillside, giving a link-detached, more individual appearance and feel to terraced properties. The majority of gardens are not overlooked and have superb views of the surrounding countryside. The

indigenous planted and retained trees now provide an airy setting and wildlife habitat, and soften the profile of the houses.

A sense of continuity is given because original buildings remain intermingled with the 20th century expansion of New Alresford south of the railway. Tichborne Down is characterised by the older properties interspersed with the newer estates that lead off from it. There is an Edwardian house set back from the road, Bell House (an old Victorian hospital), several older houses, and a white rendered listed house. Langtons Court, a late nineteenth century property with extensive grounds is at the other end of Sun Lane.

Character Area J: 1960's and 70's Style developments.

Summary:

The character of the developments are 1960's single and two storey properties on a hillside setting overlooking the town or countryside, with open plan frontages, giving clear views of the roadway for safety, and a feeling of spaciousness. With exception to Nursery Road, most roof apexes facing the road. The bungalows and houses have garages and off-road parking for one or two cars, small grass frontages and rear gardens often planted with flowers. There are small communal areas of grassland enhancing the spatial aspects of the developments.

The developments have grass verged footpaths planted with trees from which walkers enjoy views of the town. There is a system of well-kept tarmac footpaths linking these developments with Jacklyns Lane and Grange Road.



Area J1: The Nursery Road area has terraced, semi-detached and detached properties with low-pitched roofs parallel to the road, and is characterised by the wide road and long grassed frontages and private driveways. A special feature of this road is the space between the properties and the view eastwards with the open deep frontages to the houses and the tree cover and as one goes along the small communal grassed areas giving a feel of space. Arle Close and Arle Gardens (Area U) and Appledown Close have similarly designed houses and maisonettes (Area L2).

Area J2: In the Whitton Hill, Hasted Drive, Downgate and Linnetts Road Area the detached, semi-detached, terraced and maisonette properties have small frontages, garage and a driveway for off road parking in a hillside setting. Some properties in Downgate have wood fascia detail. Some properties have substantial rear fences and walls giving much appreciated security, and some of the terraced properties have garaging in a garage block and visitor parking bays.

Character Area K: The 'Sunhill' and 'Castles' developments

Summary:

The character of this area is defined by the oblique roof pattern of the properties, the way they are spaced and set on the south sloping hillside and the extensive views of the golf course and Tichborne Down residents enjoy from their gardens as do passers by when walking. The backdrop of planted trees softens the harshness of 1960's design and shrubs and the grass verged pavement.

The properties are 1960's modern design, built in buff brick with toning roof tiles, and contain three and four bedroom-detached houses and bungalows with a variety of 'Sunley' design roof designs. Bungalows in the Castles estate normally have roof apexes parallel to the road, wood fascia detail above the porches and plain glass replacement UPVC windows. Many plots have quite deep frontages, a garage and driveway for off road parking.

Character Area QL - Flats and Maisonettes:

Area QL1: In Tichborne Down Bell House is a sympathetically converted Victorian hospital surrounded by new terraced properties that have been designed to blend - all with parking provision.

Area QL2: At the South of Sun Lane, Appledown Close contains 1960's terrace and maisonette properties, most with allocated parking or garages and a grass open space with mature trees that residents use for recreational purposes.

Character Area M: Predominantly Cottage Style Houses:

Summary:

These areas are characterised by the way the mainly two storey properties use brickwork and roof detail, and the way original mature trees extend the green leafy established feel to new build. The gardens on all three estates are often generous and planted with shrubs and flowers. All the developments have open plan frontages. In the Tichborne Down area there are four cottage style developments:

Area M1: The Fairview development, of three bedroom cottage style bungalows and houses built in heather brick with some painted brickwork, steeply pitched roofs and co-ordinating clay tile. The Shepherds Down development is built in good quality heather brick, with flush pointing. Both developments have good quality coloured clay tiled roofs at a 40-degree pitch, a porch and double garage (the majority with brown chevron garage doors). The windows are stained or painted wood.

Area M2: Orchard Close is built on gently rising ground and features similar houses with a double or single garage and private driveways. Some are rendered above the band course, and a variety of coloured tiles are used for the roofs and the matching tile hung porch. Half way up the incline is a large grassed area with shrubs where residents play with their dogs and children. On its western side there is a line of mature trees. Most have close-board fenced or brick rear walls giving much appreciated security, and gardens with have uninterrupted views of the golf course and woodland to the south.

Area M3: Benenden Green is an estate of mixed mainly Hampshire cottage style houses and bungalows, all with front gardens. The properties are built around and from the green and are stepped to make the most of the hillside setting. There is provision for parking for all properties.

A feature of the development is the Green with its far-reaching beautiful views over the town, which are highly valued as an area to walk across and enjoy.

Area M4: In Sun Lane, Langtons Court is an attractive development of stepped courtyard townhouses. The houses extended clay tile roofs to create a porch. They are red brick and have a dark grey diaper. There is a decorative brick windowsill course and a staggered roofline. The roofs have dormer windows. There are private parking spaces and small well-planted frontages.

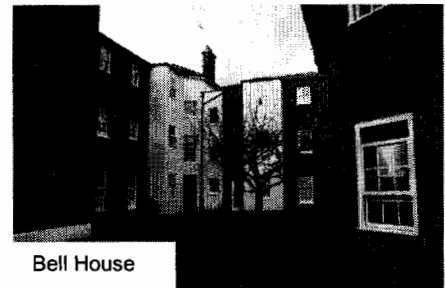
Similarly designed properties can be found at the top of Beech Road (**Area M5**) and the Carpenters (**Area PM6**), where an interesting use of positioning and the use of steeply pitched roofs extending over the garages. have been used to give different heights and aspects to the properties.

Character Area N - Homes for the Elderly

Summary:

These developments, one in this section and one in Section 5.4 (Area P), have been built at various times during the twentieth century are modern in design and are characterised by the use of the green areas around the properties to provide a green and grassy setting for residents to enjoy.

Area SN1: Chiltern Court at the top of Searles Close is built in late 20th century design and is approached by two affordable housing schemes. It has a footpath link to Oak Hill and a small grass frontage with seats outside.



Bell House



Benenden Green

Character Areas O - R - West of Jacklyns Lane (Map 5.5)

Summary:

The area immediately to the west of Jacklyns Lane in Grange, Rosebery and South Roads then going northwards to Drove Lane and westwards along the B3047 is characterised by bungalows and houses with sizeable plots filled with lawns, flower beds, shrubs and trees giving glimpses of distant views of the downs to the north and wildlife habitat. The roads are tree lined and the whole area has the feel of a green leafy area, giving tree and shrub filled views of the leafy space beyond and is enjoyed by both residents and walkers. Behind these gardens are the school playing fields from which pupils can see the vegetation and wildlife.

Character Area O – Grange Rd, Salisbury Rd, Rosebery Rd and West New Farm Rd

Summary:

This area was built up in the early twentieth century when acre plots of land were sold to war veterans and others to people wanting to move from the over-crowded town centre, and is therefore of historical significance to the towns development. It is characterised by tree-lined roads with houses set some 10 to 20 metres back from the property fence. Intermingled with the Edwardian design properties on the larger plots are a variety of properties, some mid-war in design and appearance, and some re-built on the original property footprint. All have private parking and easy access from the rear of the property for refuse collection.

The land slopes downwards from south to north in Rosebery and Salisbury Roads towards Grange Road. This slope diminishes and the ground becomes level before and across the school playing fields and the whole area is publicly visible. The original housing density here is approximately one per acre although some of these plots have been divided to provide semi-detached residences or two separate properties for family members. The building two storey properties here of the densities encouraged in PPG3, without as a minimum, using established properties and trees as a screen might not only destroy popular views and the indigenous wildlife, but could also have a radical effect on the character of the area. There are currently two new developments on the north side of Grange Road through which there are still glimpses of the downlands beyond the town. They are different in character to established Grange Road properties.

Features about the Grange Road - Salisbury Road area highlighted by local residents in the workshops and in the questionnaires included the tree lined street scene, the imposing Edwardian houses with sizable attractive gardens, the glimpses of colourful gardens over hedges, the wildlife and views to the north seen over and between the houses - the skyline of which is defined by trees not houses.

Threats identified to the area were traffic, parking and unsympathetic development of land.

Area O1: In the centre of the west Jacklyns Lane area, is the Stratton Bates Recreation Ground with a new children's play area and football pitches.

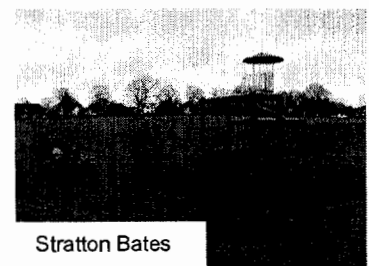
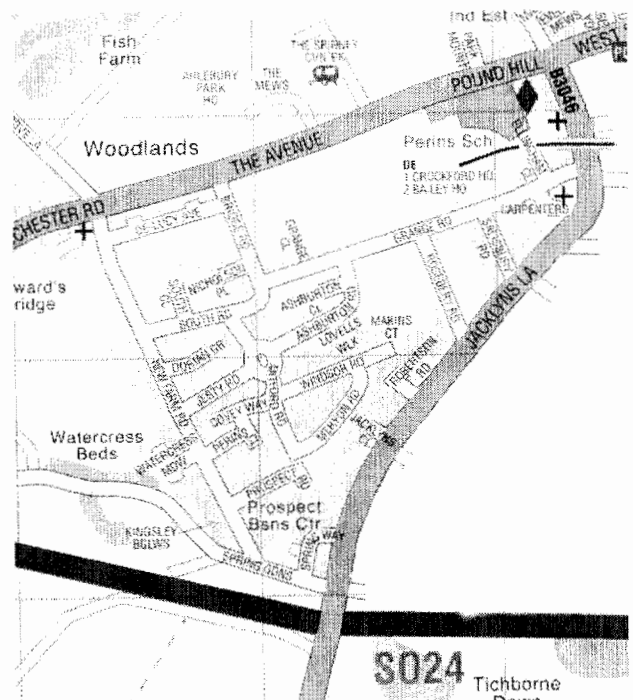
To the east of the recreation ground there are some imposing Edwardian detached houses and semi-detached houses; to the west, on the northern side of South Road Edwardian and mid-war colonial bungalows in well-stocked sizeable plots on fairly level ground. Many are sympathetically restored and set in long large gardens planted with the trees and shrubs filled with wildlife, that provide a necessary barrier between the properties and the school playing fields.

Area O2: New Farm Road character is defined by its tree-lined footpaths and verges on its eastern side and the early and mid twentieth century properties in a variety of styles on very wide sizeable plots with beautiful views of the Itchen Valley. The chestnut trees in the gardens on its western side shield many of the houses from the road and are also a feature of the road.

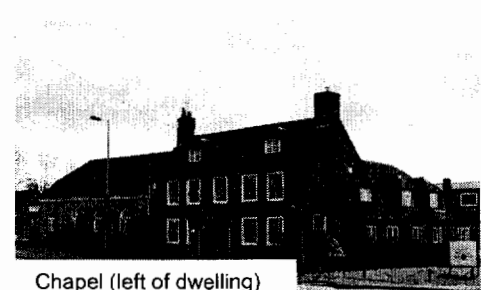
Area O3: Winchester Road is the west gateway to Alresford as a whole and contains a variety of properties. On its northern side, coming from Winchester the first property is a two-storey flint farmhouse, followed by semi-detached two storey Victorian properties and twentieth century bungalows and chalet bungalows with large gardens. These define the character of the area and continue into Drove Lane. On the west side of Drove Lane there is a flint lodge and further down Drove Lane two modern two storey properties.

On the southern side of Winchester Road there are single storey properties, mid-war to modern in design and appearance fronted by a slip-road, and a chapel on

MAP 5.5 South New Alresford – West of Jacklyns Lane



Stratton Bates



Chapel (left of dwelling)

the corner, with business premises alongside and behind (map 5.5).

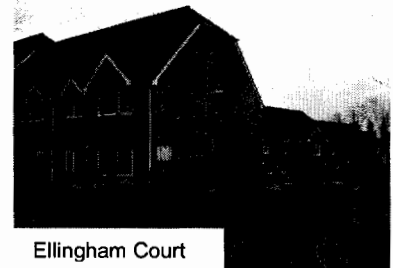
Character Area P - Properties with a Cottage Style Theme.

Summary:

The character of the late 20th century cottage style properties is defined by the way the design uses the hillside setting and the grass and tree cover provided to soften the outline of the buildings (Area P1).

A feature of the area is the large grassed roundabout and verged footpaths.

Area P1: At the eastern end of Grange Road area there are some properties with a higher density than is the norm with a similar design and use of hillside setting as at Langtons Court and the top of Beech Road. These are the Carpenters development, and the Grange Road frontage to Ellingham Court. This end of Grange Road contains several early 20th century properties, and a very considerable modern church, with parish hall, priest house and parking.



Ellingham Court

Area P2: In the north west of Ashburton Road and at the eastern end of Grange Road are some refurbished terraced and cottage style single and semi-detached two storey properties. These are higher density than the centre of Grange Road and a similar density to the Victorian cottages and Nicholson Place in Bridge Road. They have open plan style frontages and space for off road parking.

Area P3: This area is characterised by solidly built and generally well maintained terrace and semi-detached houses built as social housing in the 40s and 50s, with generous gardens and open spaces and reasonably wide roads. Lack of garaging, causing cars and vans to be parked in the front gardens or on the roads, spoils the visual aspect and presents hazards. To the south an industrial estate is well shielded from the residential area but can cause noise and nuisance. The Winchester City Council owned shop in Mitford Road was tenanted and re-opened in October 2006 and is currently trading.



Mitford Road

Area P4: Nicholson Place in Bridge Road is a horseshoe of uniform houses and bungalows, with a plot of grass for recreational use in the centre and a parking area. Bridge Road also contains a Victorian terrace of artisan houses, which has maintained its integrity.

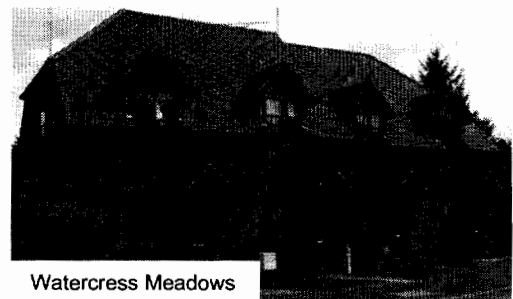
Area P5: Meryon Road is a 1950's development of bungalows for the over 55's which are renowned for their large colourful gardens. These gardens and the single storey properties define the character of this small area.

Character Area Q – Mid - Late 20th Century Build

Summary:

These areas are characterised by 1960's square designed properties as described below:

Area Q1: Behind the planted open space area in Jacklyns Lane and Robertson Road is an area where the character is defined as purpose built retirement bungalows with small gardens surrounded by a large grassed communal area. This leads to Area RL3 (flats and maisonettes) and SN2 (Makins Court).



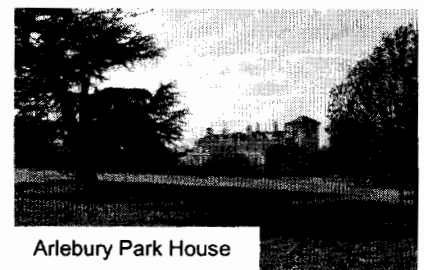
Watercress Meadows

Area Q2: The character of De Lucy Avenue and the majority of the western side of New Farm Road through to Covey Way) is defined by 1960's square design houses and bungalows. A few original cottages are interspersed between the open plan developments in New Farm Road and South Road. This area is fairly level and the tree lined roads and grass open spaces have been planted with silver birch and shrubs giving a clean open feel.

Area Q3: Watercress Meadows is an exception site development built in the late twentieth century. The properties are starter homes and have a small private frontage and garden. It has communal grassed areas and communal parking.

Character Area RL - Flats & Maisonettes

- a) **Area RL3** - The majority of these developments were originally social housing, and are characterised by 1960's design in buff brick with toning clay tiled roofs, and the use of grassed and planted areas to soften the effect of the buildings. They have garages or allocated parking, have footpaths to their entrances, and are open plan in nature. To the west of Stratton Bates Recreation Ground,



Arlebury Park House

Ashburton Close contains one and two bedroom flats, and Meryon and Robertson Roads have two storey flats.

- b) **Area RL4** - There is one conversion of an older property, which has maintained the character of the host property. Arlebury Park House is a country house converted into flats with underground parking retained in its original setting. Behind the main building are more units in a converted barn setting.

Character Area S - Sheltered Housing and Homes for the Elderly

Area SN2: The character of this area is defined by turn of the millennium design, with access to a large grass area. Makins Court, a modern sheltered housing project, in Windsor Road. Attractively designed properties with balconies, and flat-lets and communal parking.

Area SN3: The character of this development to the outsider is of the cottage style frontal aspect into Grange Road. A private development, Ellingham Court is to the East of Jacklyns Lane and close to the town. Purpose designed for the elderly there is a communal grass area, and community room. The apartments facing northwards are square in design and have three floors. Upper floor flats have views of the surrounding area.



Character Areas T - Early Twentieth Century and earlier Build

Summary:

In New Farm Road, there are two detached Victorian houses on the eastern side, and Victorian chapel on the western side at the junction with Winchester Road.

Winchester Road contains Farm Cottage, a knapped flint cottage, and some semi-detached Victorian cottages, all with extensive grounds beyond which are views of the Itchen Valley.

There are several terraces of nineteenth/early twentieth century cottages, one in Bridge Road, one in Pound Hill and four in the Dean.

To the north, the well maintained knap flint boundary wall of Arlebury Park, in front of which there is the old Toll House and the roadside is planted with one hundred year old limes. Behind the wall are two gatehouses and a converted farm and Arlebury Park Barns.

At the end of the flint wall is Pound Hill.

Character Area U - North of the Conservation Area

The character of this area is defined by the view from the entry point at the crossroads of the Dean, Jacklyns Lane and West Street and the view from here to the river Alre. This view is destroyed part way down on the western side of the road by industrial plant.

Area U1: To the north of the conservation area off The Dean is Mallards Close, a small attractive close of bungalows with under-croft parking, and Orchard Dean, a new development of retirement of cottage style bungalows with parking and visitor parking bays. Between these two developments is a well-maintained unobtrusive caravan park containing about 40 dwellings.

Area U2: Arle Gardens and Arle Close are similar in character to Nursery Road, although with a mix of detached, semi-detached and terraced properties and a hillside setting. The detached properties have a garage and space for off road parking.

Area U3: In the Dean we find two sympathetically restored very different attached cottages at the northern end, one, with a bright painted finish set in grounds of over two acres. The partner property has knapped flint walls and a small garden. Arle Gardens was built behind this, and two bungalows have been built below the plot of land. Just beyond here are terraces of Victorian cottages with slate roofs and small enclosed frontages, with a riverside setting.





APPENDIX A

PUBLIC CONSULTATION

A1. Introduction:

The initial consultation period started in October 2004 and lasted until January 2005. A document, based on the information gathered for the Draft Local Action Plan was prepared for circulation to the Chairmen of all the active organisations and charities in Alresford. It was subsequently revised and used as a base for Design Statement Workshops.

The next consultation process involved workshops and a questionnaire being sent to all households together with an invitation to attend these workshops. The Chairmen of the Chamber of Commerce and of all the groups who undertake local community work and local charity organisers were personally invited to the workshops, many of whom attended. The resulting document was put on public display for six weeks at the Community Centre and the Swan Hotel where it was viewed by over 500 visitors and people from the town. The document was then discussed and revised and at public meetings held at Arlebury Park with a further discussion at a public meeting in November 2005.

A1.2. Timetable:

Initial Consultation:	October – January 2004
1 st Workshop:	12 th March 2005
2 nd Workshop:	23 rd April 2005
Public Display of outcomes at Swan and Community Centre:	June/July 2005
Public Meetings at Arlebury Park:	August/September 2005
Public Meeting in the John Pearson Hall:	21 st November 2005
Public Meeting in the St Johns Church hall with the church group	26 th January 2007
Formal consultation period	February-April 2007
Final consultation at St Johns Church	July 2007
Final presentation of documents to the public at the Community Centre	July 2007



Over 250 households responded and a summary of their comments is in Section A2 below. These were combined with the workshop outcomes (discussed in A2 below) and the July/August and November public consultation sessions and comprise the full 'Character Descriptions.' These are held in CD format at NATC together with the questionnaire response forms.

A2. Outcomes of Workshops - Summary

A2.1. Features of The Conservation and Non-Conservation Areas Most Valued

All the groups highlighted the preservation of the vibrant street scene in East, West and Broad Street areas, as they are highly important for the sustainability of the town both as a place to live and its historic role as a venue for tourists and business people alike. The main threat they saw to this was the increase of traffic in the area, particularly lorries and the speed they travel (together with the lack of safe road island areas for pedestrians), and the lack of accessible parking within easy walking distance of the Conservation Area.

The character area of the town they felt was an eyesore was the industrial area in the Dean. They felt this because it was a part of the Millennium Walk and one of the first sub-areas of the town they visited if taking the east to west route. They also felt, as long as the older properties were protected, a renovation or re-development process could be used to improve the general level of architecture in this area.

The feature raised about the area outside the Conservation Area was the green spacious feel this had and the glimpses of beautiful views residents, walkers and people driving through the town also have when traversing the town. The second most important feature of these areas was the way they demonstrated the twentieth century history of the town as it extended towards Tichborne Down and the way each character area shows the design that each decade had to offer.

Great value was placed on this area as a garden suburb with superb views, its well planned footpaths with their views across the townscape, tree lined roads and Avenues, and the extensive green areas for communal enjoyment and the way it interweaves with modern design, including the award winning St Gregory's Church.

A2.2. Main Issues of Concern

A. The general tenure of those present was against any changes to the character of any area that detracted from those mentioned in A.2.1 above, as well as the possible damage to the fabric of the town by the increased traffic volumes, the speed lorries travel in the areas popular with tourists and that crossing these roads is now difficult and hazardous.

B. There was a strongly held view that traffic volumes were increasing and that this posed a danger not only to pedestrians, where it was felt there should be more specific crossing points in the town, but also to the fabric of the town.

C. Residents clearly valued their peace and tranquillity. The need for out of the town centre parking was mentioned by most people, together with the problem of lorries and cars mounting pavements and reversing into narrow passageways on a daily basis, and the consequent damage to pavements and danger to pedestrians,

Notable was the feeling the original planning permission for the Watercress Company safeguards on the numbers of lorries going through the town were being ignored, with its resultant increase in carbon emissions in the town and possible damage to historical properties and buildings.

D. Concerns were also raised over the ability of the infrastructure of the town to cope with an increase in the town's population and of further increases in traffic. Particular mention was also made of the type of water supply system for the town and the town's closeness to water meadows.

At that time the towns' schools were sometimes unable to take all the children presented to them, and the doctors, primary medical provision, and dentists in the area were under pressure. The Community Centre and other recreational venues also tended to be booked for six months in advance at the weekend and on certain days.

A.3 The Outcomes of the Questionnaire

Introduction:

As mentioned in A1 above, a questionnaire was sent to all households in New Alresford. Over 250 households responded. There was some confusion as residents thought they had already fully participated in this process when visiting the display at the Community Centre for the Town Plan and this affected participation negatively.

The findings of the questionnaire are contained in Appendix B.

Summary

Views

People's most popular places and areas to walk are shown on Map 3.1 in Section 3. Notable views outside the town are from the Golf course and to the Golf course from Jacklyns Lane and the views northwards from Grange Road and the Avenue. People in the Benenden Green – Sunhill area commented on the far-reaching views from this and the surrounding areas, and some people also talked about the New Farm Road view over the water meadows.

Infrastructure

The town fully utilises the infrastructure it has. Recreational Halls and the Community Centre are fully booked, the schools sometimes have difficulty absorbing newcomers, there is inadequate public transport and the doctors' surgery is always busy. People were concerned about traffic from the south in Jacklyns Lane and New Farm Road, and east to west in Grange Road in particular. The school run was also a concern. Lorry traffic to Old Alresford and the watercress companies was felt to have increased enormously and pedestrians have difficulty crossing Broad Street as a result of the increased traffic. The town's car parks are full between Thursday and Saturday, and a shortage of parking for residents in the conservation area was also mentioned.

Recreation

The largest number of people said they enjoyed walking and this has resulted in a large number of views of the surrounding countryside being highlighted on Map 3.1 in Section 3.

Final consultation

The final six week consultation took place from February to April 2007. Notification was put in the press and the TDS was made available on the Alresford web-site. Returns were received from The Alresford Society, Hampshire County Council, Natural England, the Environment Agency and one member of the public Ken Yeldham. The many comments received related to improving the accuracy of the descriptive parts of the document and have been incorporated in this issue.

Appendix B Sustainability Appraisal

Introduction

Sustainable development means ensuring the needs of the present do not compromise the ability of future generations to meet their needs. Planning Guidance expects planning documents to address a wide range of social, economic and environmental issues as they are being drawn up, by undertaking a Sustainability Appraisal.

In this Appendix we appraise the policies that have resulted from the perceived needs of the community of New Alresford that have arisen as a result of the public consultation process. This appraisal covers each of the guidelines against the set criteria used by Winchester City Council Planning Department in the Local District Plan (based on the 13 Local Government Management Key Themes to a Sustainable Community (1994)).

WCC Criterion

The criterion used is as follows:

Land use Resource use Protection of resources	Reduction of resource use, efficient use of resources, recycling and minimisation of waste.
Pollution – including increases in traffic	Pollution is reduced to a level that natural systems can use without damage
Protection of diversity Access to wildlife/nature sites	The diversity of nature is protected and accessible to all
Local Needs Provision Local Needs Use	Local needs are/should be satisfied by local service, supply and production.
Housing Provision Access	Housing provision with equal access to facilities, service, and goods with minimal environmental cost and not determined by income.
Road Safety	General road safety. Traffic congestion and related dangers.
Self Development Involvement	Everyone has access to facilities that will enable them to develop to their full protection and play a full part within the community.
Leisure Provision Leisure Access	Recreational and leisure activities available to all.
Protection of Built Environment Urban Design Local Identity	Places, spaces, settlements, buildings, landscape use are designed to protect local diversity, uniqueness, identity and distinctiveness.

Appraisal Narrative:

Chapter 3 Spaces and Landscapes.

Guidelines L1 – L6. Normally score positively. The only item scoring no effect throughout this section is housing provision which is not addressed in the Landscape Chapter. Spaces in new development have been covered in Chapter 5.

Chapter 4 The Conservation Area.

Guidelines C1 – C12 normally score positively. C4, C9, C10 have a mainly neutral score as they add use to the property but use new resources. Most other factors can use re-cycled materials or new more energy efficient materials.

Chapter 5 The Non-Conservation Area.

Guidelines NC1-NC12 have a neutral score because the community has addressed how they want these areas preserved. The negative effect on pollution, transport and road safety, the accessibility of local provisions, and damage natural water resources (see Maps 1.2 and 3.1) is counterbalanced by the need for renewable and energy efficient materials and equipment being used in any new build. Character properties are covered by guidelines C1-C12.

Key for Sustainability Appraisal Tables below:

- ✓ = Positive Effect
- ✓? = Positive Effect Expected
- 0 = Should obtain the status Quo or Positive
- 0? = Status Quo or Marginal Negative Effect

SUSTAINABILITY APPRAISAL TABLE

Sheet 1 of 2 – Landscape and Conservation Area

L1	L2	L3	L4	L5	L6	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	G1	Guidelines
✓	0	✓	✓	0	0	0?	0	0	0	✓?	0	0	✓?	0	0	0	0	✓?	Land use
✓	✓	✓	✓	✓?	✓	0?	✓	✓?	0	✓?	✓?	✓	✓	0	0	✓	✓	✓?	Resource use
✓	✓	✓	✓	✓	✓	✓	✓	✓?	0	0	✓?	✓	✓	✓?	0	✓	✓?	✓?	Protection of resources
0	✓	0	✓?	✓	✓	0	0	0	0	✓?	0	0	0	✓?	0	✓	0	✓?	Pollution
✓	✓	✓	✓	✓	✓	✓?	✓	✓	0	✓	✓	✓	✓?	✓	0	✓	✓	✓?	Protection of diversity
0	✓	✓	✓	0	0	0	0	0?	0?	0	0	0	0	0	0	✓	✓?	✓	Access to wildlife/nature sites
0	✓?	0	✓?	✓	✓	✓	0	✓?	✓?	✓	✓	✓	✓?	✓	✓	✓	✓	✓	Local needs provision
0	✓?	0	✓?	✓	✓	0	0	0	✓?	✓?	✓	✓?	✓?	✓	✓	✓	✓	✓	Local needs use
0	0	0	0	0	0	0	0	0	0	✓	✓?	0	0	0?	0	✓	0	✓	Housing provision
0	✓	✓?	✓?	✓	0	✓	0	0	0	0	✓	0	0	0	0	0	0	0	Access
0	✓	✓?	✓?	✓	0	✓?	0	0	0	0	✓	0	0	✓	0	0	✓	0	Road safety
✓	✓	✓	✓	✓	✓	✓?	✓	✓?	✓?	✓	✓?	✓?	✓?	✓	✓	✓	0	✓?	Self development
✓	✓	✓	✓	✓	✓	✓	✓	✓?	✓?	✓	✓	0?	✓?	✓	✓	✓	✓	✓?	Involvement
✓	✓	✓	✓	0	✓	✓?	✓?	✓!	0	✓?	✓?	✓?	0	0	✓?	✓	0	✓?	Leisure provision
✓	✓	✓	✓	✓?	✓?	0	0	0	0	✓?	✓?	0	0	0	✓?	✓	0	0	Leisure access
✓?	✓?	0	✓?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	Protection of the built environment
✓?	0	0	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	Urban design
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Local identity

SUSTAINABILITY APPRAISAL TABLE

Sheet 2 of 2. Non-Conservation Area

G2	G3	G4	NC1	NC2	NC3	NC5	NC6	NC9	NC10	NC12	GN1	GN2	GN3	Guidelines
✓?	✓	0	0	0	0	✓?	0	0	0	0	✓?	0	✓	Land use
✓	✓	✓	0	✓	0	✓?	✓?	0	0	✓	✓	✓	✓	Resource use
0?	✓	✓?	0	✓	0	0	✓?	0	0	✓	✓	✓	✓	Protection of resources
0?	✓	✓	0?	0	0	0	0	0	0	0	✓?	0	✓	Pollution
✓?	0	✓	✓	✓	✓	✓	✓	0	0	✓	✓	✓	✓	Protection of diversity
✓	✓	0	0	0?	0?	0	0	0	0	✓?	0	✓?	✓	Access to wildlife/nature sites
✓	✓	✓	✓	✓	✓?	✓	✓	✓	✓	✓	✓	✓	✓	Local needs provision
✓	✓	✓	✓	✓	0	✓?	✓	✓	✓	✓	✓	✓	✓	Local needs use
✓	✓	✓?	✓?	✓	0	✓	✓?	0	0	0	0	✓	0	Housing provision
✓	✓	✓	0?	0	0	0	✓	✓	0	0	✓	✓	✓	Access
✓	✓	✓	0?	0	0	0?	✓	✓	0	✓	✓?	0	✓	Road safety
✓	✓	✓	✓	✓?	✓?	✓	✓?	✓?	✓	✓	✓	✓?	✓	Self development
✓	✓	✓	✓?	✓	✓?	✓	✓	✓?	✓	✓	0	0	✓	Involvement
✓?	✓	✓?	✓?	✓?	0	0	✓?	0	✓?	0	0	✓?	✓	Leisure provision
✓?	✓	✓?	0?	0?	0	✓?	✓?	✓?	✓?	0	✓?	✓?	✓	Leisure access
✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	✓	✓	✓	Protection of the built environment
✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	✓	✓	Urban design
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Local identity

Note: 1. The sustainability appraisal for NC8 is covered by the other appraisals in Guidance notes prefaced NC2-7 & C2-7.

2. The sustainability appraisal for NC4 is covered by C4

3. The sustainability appraisal for NC7 is covered by C7

4. The sustainability appraisal for NC11 is covered by C11



West Fulflood & Oram's Arbour Neighbourhood Design Statement

Schedule of comments from public consultation on the draft NDS, with responses and proposed actions if any.

Background

A draft copy of the NDS was placed on Winchester City Council's website and a number of hard copies were available in public buildings and from members of the NDS committee. Immediately prior to this a questionnaire was delivered to every household and commercial premise within the West Fulflood and Oram's Arbour area, alerting them to the consultation and inviting comments.

Residents were given two broad open-ended questions:-

1. *Does the content and presentation of the Statement provide a good description of the key characteristics and distinctive features of both the whole neighbourhood and your local area?*
2. *'Do you feel that the Planning Guidance and Environmental Enhancement adequately cover your concerns and aspirations for this neighbourhood?'*

Replies to these questions and other comments on the draft NDS are shown in the attached table, with general comments followed by those specific to sections of the draft NDS, in the order of those sections.

Column number	1	item number for each comment.
	2	name of the person/organisation who made the comment.
	3	the section/page number in the draft NDS to which the comment refers.
	4	comments – as received. If they specifically relate to questions 1 or 2 from the questionnaire / website this is indicated by Q1 or Q2.
	5	recommended response to comments (NDS team/Head of Strategic Planning).
	6	proposed action/change, if any

In addition some minor editorial corrections and clarifications will be made to the text. The boundaries between the local areas as shown on the maps will be amended for consistency. Some photographs have been edited to reflect the current situation.

CAR/652(CLOF)

Item No.	From	Draft NDS Section / page	COMMENT	Response to comment	Proposed action
1	G Seymour	General comment	As a resident of St Paul's Hill I welcome the draft Neighbourhood Design Statement for our area.	Support welcomed.	None
2	G Rolfe	General comment	It seems to me that the Statement is a thorough description of the neighbourhood - thank you.	Support welcomed.	None
3	G Rolfe	General comment	One concern occurs, however, which I don't think is covered. I live at 13 West Hill Park, and this estate now has many houses which are occupied solely by students. There is no problem with the students themselves, but inevitably it begins to change the nature of the area, e.g. gardens not cared for; even more cars; regular change of tenants so that the population is transient and militates against community development	Noted, but this is beyond the scope of the NDS	None
4	M Bracknell	General comment	A very welcome document with good Planning Guidance and Enhancement Proposals. Just a few comments (See <i>later comment</i>)	Support welcomed.	None
5	G Bloomfield	General comment	Good document well presented and gives me confidence that the area will retain its current attractive properties.	Support welcomed.	None
6	C Honey	General comment	Answer to question 1 on the Winchester NDS website:- Yes	Support welcomed.	None
7	C Honey	General comment	Answer to question 2 on the Winchester NDS website:- Yes (see <i>later comments</i>)	Support welcomed.	None
8	C & S Pearce	General comment	Having recently re-read the Neighbourhood Design Statement, I	Support welcomed.	None

			would like to confirm that I fully support its analysis of the area, along with the recommendations it makes to the Planning Authorities. The authors of this report went to considerable pains to ensure that the views of local residents were properly canvassed and incorporated into their report. I hope that their hard and diligent work pays off and that the statement is given formal recognition by Winchester City Council			
9	A Roberts	General Comment	Overall, well-presented	Support welcomed	None	
10	A Roberts	General comment	Quite a few "editorials" to be corrected <i>(not specifically identified)</i>	Accepted	Errors to be corrected.	
11	A Roberts	General comment	Many inappropriate commas <i>(not specifically identified)</i>	Accepted	Amend as necessary	
12	A Roberts	General comment	Inconsistent use of capitals <i>(not specifically identified)</i>	Accepted	Amend as necessary	
13	A Roberts	General comment	More space given to descriptions of area than consideration of development, if any. <i>(not specifically identified)</i>	Accepted. The NDS covers a large, complex and diverse area, requiring division into ten character areas. Editing had to be very tight, but the area descriptions are also an important part of the NDS as they help to define the important features.	None	
14	A Roberts	General comment	Planning Guidance is thin for some areas <i>(not specifically identified)</i>	As above.	None	
15	A Roberts	General comment	Key area maps sometimes show properties not included in relevant areas or duplicated, and this is confusing.	Accepted.	Amend as necessary	
16	A Roberts	General comment	Many photos could be more tightly cropped to reduce the amount of road in the foreground. <i>(not specifically identified)</i>	Comment noted.	Review and revise as appropriate	
17	C Pankhurst	General comment	I would like to support, in the strongest terms possible, the West Fulford and Oram's Arbour Neighbourhood Design Statement – Draft for Public Consultation.	Support welcomed.	None	

			It deals comprehensively with many of the most important issues, and argues cogently against a number of threats to the neighbourhood. (See <i>later comments</i>)		
18	C Pankhurst	General comment	I welcome very much the opportunity which has been afforded to residents of this area for proposing guidance on what is acceptable. I strongly endorse the Draft.	Support welcomed.	None
19	C Pile	General comment	I have been involved as a committee member in the preparation of the document and therefore I am aware of some minor amendments that need to be made. The following observations should be considered as general guidance before final publication: (see immediately below)	Comment noted.	See below
20	C Pile	General comment	1) This is primarily a residential area and a statement should be included to prevent any inappropriate 'industrial' development. The use, or change of use, of new or existing properties in the residential area should not create undue noise or pollution. 2) Where planning applications have been strongly opposed and negotiated by residents and then finally approved, some consideration should be given to any subsequent amendments. Where planning approval has been given following specific representations by residents, any subsequent modifications that contravene those representations should not be permitted. For new developments restrictions should be applied to ensure that specific conditions pertaining to approval are upheld.	The Winchester District Local Plan would allow for commercial development within the area covered by the NDS (Policy E.1), but this Policy also includes various safeguards in relation to noise, traffic generation and hours of operation.	None
21	C Pile	General comment		Any modifications to an application or new application would require approval and the Design Statement's guidance would apply to amendments and subsequent applications.	None

22	R Freeman	General comment	<p>Q 1: The statement covers too large a study area which consists of a wide diversity of sub-areas whose age, history, character and needs differ too much to be covered adequately by a single document. To some extent this is overcome by having ten character areas but this means that some, for example Orams Arbour, have insufficient space to deal adequately with the character area, other than in broad summary and generalisation, More specific detail is needed.</p>	See item 13	None
23	R Freeman	General comment	<p>Q2: The Planning Guidance and Enhancement sections for Orams Arbour are too general and imprecise to have any definite influence on planning issues. The only recommendation of real substance is that which proposes Article 4(2) direction protection to unlisted buildings within the Conservation area. Otherwise recommendations are too general and loose enough to be applied flexibly according to need and interpretation, therefore of little effect as a supplementary planning document.</p>	In a document of this nature the Planning Guidance (PG) and Enhancement Proposals (EP) can only flag up areas of concern for detailed consideration as specific instances arise.	None
24	Cllr Barratt	General comment	<p>I am writing to express my thanks to all members of the committee for the hard work and dedication that has gone into this draft statement. In the main it is a fair and accurate description of the area and in my view reflects the concerns and aspirations for the area of the many residents to whom I've spoken.</p>	Support welcomed.	None
25	Cllr Barratt	General comment	<p>Apart from a couple of typos ... my comments are confined to the issue of telecommunications development ie phone masts in the area. (see later</p>	Comment noted	See item 30

26	Cllr Barratt	General comment	<p><i>comments)</i></p> <p>No mention is made of the Vodafone and Airwave O2 installations on the roof of the Police HQ. While the building is not of any aesthetic value the roofscape is hardly enhanced by the mast clutter. More important, however, is the fact that if this site is redeveloped for residential use there will be pressure on planners to make alternative telecom sites available in the same geographical area. (Airwave O2 provides the TETRA system for police communications.)</p>	Noted.	See item 30.
27	Cllr Barratt	General comment	<p>Although the masts on Sarum Rd reservoir are shown on the map (p8) no further mention is made. I realise that the reservoir is just outside the area but as 'vistas' are a feature of the statement and a reference is made to the overall appearance of the RHCH, which is also outside the area (p13), the following four situations should be considered. (see <i>following items</i>)</p>	Noted.	See item 30
28	Cllr Barratt	General comment	<p>1) The 3 masts located on the reservoir represent purely commercial development in a predominantly residential area. They are clearly visible from the east side of Chilbolton Avenue and when the building development on the corner of Chilbolton Avenue (west side) and Sarum Rd is completed they will still be visible from the new residences.</p>	Noted	See item 30

29	Cllr Barratt	General comment	<p>2) In addition to the Orange, O2 and Hutchinson 3G base stations already in place, there is scope for further installations. In the documentation supplied by Vodafone in its application for another Winchester site (05/02826/TCP – Hunts Frozen Foods, Andover Road) the agent mentions Sarum Rd reservoir as a potential future site.</p>	Noted.	See item 30.
30	Cllr Barratt	General comment	<p>3) I would like to see a section in the statement relating to the unacceptability of commercial development of this kind in a residential area given the ugly and intrusive nature of telecommunication structures, which will inevitably be visible well beyond their actual location.</p>	<p>It is accepted that the siting and appearance of telecommunications equipment within the NGS area, and visible from its boundary, cause great concern. An additional Enhancement Proposal should be included in the list on page 7 of the NDS.</p>	<p>Add to text on page 5: 'Many residents have concerns about the siting and appearance of telecommunications equipment within the NDS area or visible from its boundary'.</p> <p>Add to Enhancement Proposals on p7: 'Telecommunications companies and their agents should comply fully with pre- and post- application consultation defined in the Government Code of Best Practice and the Industry's Ten Commitments. Ref: ODPM 2002'.</p>

31	Cllr Barratt	General comment	<p>4) I am well aware of the problems, which LPAs have in resisting such development but the Dept of Communities and Local Govt has recently stated that they are re-examining advice in the light of research developments. While there can be no guarantee that there will be any dramatic revision to PPG8, it does appear that there may be some shift in the current position. For that reason I think it would be useful if there were a stronger and more general recommendation in the NDS about telecommunication development which might reinforce any future tightening up of the planning process.</p>	Noted.	See item 30
32	K Maguire	General comment	<p>I now commute to Southampton on the railway dodging the people movers and 4-wheel drivers driven by anxious mothers driving their offspring to the school in the catchment area that they do not belong.</p>	Noted. Traffic issues within the scope of the NDS have been dealt with.	None
33	N Digance Chairman of Kempthorne Management Company	General comment	<p>This letter is in response to your public invitation to comment on the draft NDS for West Fulford and Oram's Arbour. It is sent on behalf of Kempthorne Management Company which has management responsibility for the development referred to in the Statement (p11) as being 'within Alison Way'. I am surprised that we were not invited earlier to contribute to this Statement given the visual prominence of the Kempthorne Estate in the area concerned and the extent to which decisions taken by this Company impact on the local environment and nearby residents. However, I welcome the opportunity to</p>	<p>All residents including those in Alison Way have been given the same information and opportunities to comment. Alison Way did have a representative on the RA Committee until he resigned on health grounds. Kempthorne were invited to send another representative, but failed to respond.</p>	None

34	N Digance CKMC	General comment	comment on the draft Statement. The Statement is silent on the social abuse of the Arbour and the impact this has on nearby residents and the means by which this can most appropriately be dealt with. The inclusion of the Arbour in an alcohol exclusion zone has been helpful but this merely moves the problem to the other side of the boundary and does not deal with other forms of anti-social behavior, some of it drug related.	Comment noted but this matter is beyond the scope of NDS.	None
35	N Digance CKMC	General comment	I hope you find these comments helpful I should be grateful if you would inform me if and when the Statement is adopted by the City Council.	Noted.	None
36	S Clark Principal Planning Officer Hampshire County Council	General comment	HCC Environmental Department has no comments to make on this document.	Noted.	None
37	B Ramm	General comment (Area)	I have read through the Neighbourhood design statement and consider that this reflects my aspirations and the Fulford neighbourhood, encompassing not only issues from the local plan but also drawing out points that are significant to me in maintaining and enhancing the character of this area.	Support welcomed	None
38	B Ramm	General comment (Document)	The presentation of the document is professional and easy to read. It outlines the distinctive features and key characteristics of my neighbourhood and local area	Support welcomed.	None
39	D Selwood	General comment	Q1:- On the whole , Yes. There are some minor reservations. ... (see later comments)	Support welcomed.	None
40	D Selwood	General comment	Q2:- On the whole, Yes. (see later comments)	Noted.	None

41	D Selwood	General comment	I would appreciate being informed when the NDS is further modified or adopted	Noted.	None
42	J Jessop	General comment	The Neighbourhood Design Statement appears very professional and has good statements. The area feels full as far as development goes.	Noted. The issue of further development is a major concern throughout the NDS	None
43	J Jessop	General comment	Can the design statement be further strengthened enough, (see continuation immediately below)	Noted.	None.
44	J Jessop	General comment	to preserve the green and leafy nature of this peaceful residential area and (See four further separate items under Highways & Traffic (2) and Landscape, History & Development (2))	Noted. This has been adequately dealt with and there have been other favourable comments.	None
45	R Poulitney	General comment	I have just looked through the statement and believe that it is essential we maintain the character of this area. There is a growing trend to over develop either back gardens or redevelop the original house both to the detriment of the area. Obviously there is a need for additional housing but this should not be at the cost of an already established residential area. Not only is there a demand for large family houses, there is a shortage and replacing the few remaining with over development or yet more flats is ruining the area and the appeal of Winchester itself.	Noted. Within the constraints of this document this issue has been dealt with adequately.	None
46	R Poulitney	General comment	It is great that the planning department with this document recognize the need to protect this environment and not allow further over development.	As item 42	None
47	N Radford Natural England Gov't Team	General comments	Natural England also welcomes the public consultation document for West Fulford and Oram's Arbor NDS.	Support welcomed.	None
48	D Selwood	General	At the AGM of the Oram's Arbor	Support welcomed.	See item 49.

	Chairman, Oram's Arbour Residents' Association	comments	Residents' Association, on May 10th, 2007, the Association welcomed the draft of the Neighbourhood Design Statement for West Fulford and Oram's Arbour and, with minor reservations, approved it.		
49	D Selwood COARA	General comments	The reservations were mainly presentational and the Association was confident that, before the document was finally adopted, rigorous proof reading and copy editing would remove many of the blemishes.	Agreed.	The document will be carefully proof read and amended as necessary.
50	P Tanner	General comment	Q1:- I feel that they have described the area accurately and managed to identify the key features.	Support welcomed.	None
51	P Tanner	General comment	Q2:- I would like to add the following for consideration (in no particular order). (See <i>later comments</i>)	Noted.	None
52	P Tanner	General comment	<p>The tone of the document seems to be against new development. This is not practical since new developments will happen and if it can be shown that this document is not applicable, it will carry no weight. I recommend that the tone is more constructive.</p> <p>Whilst appreciating the conservatism of most of the residents, I would not wish to preclude modern designs of houses, even controversial designs in 50-100 year's time might be seen as design classics.</p> <p>Whilst I do not like seeing the demolition of the large houses on Chilbolton Avenue for them to be replaced by a huge volume of smaller houses, to some extent this is an inevitable and ongoing evolution, as</p>	<p>Comment noted.</p> <p>The Statement does not oppose contemporary styles or materials, but stresses quality and appropriateness of architecture.</p> <p>The document places emphasis on maintaining local character and protecting the key features that contribute to it. This is more likely to lead to appropriate and sympathetic development that the inclusion of specific density guidelines.</p>	None

53	S Canadine	General comment.	the report shows. I consider that some reference to the desired density of housing would be appropriate. Q1: Yes	Support welcomed.	None
54	S Canadine	General Comment	Q2 : Yes	Support welcomed.	None
55	A Roberts	Front Cover	Meaningless out-of-focus leaves – replace with larger photo overlooking the area if possible	Noted.	None.
56	A Roberts	Back cover	Enlarge photo.	Noted.	Use picture without cropping strips from left and right hand sides and without a border.
57	A Roberts	Summary	University Campus should be mentioned	Noted.	Add "University campus" to penultimate paragraph of Summary.
58	C Pankhurst	Planning Context Page 2	I would like to emphasize three words from PPS3, paragraph 14: 'Local planning authorities should develop a shared vision with their local communities of the type of residential environment they wish to see and develop design policies that set out the quality of development that will be expected for the local area'. (PPS3, paragraph 14) The extract refers to a shared vision. All too often, instead of a vision, developers think simply in terms of maximizing profit, and not at all of the impact of their activities on the neighbourhood. This was clearly seen in an application some	Support welcomed.	None

59	C Pankhurst	Page 2	<p>time ago, when a developer wished to demolish a pair of semi-detached houses in Greenhill Road, and fill the gardens with houses. I believe that members of the Planning Department are to be congratulated very strongly for their refusal of this dreadful example of destruction of local character.</p> <p>The return to a notion of a vision is something which is extremely important to residents. We believe that the built environment has a powerful part to play for good or ill in the lives of the people. High quality, interesting architecture in pleasant settings enriches life, but meanness of design and environment impoverishes and destroys. In a democracy, the considered views of a large number of residents of an area should be accorded proper weight when informed by reasonable beliefs and arguments. I welcome this NDS Draft as an important step in this direction</p> <p>The NDS draft makes clear that residents have a deep affection for their neighbourhood, and this is largely because of the distinctive attractiveness of the built environment. Recent developments have shown how fragile this attractiveness can be. Bath Place demonstrates how easy it is for a development to fail to cohere with its environment. The design is very insensitive to the general neighbourhood, and is too crowded, with architecture of a bland and utilitarian appearance. I would argue that Bath Place is contrary to the</p>	<p>Support welcomed.</p> <p>The quote from PPS3 is noted, although neither PPS3 or the NDS had been published at the time Bath Place was permitted.</p>	None
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60	C Honey	Page 2	<p>following guidance:</p> <p>'Design which is inappropriate in its context, or which fails to take the opportunity for improving the character and quality of an area and the way in which it functions should not be accepted' (PPS3 paragraph 34)</p> <p>And again:</p> <p>'Design policies should concentrate on guiding the overall scale, density, massing, height, landscape and access of new development. It is however proper to seek to promote or reinforce local distinctiveness, particularly where this is supported by clear plan policies or supplementary planning documents on design'. (PPS1 paragraph 37).</p> <p>The problem and its solution are summed up well in a paragraphs from the NDS Draft: (page 4):</p> <p>"The well established, residential.. preserve current standards and living conditions", and: (page 2):</p> <p>"The Key consideration should be... or new housing in our Neighbourhood is strongly advocated."</p> <p>Neighbours prefer the existing suburban neighbourhood's low-level, mostly well-spaced, buildings' scale and landscape character. Higher densities (and recently loss-of-gardens) and overbearing and</p>	<p>A specialist "Design Guide" would be beyond the scope of this statement and would still have to accord with government and Local Plan policies on development density.</p>	None
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61	K Maguire	Page 2	bulky buildings have not been well fitted-in nor generally well-planned or welcomed. The NDS does not provide specialist "Design Guide" proposals in any detail. I have lived in Winchester since 1986 and have seen virtually every brown field site taken up for development - the old West Down school site being a prime example - the college has grown too big for the infrastructure in Winchester.	The concern about over development is addressed in General Guidance.	None
62	K Maguire	General comment + Page 2	My observation is that a lot of the private housing development has not been for the benefit of the local community, but to attract commuters. I must confess that I commuted to London in the 1980s, but the level of increase since then is way beyond the ability of Winchester to cope.	To claim development exceeds the capacity of the infrastructure is beyond the scope of the NDS. Neither is the NDS able to control the occupancy of housing by commuters.	None
63	M Bracknell	Page 2	I would ask that mention be made in Planning Guidance that no development of any kind - commercial or residential - should take place without provision of adequate off-street parking.	Comment noted. This is adequately covered in the document.	None
64	C Pankhurst	Landscape History and Development Page 4,	A critical feature of the neighbourhood which is mentioned in the Draft is the importance of trees. They play a very large part in the appearance of the area, especially the belt along Chilbolton Avenue, and the row of pines between Greenhill Road and the University of Winchester. I understand that the Chilbolton Avenue belt is protected, and this is exceedingly important as it is such a striking and dominant feature of the neighbourhood. It gives distinctiveness and character, providing a backdrop of considerable beauty on the skyline (green in summer, latticed in winter, and	Support welcomed. It is considered that there is sufficient emphasis on trees within the NDS.	None

65	F & A Kettlewell	Page 4	<p>gloriously multi-coloured in the autumn), and providing a highly-valued place to walk and relax. Its importance cannot be overestimated.</p> <p>As a resident of Greenhill Road for six years I have grown to appreciate Fulflood as a good place to be.</p> <p>Overall I am very pleased with the design statement, particularly the focus on view points and trees. Both these items are sometimes forgotten and relate to quality of life; what price do you put on a good view?</p>	Support welcomed.	None
66	J Jessop	Pages 4-5	<p>Item 3 :- Can we add a proviso that the roadside trees are kept at a reasonable height - enhancing the leafy nature of the roads, but not too high to obstruct the wonderful views enjoyed by other houses.</p>	Comments noted. Importance of tree maintenance and views are emphasized in this document.	None
67	J Jessop	Page 4	<p>Our property 171 Greenhill Road has a terrific view at the back of the house, but roadside trees round the corner and down a few houses are beginning to obstruct the view of the countryside. They may also be taking light from their own adjacent properties.</p>	Comments noted.	Enhancement Proposals, page 15, 2 nd para for Greenhill Road. Amend to read 'Street trees should be maintained to an acceptable height and spread and replaced as necessary to a defined programme.'
68	N Radford Natural England Government Team	Page 4	<p>We are pleased to note the high priority given within the general guidance section to the conservation and enhancement of biodiversity and landscape.</p>	Support welcomed.	None
69	A Roberts	Page 5	<p>The 'top' of Cheriton Road needs clarification – is this the southern end, rather than the higher end?</p>	Accepted that this is unclear.	Omit mention of Cheriton Road here.
70	A Roberts	Highways	<p>two traffic photos v. similar – replace one</p>	Accepted.	Replace Romsey

		<p>and Traffic Page 6</p> <p>Page 6</p>	<p>with residential road showing traffic / parking conflict.</p> <p>I have one area of concern however relating to parking and traffic on Greenhill Road. The main reason why Greenhill Road is not currently used as a rat running route is car parking reduces the road to one lane, forcing motorists to wait until their route is clear. I would resist any attempt to decrease on-street parking on Greenhill Road as it would increase traffic flow and traffic speed making the road a less safe place. Also, the junction of Greenhill Road/ Milverston Road is narrow but motorists are intelligent people and see it is narrow and slow down and take care. I have never known of an accident or near miss at the junction. Sometimes it is best to leave a difficult junction alone as it makes people think and be more careful.</p> <p>The other point which I am concerned about in the document is possibly the need for greater emphasis on the treescape of the district. I believe that many of the roadside trees may owe something to the efforts of the Hillier family, and the groves of trees along Chilbolton Avenue are of course an important feature of the district, significant in the public realm, and provide an important part of the horizon line for a substantial part of the town as well as this NDS area. The greater the emphasis that can be placed on the significance of trees in the local area, I think the greater the general good and the benefit of the city in general</p>	<p>Street parking in the eastern end of Greenhill Road is a deterrent to speed and to through traffic which often diverts via Milverton Road. However, sometimes vehicles mount the pavement causing a hazard to pedestrians. This stretch of road is effectively single carriageway, but there is good visibility along the road and passing can be accomplished at Greenhill Avenue and Greenhill Terrace junctions. A proposal for westbound traffic to give way to traffic from Milverton Road has been considered as this is the bus route (<i>outcome unknown</i>). Visibility is restricted for traffic exiting from Milverton Road because of cars parked in the narrow section of Greenhill Road, <i>but note F & A Kettlewells' view on this</i></p> <p>Comment noted.</p>	<p>Road photo with another.</p> <p>None</p> <p>None</p>
71	F & A Kettlewell				
72	Cllr Bennetts	<p>General Guidance Page7 Enhancement Proposals</p>			

73	J Jessop	Highways and Traffic Page 6	...encourage improvements in traffic control and with this reduce pollution by fumes and noise.	The statement draws attention to traffic where appropriate.	None.
74	Cllr Beveridge	General Guidance Page 7	<p>I have the following comment to make on this draft document:</p> <p>Guideline No. 5. Private gardens should generally be retained and only developed if this would not be unduly harmful to the character of the area.</p> <p>The wording of this guideline is suggesting there should be no development in private gardens. This is contrary to national planning policy originally introduced by PPG 3 and retained in its successor PPS3, which indicates that private gardens come within the definition of brownfield land and are therefore in principle available for development. It is therefore vulnerable to challenge as it stands. However I accept that it may be appropriate to argue in some cases the character of an area may restrict or possibly prevent development in private gardens. I therefore think it would be safer to accept the possibility of development in private gardens subject to the character of the area not being harmed. I suggest revised wording as follows:</p> <p>'Development in private gardens will be acceptable so long as it can be demonstrated that it would not be harmful to the character of the area as identified in this document.'</p>	Comment noted and agreed	PG5 to be worded "Private gardens often contribute to the character of the area but development within them will be acceptable if it can be demonstrated that this would not be harmful to the character of the area as described in this document".

75	N Digance CKMC	- Page 7 - Trees	I agree that dealing with the annual leaf fall has to be a priority in this area but the Statement is less than convincing when it comes to the responsibility of the City Council to deal with it. It is not sufficient to say that 'sweeping should be conducted frequently...'. Nor should the Statement be silent on the importance of cleaning the drainage gullies at additional set intervals during the leaf fall season. A very good example of the absence of both is the junction of the railway bridge and St Pauls' hill where the road camber is poor, the drainage is inadequate and the flooding is frequent.	The Oram's Arbour Residents' Association has achieved some improvement in leaf sweeping and keeping the gullies clear. At least two attempts have failed to rectify this drainage problem near the railway bridge. This could be taken up again by the County Council but is not a matter which design guidance would address.	None.
76	P Tanner	Key Area Map pp. 8-9	Area Boundaries. Both sides of Chilbolton Avenue are included and this is sensible. However only one side of Stockbridge and Romsey Roads are included, the other side presumably coming into another area. This does not make sense, since both sides of any road should relate to each other. I would suggest that both Stockbridge and Romsey Roads are removed from this area since they would probably fit better into their respective adjacent areas.	Stockbridge Road and Romsey Road form logical boundaries to the Design Statement area, although it is accepted that development exists on both sides of these roads. However, this problem is likely to exist however the boundaries are drawn within a built-up area.	None.
77	A Roberts	Page 9	Location of key public view 3 – suggest this should be relocated to the junction of North View and the steps down to Avenue Road, to discourage overlooking of private back gardens (and consequent stone-throwing etc)	Comment noted. This is indicates a general rather than a specific viewpoint.	None.
78	G Seymour	Oram's Arbour Page 10	I suggest you add 'timber' between the words 'most have' and 'sash windows'.	Accepted.	Insert "timber" before "sash windows" in the last paragraph on page 10.

79	G Seymour	Page 10	Capitol should be spelt capital.	Accepted.	Amend.
80	G Seymour	Page 10	Louvered should be spelt louvred.	Can be spelt either way.	Amend.
81	D Selwood	Page 10	Oram's Arbour mentions ochre brick. This should say Beaulieu brick, a very distinctive element of the Winchester townscape.	Accepted.	Amend to read: '... ochre "Beaulieu" brick' in the last paragraph on page 10...
82	A Roberts	Page 11	Re-caption photo of Ashburton Court to include 'before refurbishment'.	Agreed.	Amend.
83	N Digance CKMC	Page 11 – Vistas and Trees	I agree that the many mature trees make a valuable contribution to the attractiveness of the area. A number of them are in the ownership of this Company (notably on the steep banks alongside Clifton Road and St Paul's Hill). We will manage these banks and trees (and other growth) in a manner that is appropriate (and having due regard to our conservation area status) and in accordance with our management priorities. However, our ability to do so remains constrained by the poor state in which the banks and trees were left by the developer (albeit apparently in accordance with relevant planning conditions) and the absence of any financial resource at the time the Company passed from the developer to resident directors in July 2004.	The condition of this bank and the sycamore trees cause significant concerns to residents opposite. The RA continues to seek ways of alleviating them.	Add to EP on p12: 'The condition of the bank and sycamore trees on the north side of Alison Way are in urgent need of remediation and on-going maintenance'.
84	A Roberts	Page 12	Photo of leaf-fall too murky to read	It is much as it looks – very murky – but photo could be improved.	Will be enhanced for printing
85	G Seymour	Page 12	Amend the first paragraph to read 'Permitted development rights should be restricted by the issue of Article 4 directions.' In recent years appalling alterations to the front and rear of St Paul's Hill terrace have occurred significantly detracting from the general appearance of the Conservation Area. If	Comment agreed.	Amend 1 st sentence of EP to read: 'Permitted development rights should be restricted by the issue of Article 4 directions to prevent insensitive alteration

			these simple directions had been in place such mutilation of our terrace could have been avoided.			to unlisted buildings'.
86	N Digance CKMC	Page 12 - Roads Traffic and Parking	In passing I would also note that this is a particularly dangerous junction having regard to the speed at which vehicles cross the junction (technically a mini roundabout) and its proximity to the junction with Alison Way and pedestrian access to the Arbour.	Comment noted	None.	
87	N Digance CKMC	Page 12	The installation of one additional lamp standard (page 12) is unlikely to have much impact. Perhaps consideration needs to be given to lighting the whole length of footpaths that cross the Arbour and the effectiveness of the way in which the Arbour is policed.	There is a real need for a single light in this critical position and this is currently being provided. Accordingly, the first sentence of Enhancement Proposal 3 on page 12 should be deleted. There is however strong opposition from residents to any further lights on the Arbour.	Delete 1 st sentence of third Enhancement Proposal on page 12.	
88	D Selwood	Page 12 - Enhancement Proposals	Enhancement proposals ... suggest the addition of a light on the Arbour. This has now been done.	Enhancement proposal no longer relevant, see above.	As 87 above.	
89	D Selwood	Page 12 - Enhancement Proposals	The previous section should be extended to read "Residents should be consulted when new trees or any other changes to the Arbour are proposed."	Comment agreed.	Amend Enhancement Proposals on page 12 to read as suggested.	
90	D Selwood	Page 12 - Enhancement Proposals	The suggestion of Home Zone status is strongly supported.	Agreed.	None.	
91	D Selwood	Page 12 - Enhancement Proposals	Perhaps there should be something in the enhancements section about improved provision for wheelie bins in existing buildings, as with the second bin, Middle Road and the un-named road between North View and South View are very cluttered.	See p.7.Enhancement Proposals. Provision for wheelie bins is provided as a matter of course for new buildings.	None	
92	A Roberts	Romsey	(spelling) Headquarters; Hillier's?	Agreed.	Amend both.	

93	F & A Kettlewell	Road Page 13 Greenhill Road Page 14 - Roads Traffic and Parking	The design statement also suggests that the road is used as a rat run. As a resident I can say that the vast majority of speeding motorists are residents of the area, or have their children in the local schools. I regularly see fast vehicles turning into Milverton Road or Nursery Gardens. Through traffic is already deterred by the car parking; to deter inappropriate speed it may be best to target the schools and people who live in Fulflood?	School warning and 'slow' signs exist at the Milverton Road junction, but road markings to the west of the junction are often obscured by the parked cars opposite West Hill Park. Consideration could be given to the creation of 20 mile an hour zones within the area as deemed appropriate after consultation.	None.
94	C Pile	Page 14	The second 'bullet point' in left column implies that Fulflood Court is part of the Housing Society Properties (it is Council property). This paragraph should be reworded.	Agreed	Page 14, second bullet point, amend to: "The Housing Society including Ronald Bowker Court, built later in the same style, bounded on the north by Milverton Road (see p.18) and Fulflood Court at the east end".
95	C Pile	Page 14	Also two typographical errors – Bawker (Bowker) and buit (built).	Agreed.	Amend.
96	C Pile	Page 14	Second Line in right column, typographical error 'adjoining' should be 'adjacent'.	Agreed.	Amend.
97	A Roberts	Page 14	(spelling) Bowker	Agreed.	Amend.
98	A Roberts	Page 14	Contemporary	Agreed.	Amend.
99	A Roberts	Page 14	Built	Agreed.	Amend.
100	A Roberts	Page 14	'(vid)' – replace with 'see page 18'?	Agreed.	Amend.
101	Cllr Barratt	Page 14	NB Typos – Bowker NOT Bawker (p14), main NOT 'man' (p28)	Agreed	Amend.
102	A Roberts	Page 15	Photo of footpath – footpath not visible!	Accepted.	Change the caption to:

103	P Tanner	Page 15	Rush hour commuter rat runs in Greenhill Road. Difficult to prevent without causing inconvenience to the residents. Please consider introducing 20mph speed limits together with some form of enforcement, eg cameras working on the average speed between entry and exit to the area. Viewpoint 3 – see item 77	The introduction of speed cameras or other “urban street furniture” would be an intrusion in this neighbourhood. Speed is already restricted in many areas due to street parking and this could be extended by having pinch-points (as in Cheriton Road).	‘Greenhill Rd showing bus stop near footpath to Byron Avenue’. None.
104	A Roberts	Western Road Page 16	Viewpoint 3 – see item 77	Noted and considered. See response to item 77	None.
105	A Roberts	Page 16	Key map should include properties in Stockbridge Road and Pilgrims Gate as shown on general key areas map (or vice versa with relevant text amendments).	Anomaly noted.	Amend map on page 16 to ensure consistency with main map.
106	A Roberts	Page 17	(spelling) predominantly.	Agreed.	Correct.
107	A Roberts	Page 17	Is the Trinity Centre still to be redeveloped, or should this reference be omitted?	Status unknown	Omit mention of the Trinity Centre.
108	M Bracknell	Page 17	You say, "Coker Close is a private road giving access to adjacent buildings including the Trinity Centre redevelopment scheme." There is at present no approved Trinity Centre redevelopment scheme nor one for public consideration so the term is misleading. Also, at present, Coker Close does not give access to the Trinity Centre site as, as far as I am aware, access has not been granted by the owner of Coker Close.	See response to item 107	Change reference to Coker Close to: 'Coker Close is a private cul-de-sac off Elm Road' and omit reference to the Trinity Centre.
109	M Bracknell	Page 17	Re the development of the area behind the shops in Stockbridge Road (Enhancement Proposals), I am very glad to read that the shops will remain as a local amenity. I would ask that careful	Comments noted.	Replace last para. In Enhancement Proposals (p17) with: 'The potential for improving the shops

			<p>consideration be given to the type of commercial use to which the land to the rear of these shops should be put so as not to cause too much noise or traffic (lorries) disturbance to residents.</p>		<p>in Stockbridge Road and the area behind should be explored to enhance the value of the much appreciated services to local families whilst avoiding undue disturbance to neighbours from traffic and noise.'</p>
110	C Honey	Page 17	<p>However (i) Pickards Newsagents shouldn't be "re-developed" - (but perhaps just "refurbished") to protect existing neighbours amenities. [The aim of the text/item was to note how useful a well-located convenience shop is to the local community]....</p>	See item 109	See action 109
111	K Maguire	Page 17 - Roads Traffic and Parking	<p>With every new development comes one or two cars per dwelling and the road infrastructure cannot cope - the state of Elm Road is a good example.</p>	It is not within the remit of the NDS to assert that the capacity of the infrastructure has been exceeded.	None.
112	J Wiseman	Page 17	<p>With respect to Elm Rd – this has become a much busier cut through for traffic. A 20mph limit should be considered. Commuters from adjacent areas frequently park here. Further housing developments put pressure on the infrastructure for which it was not designed and the rate of development doesn't allow the area to evolve in pace with the changes.</p>	20 mph zones can be considered. See item 103	None.
113	J Wiseman	Page 17	<p>Development of the area behind the shops (P17) needs very careful and sensitive planning to avoid further traffic congestion. Currently it is very untidy and noisy due to commercial deliveries and vehicles. Traffic flow has to be</p>	Comment noted. See item 109	As 109

			addressed and adequate parking for commuting which avoids street parking. This is affected by the overall planning for Winchester – The Brooks Centre is an example of ghastly development which is ruining Winchester. New buildings don't have to be unimaginative, poor copies of previous architectural styles. They should have aesthetic merit and be modern – this can coexist extremely well with older styles, as demonstrated by the photographs in this draft paper.		
114	A Roberts	Milverton Road Page 18	Prison photo needs to be bolder, and caption changed to Winchester Community Prison.	Agreed	Replace photo and revise caption
115	J Jessop	Page 19	There are definitely areas where parking places are too near corners for safety and through traffic moves too fast considering the number of pedestrians, the presence of buses and the sharp right angled bend in Greenhill Road. Can a phrase be added to the design statement to reflect this and prevent this getting even worse.	The parking adjacent to the bend in Greenhill Road has been modified to move the bays further from the bend. There is always a problem of utility vehicles parking over the pavement to gain close access to properties. Parking near the corners in Milverton Road is seen as a hazard.	Milverton Road, p 19. Add sentence at the end of third para of Enhancement Proposals 'Remove parking bays between Poets Way and Greenhill Road'.
116	A Roberts	Page 19	Building Types and Materials, not Buildings, for consistency with other sections.	Agreed.	Amend (use "Building" singular)
117	T Paxton	Fordington Road and Avenue Page 20 – Roads, Traffic and Parking	"Both roads have on-street parking schemes which, when in use, restrict the width of the available carriageway to one lane." I live at 10 Fordington Avenue and it is a regular weekly occurrence for the dustbin lorry driver to have to lean on his horn in the hopes of bringing out the driver of a parked car. If a car is parked on each side of the Avenue (one opposite the other) then large vehicles cannot get	Comment noted. It is not within the remit of the NDS brief to make a specific recommendation on this issue.	None.

118	P Tanner	Page 20	<p>past. This would include fire engines, dustbin lorries, delivery lorries, etc. In an avenue with off-road parking it would seem that on-road parking on only one side would be adequate.</p> <p>Street parking in Fordington Avenue. When cars are parked both sides of the road, there is barely sufficient room for a car to get through. I am very concerned that a fire engine would find this road impassable, especially at night.</p> <p>As the report identifies, all properties have at least some off-street parking. Therefore there is no need to have on-street parking both sides of the road. Please consider removing the parking from one side of the road.</p>	<p>Comment noted. See item 117.</p>	None.
119	C Butterfield	West Hill Park Page 21	<p>Having the section about Westhill Park, Greenhill Close and Nurseys Gardens, I wonder if more reference should be made to the unusual trees growing here - planted when the land was part of Hilliers nursery.</p>	<p>The trees both in the West Hill Park area and in the neighbourhood as a whole are highlighted as an important feature and their management and retention (whether unusual or not) is covered in a number of points in the General Guidance.</p>	None.
120	A Roberts	Poets Estate Page 22	<p>The photo of 'terraced' houses shows semi-d's</p>	Accepted.	Amend caption.
121	V & M Mason	Page 23 - Enhancement Proposals	<p>We were concerned to read that the area should be enhanced with play equipment for small children.</p> <p>We recall that a public meeting which included local residents, local councillors and Mr. Stuart Dunbar-Dempsey, the City Council Open Space Officer, took place at the site, on Tuesday, 3rd October, 2006 at 6.00 p.m. We recall that the overwhelming view was that a play area was not wanted. Assuming that we are</p>	<p>Comment noted. The play area is less than 0.4 ha and is of a size and type covered by Policy RT3 in Winchester District Local Plan Review 2006. It has now been enhanced but there will be a need for future maintenance. The first sentence of the third Enhancement Proposal can now be deleted.</p>	Delete 1 st sentence of 3 rd Enhancement Proposal on page 23.

122	Cllr Bennetts	Page 23 - Enhancement Proposals	<p>not mistaken, how can it be, that a document made available six months later can make such a statement in the light of what was agreed in the meeting held last October? Is it a mistake or could it be that the authors of the draft document did not share, or were not aware, of the overwhelming view expressed during that public meeting?</p> <p>The conclusion that we came to in discussion with Stuart Dunbar-Dempsey at a meeting arranged with residents last year, was that only minimal work to soften the walled areas of the site was needed, with possibly the positioning of some path stones or similar treatment. Stuart will I'm sure be happy to fill you in on the details of this. There was general agreement that a play area would be of limited value at this location, given its proximity to the street, and there are strong concerns expressed by neighbouring residents about the possibility of ball games being played against their walls.</p> <p>You will I am sure already know that the residents at No.2, adjacent to the site, Mr and Mrs Mason, are visually handicapped and use a speech system linked to their computer. Should you wish to contact them, they would be grateful if you could send any messages by email so that they can pick them up easily. Their email address is below.</p> <p>I should be grateful if you could make a small amendment to the NDS along the</p>	<p>At the meeting on 3rd October 2006 several strong opinions were voiced by residents, but no consensus was reached. It was stated that funds were available to improve the area and that the way forward was for the WCC Department for Open Spaces to prepare a few schemes for residents to consider for implementation. A scheme has now been implemented.</p>	See item 121
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123	Cllr Barratt	Page 23	above lines. I am sorry that I did not pick up this point in my read-through. The only mention of base stations in the draft refers to the Orange base station in Byron Ave (p23) and I support the sentiment of the statement. Unfortunately I am not aware of any legal requirement for telecom operators to remove redundant equipment. I would like to have clarification on this. It is an expensive process?	Most residents consider the telecommunications mast in Byron Avenue as a visual intrusion. Once redundant it would soon become an eyesore and possibly a hazard. It would be in the best public interest for all the equipment to be removed from the site by the owners and the land reinstated. Cost should not be a consideration. The subject is further addressed in a new clause in p.7 under General Guidance – Landscape 6.	See item 30
124	A Roberts	Links Road Page 24	Identify Walnut Grove on key map.	Agreed.	Add to map.
125	A Roberts	Page 25	(spelling) Cheriton, not Cherition.	Agreed.	Correct.
126	G Bloomfield	Chilbolton Avenue Page 26	Good document, - 1 minor point - PDF draft doc - page 26 - map interferes with top photograph or vica versa.	Accepted.	Omit bottom left hand side photo and move map down to clear top photo.
127	A Roberts	Page 26	Show properties in Bath Place on key map, together with any other completed developments.	Agreed.	Amend map if possible.
128	A Roberts	Page 26	Two photos have identical descriptions	Accepted.	Omit photo on left and lower the level of the map.
129	C Honey	Page 27 – Road Traffic	Chilbolton Avenue traffic and crossing-visibility are very variable (and have been lethal for children). The Highways and Environment (landscape) department of the County Council (and soon the SouthEast England Regional Guidance Assembly too) should be consulted (for their research and expertise on this problem expertise on this problem) about	Noted but beyond the remit of the NDS,	None.

130	A Roberts	Page 27	the Avenue's long-term future before a (fairly significant) small scale (albeit child-friendly) "crossing" is planned/introduced. What are 'discrete' driveways – individual?	Accepted.	Omit "discrete".
131	Cllr Barratt	Page 28	NB Typos – Bowker NOT Bawker (p14), main NOT 'man' (p28)	Accepted.	Correct.
132	A Roberts	Page 29	(spelling) main, not man.	Accepted.	Correct.
133	C Walters, Crime Prevention Design Advisor, Hampshire Constabulary, Gosport Police Station	Page 29	Having read the document I note that the table on p 29 makes reference to positive effects, possible positive effects, neutral and possible negative effects on crime within the area in comparison with guidelines used in the Winchester District Local Plan Review. I have found no evidence, except references to street lighting and traffic control, within the body of the report, highlighting the considerations the Design Statement has given to crime and disorder issues within the area.	The effects of the NDS on crime, fear of crime and road safety are all criteria against which the Planning Guidance has been assessed as part of the Sustainability Appraisal. This suggests there are no 'negative' effects and only a few 'possible negative' effects. Examination of the Guidance suggests that any possible negative effects would be unlikely and/or minor. It is therefore concluded that regard has been had to crime and disorder issues.	None.
134	C Walters CPDAHC	Page 29 - & General & Planning context	As a Crime Prevention Design Advisor I believe this is an important omission but it becomes more relevant to the City Council if the document is adopted as a basis for future planning the following two documents should be considered.	As above	None
135	C Walters CPDAHC	Page 29 - & General & Planning context	1) Section 17 of the Crime and Disorder Act 1998 Requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder and do all they reasonably can to prevent crime and disorder.	As above	None.
136	C Walters CPDAHC	Page 29 - & General & Planning Context	2) Circular 1/2006 On 12 June 2006 Circular 1/2006 was published by the DCLG and in respect of security and crime prevention paragraph	As above	None.

137	C Walters CPDAHC	Page 29 - & General & Planning Context	<p>87 states: PPSI makes clear that a key objective for new should be that they create safe and accessible environments developments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. Design and access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in 'Safer Places – the Planning System and Crime Prevention'.</p> <p>I recommend relevant considerations and references to crime, disorder and the fear of crime and disorder plus what effect this could have on future development should be evidenced in the Design Statement (similar to the coverage of traffic and parking issues within the document).</p>	<p>There is scope to enhance the General Guidance points on page 7 of the document to refer more specifically to 'Secured by Design' standards.</p>	<p>Planning Guidance point 6 on page 7, add new sentence at end: 'A Crime Prevention Officer should be included in pre-application discussions for larger sites and "Secured by Design" standards and certification should be employed'.</p>
138	-	-	-	<p>The NDS Group has suggested various small changes to several of the Planning Guidance points. They are more significant than minor editorial changes as they relate to the Planning Guidance. They are therefore specifically highlighted and it is recommended that these changes be accepted.</p>	<p>Planning Guidance 14 change 'maintain' to 'protect and enhance'; Planning Guidance 20 change 'to provide a more visually pleasing vista' to 'to be more visually pleasing'; Planning Guidance 32</p>

					change 'maintained' to 'retained'; Planning Guidance 39 change 'upper' to 'western'; Planning Guidance 45 change 'the west side' to 'both sides'.
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NEIGHBOURHOOD DESIGN STATEMENT
WEST FULFLOOD &
ORAM'S ARBOUR, WINCHESTER



summary

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

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

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

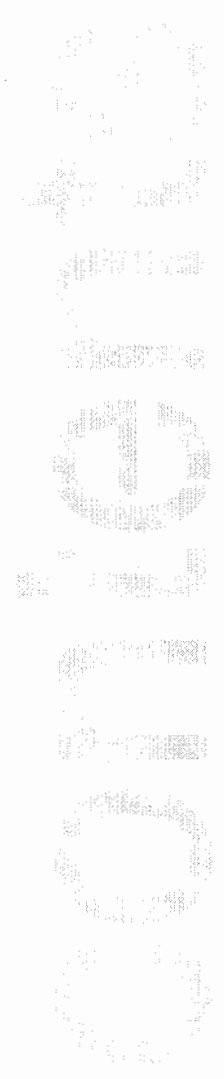
The views into and out from the Neighbourhood are significant and are greatly valued by the residents.

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

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

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

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



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planning context

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

This Statement has been prepared for adoption as a Supplementary Planning Document, as part of the Winchester District Local Development Framework.

In 2007 it will be adopted to supplement the Local Plan Review. This Statement will therefore provide guidance to the planning process in maintaining and enhancing the character of the area. It has been produced during a period when the neighbourhood is subject to pressure from developers seeking to provide additional housing.

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

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

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

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

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

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

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

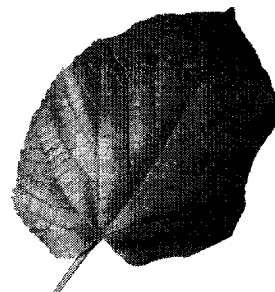
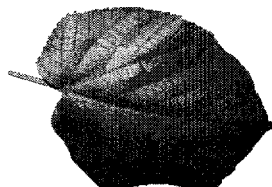
This statement has been produced on a voluntary basis by a group of residents drawn from the whole of the Neighbourhood, taking (planning requirements) into account. We have sought to best represent the collective wishes of the residents.

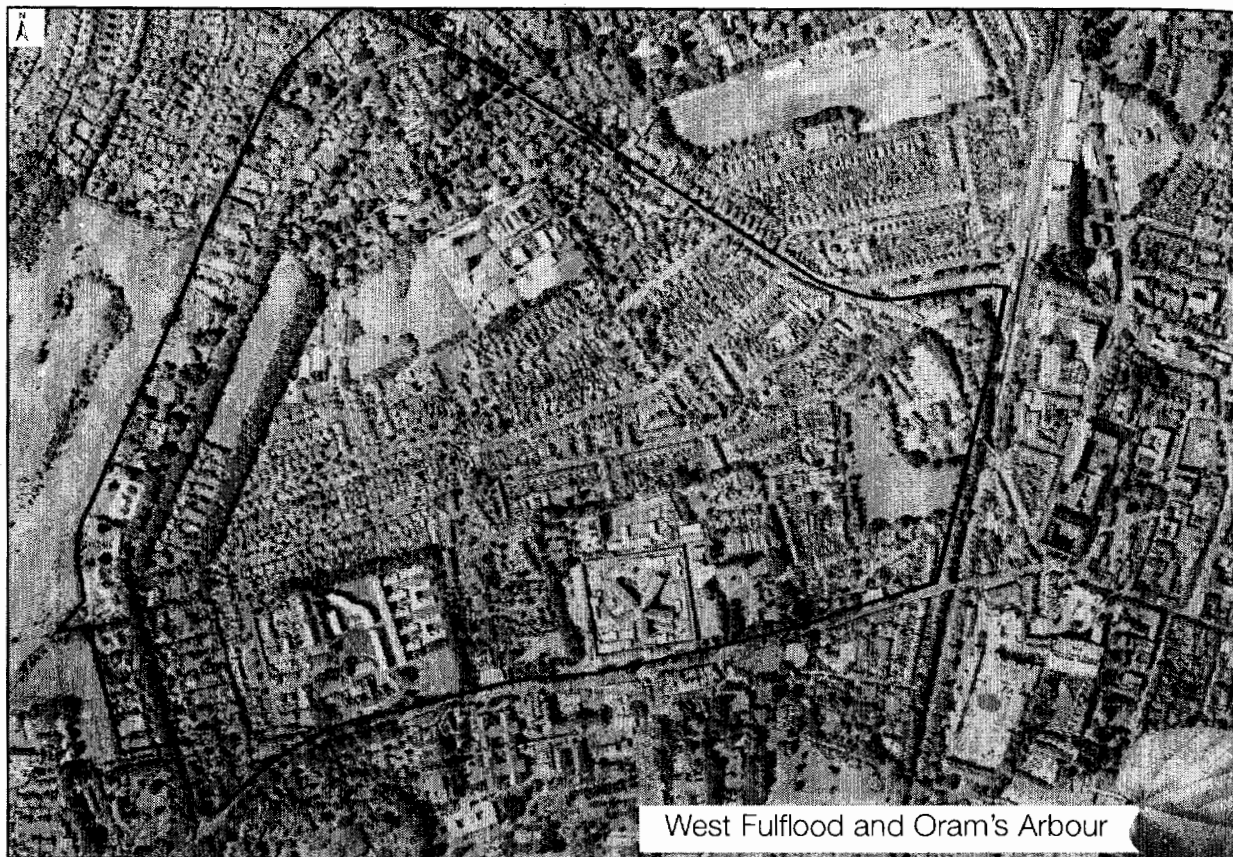
We have developed for this Statement a series of Planning Guidance and Enhancement Proposals, these are detailed in each section.

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

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

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





the neighbourhood

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

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

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

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

The Residents wish to preserve the varied individual nature, character, quality and environment of the Neighbourhood.

landscape, history and development

landscape

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

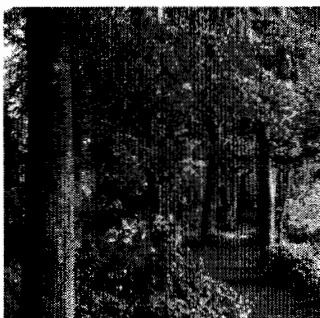
The distinctive landform feature of this chalk downland is the dry valley, 'Fulflood' which runs from the railway station to its head at Chilbolton Avenue and West Hill to the south. Oram's Arbour is situated on its eastern slope.

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

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

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

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



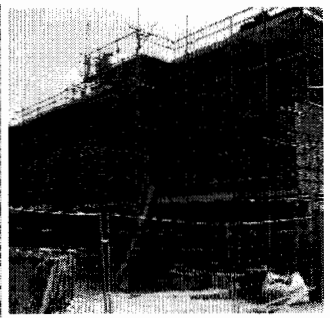
Tree cover behind Chilbolton Avenue



Brick and flint terrace



Semi-rural unmade road



New development

history and development

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

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

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

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

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

In 1840 new building began with the development of

Clifton Terrace and this was quickly followed by houses around and to the west of the Arbour in a mixture of country lanes and newly laid out streets. The Victorian suburb extended from the 1880's on to the lower ground north of the Arbour to Avenue Road, Elm Road and Western Road.

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

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

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

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

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

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

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

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

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

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

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



Clifton Terrace - the first development



St Paul's Church

highways and traffic

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

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

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

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

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

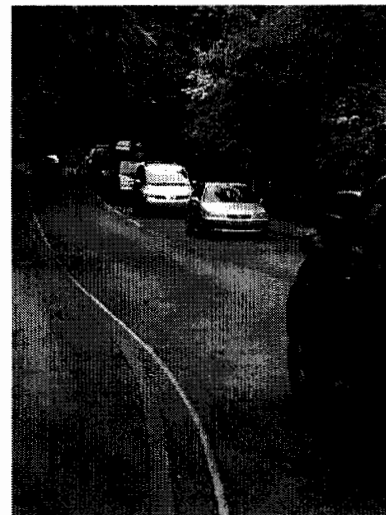
The remainder of the road network has a local role and most of the internal roads are subject to residential parking permit schemes. Additional parking provision in the older Victorian housing area is sometimes provided in front gardens, to the detriment of the character of the area.

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

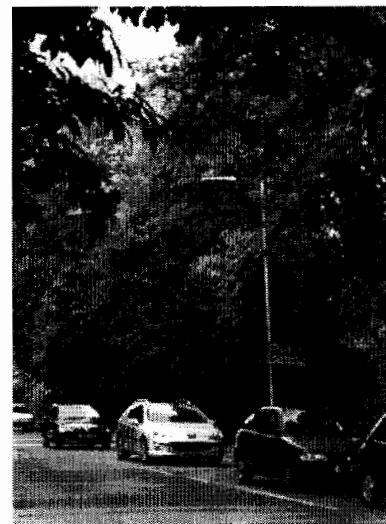
The area enjoys a significant network of well used footpaths, particularly:

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

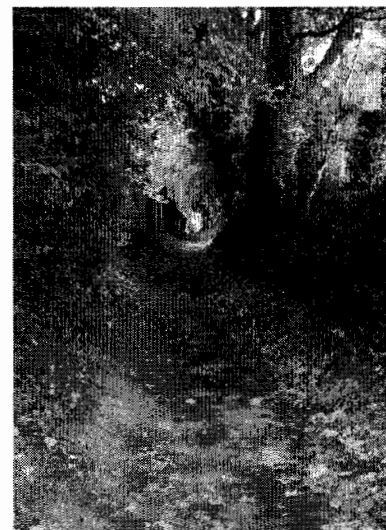
The Residents value these footpaths and seek to ensure that they will be retained and conserved as appropriate.



Romsey Road Traffic



Traffic on Chilbolton Avenue



A well used footpath

General Guidance

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

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

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

Planning Guidance

Landscape

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

Building

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

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

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

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

Trees

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

Enhancement Proposals

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

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

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

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

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

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

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

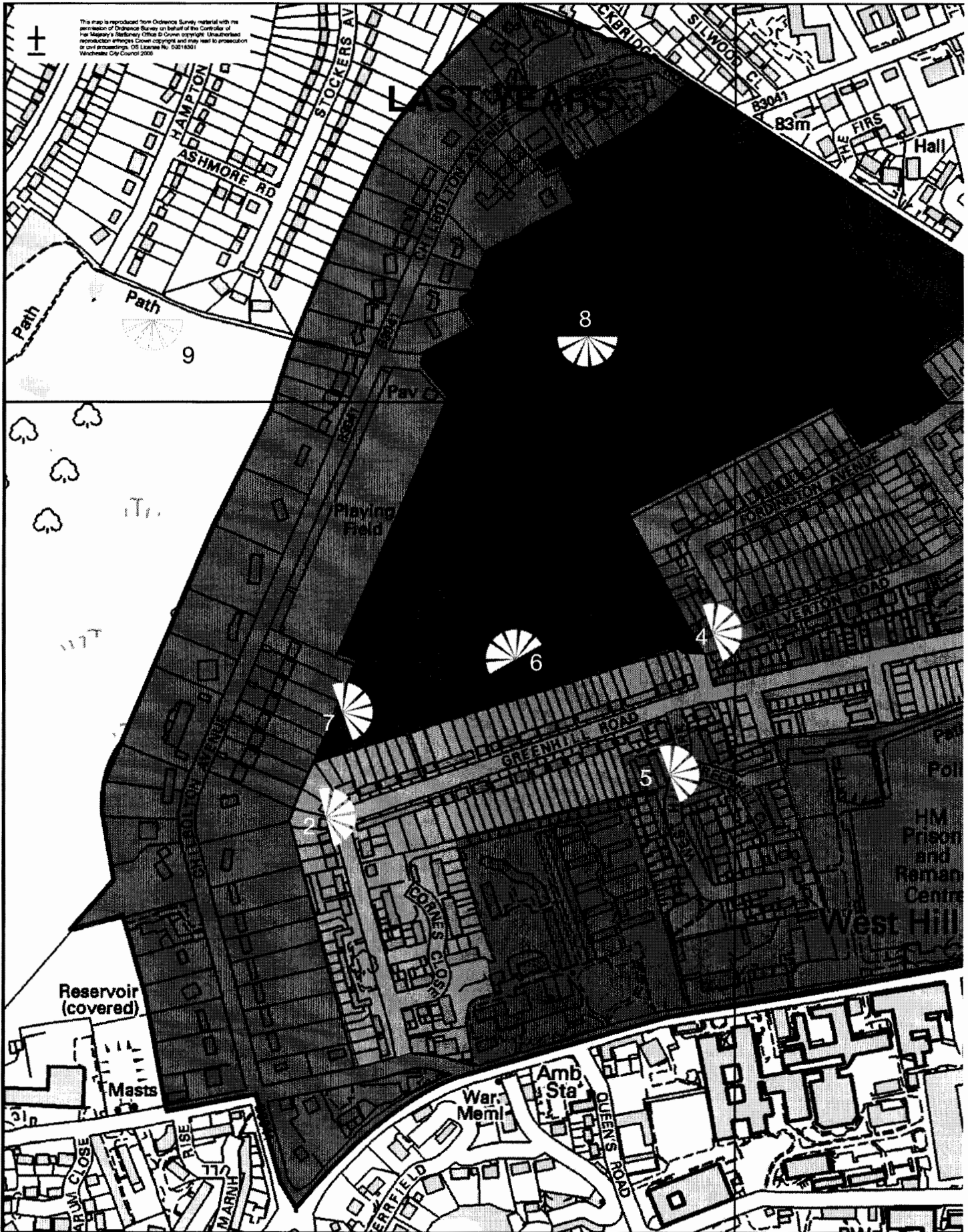
Mature trees of the Neighbourhood are a skyline feature for the City and should be conserved and managed accordingly.

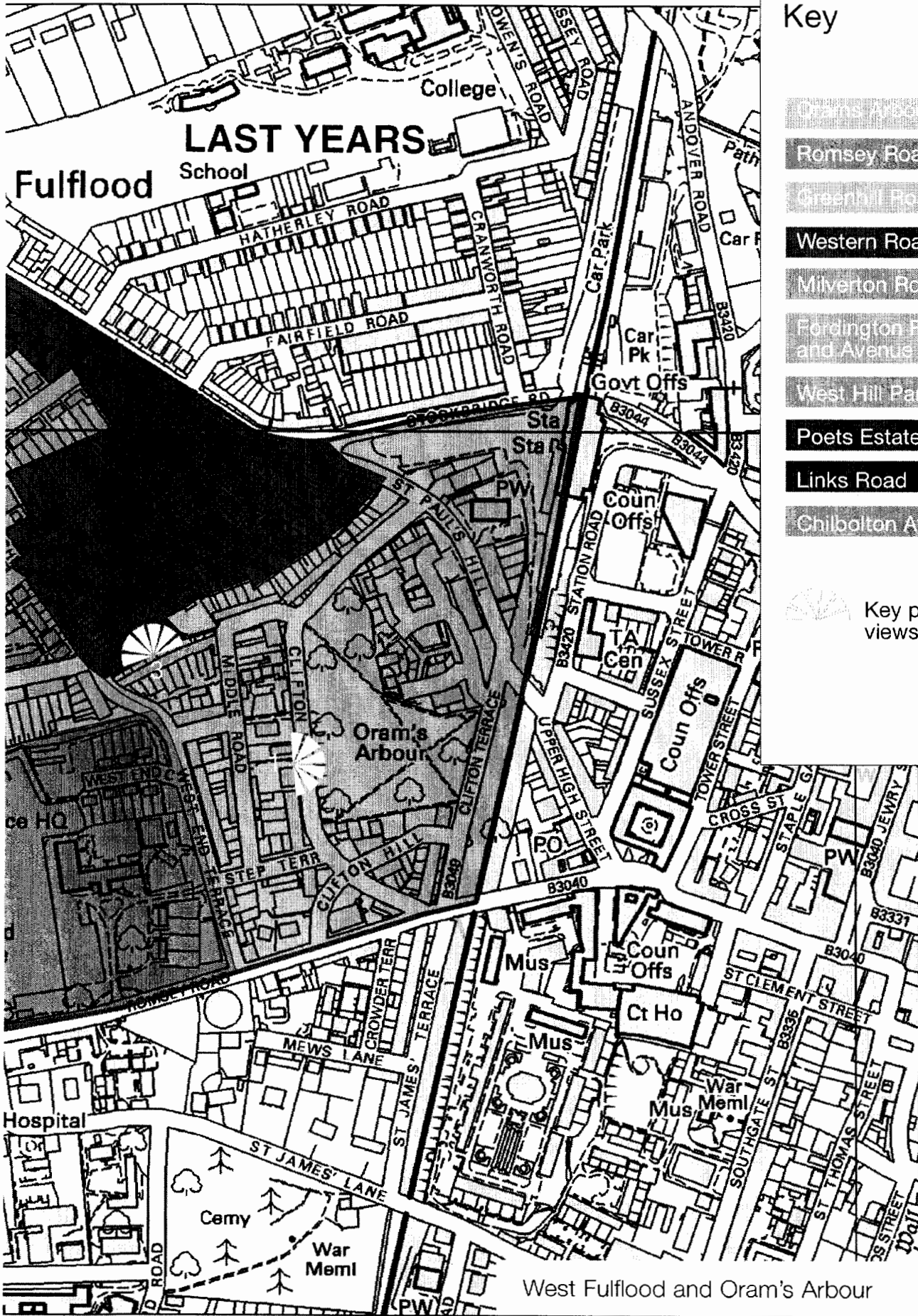
All street trees should be maintained and replaced when necessary by similar native species suitable for the calcareous soil.

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

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

The 10 key areas






Key



-  Oram's Arbour
-  Romsey Road
-  Greenhill Road
-  Western Road
-  Milverton Road
-  Fordington Road and Avenue
-  West Hill Park
-  Poets Estate
-  Links Road
-  Chilbolton Avenue

 Key public views

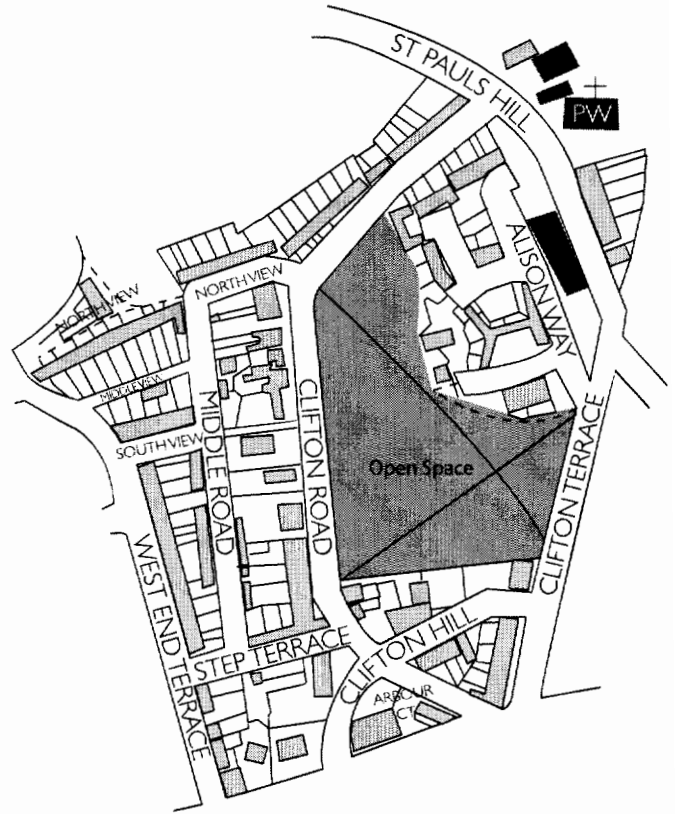
West Fulflood and Oram's Arbour

oram's arbour

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

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

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



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



Building Design

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

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

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

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



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

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

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

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

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

Vistas and Trees

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

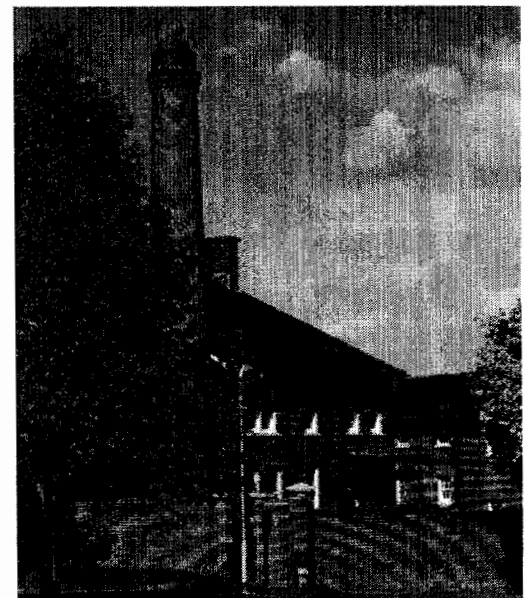
The Hampshire Police Headquarters and Hampshire County Council's Ashburton Court, both typical 1960's office buildings, are clearly visible from much of the area and detract from the outward views from the Arbour.



Middle Road



An original wall



Winchester's only surviving tall chimney

Ashburton Court before refurbishment seen across the Arbour



Oram's Arbour looking west



oram's arbour

Roads Traffic and Parking

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

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

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

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

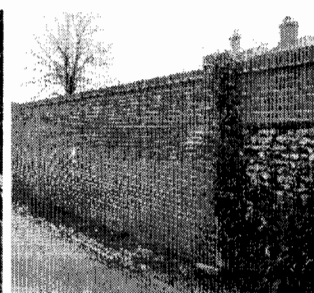
Multi-occupation of small terraced houses can be detrimental to the neighbourhood due to noise, increased street parking and such conversions being less available to first time buyers and young families.



Leaf fall on Clifton Road



Different uses of the front garden



A new severe blank wall

Planning Guidance

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

Enhancement Proposals

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

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

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

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

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



A major thoroughfare and home to several major institutions.

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

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

Building Types

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

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

Roads Traffic & Parking

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

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

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

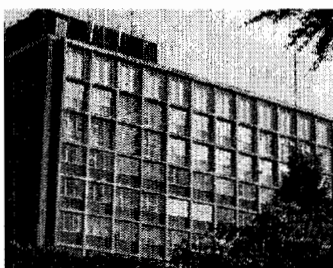
Planning Guidance

19. Should the Police Headquarters become available for housing development, then the design and layout should reflect the style of the local area, particularly that to the rear of the site. The site should be wholly accessed by vehicular traffic from Romsey Road. (DP4 HE4 HE5 HE8)

20. The northern boundary area of the prison should be improved to be more visually pleasing, within required security constraints. (DP3)

Vistas

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



Hampshire Police Headquarters



Royal Hampshire County Hospital

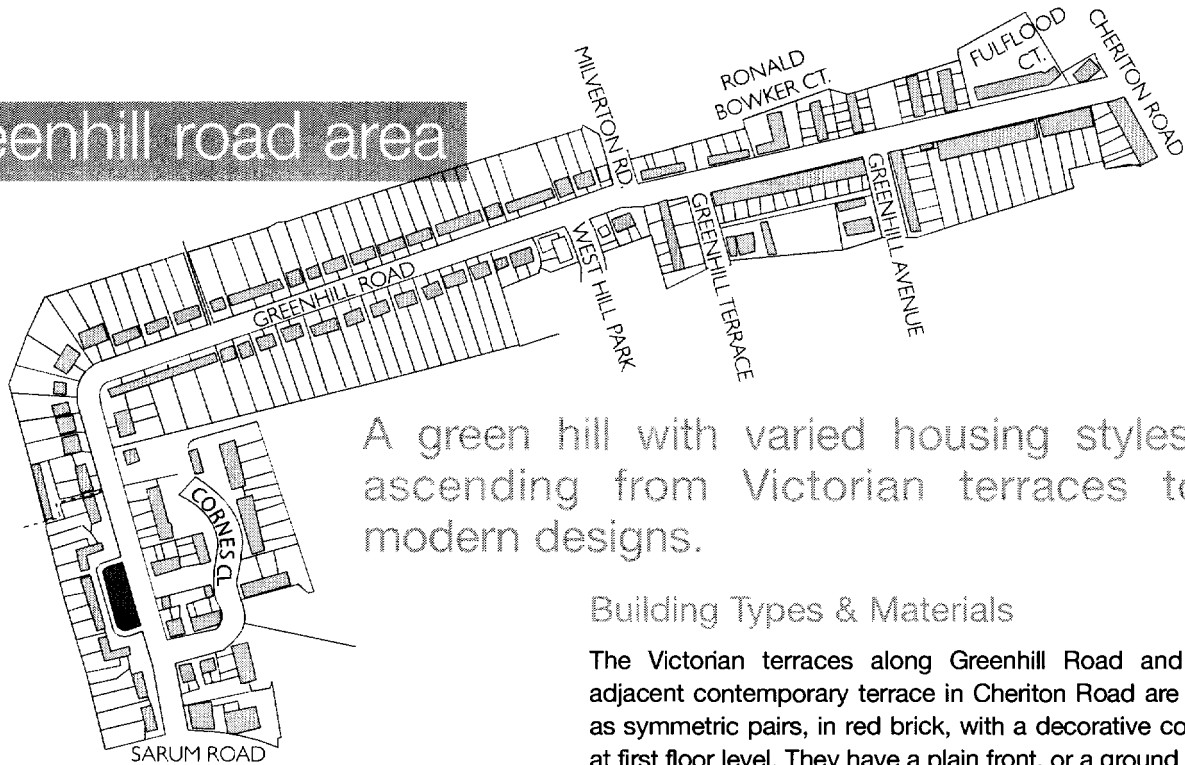


West Downs Student Campus



West Downs Main Building

greenhill road area



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

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

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

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

Building Types & Materials

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

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

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

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

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



The view down Greenhill Road north east  2



Victorian Terrace, Greenhill Road



Brick and flint houses of Greenhill Terrace



Greenhill Road showing bus stop near footpath to Byron Avenue



Cornes Close



Cherry trees on green in bloom



Greenhill Road, parking

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

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

Vistas and Trees

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

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

Roads Traffic and Parking

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

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

Planning Guidance

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

Enhancement Proposals

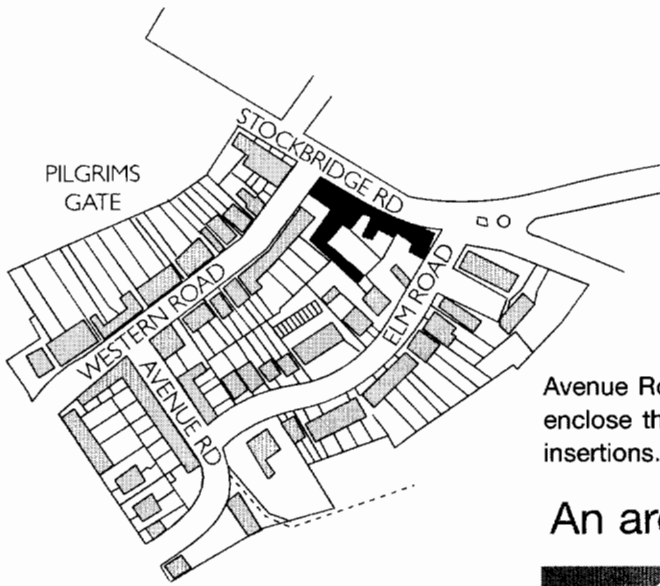
A maintenance programme is needed for roads, footpaths and verges.

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

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

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

western road area



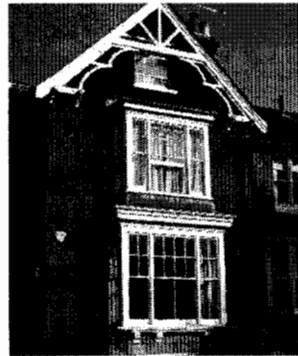
Traffic and parking problems in Western Road

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

An area of distinctive Victorian housing.



Pathway and steps linking Avenue Road and North View



Decorative bargeboards



Stockbridge Road shops



Trees screen a Western Road house



New homes in Stockbridge Road

Building Types and Materials

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

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

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

Vistas and Trees

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

Roads, Traffic and Parking

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

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

Planning Guidance

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

Enhancement Proposals

This is an area of architectural and historic merit. Some 50 of the properties are included in Hampshire County Council's list of 'Hampshire Treasures'. Serious consideration should be given to extending the City Conservation Area to include Avenue Road, Elm Road and Western Road, along with the removal of permitted development rights to prevent insensitive alteration to unlisted buildings and the further conversion of front gardens to provide car parking.

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

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

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

milverton road

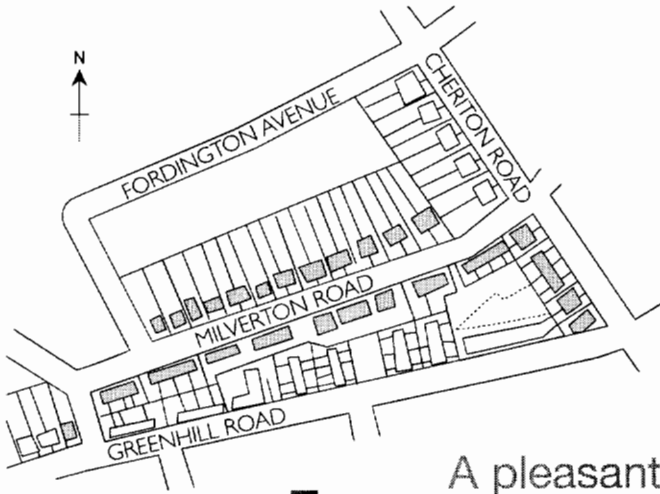


Detached house from the inter war years



Milverton Road looking North east

4



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

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

A pleasant mixed tenure community.



View of Winchester Community Prison



WWMH private footpath



WWMH housing



Bus Route



Semi detached houses



Detached houses

Building Types and Materials

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

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

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

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

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

Vistas and Trees

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

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

Roads, Traffic and Parking

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

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

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

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

Planning Guidance

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

Enhancement Proposals

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

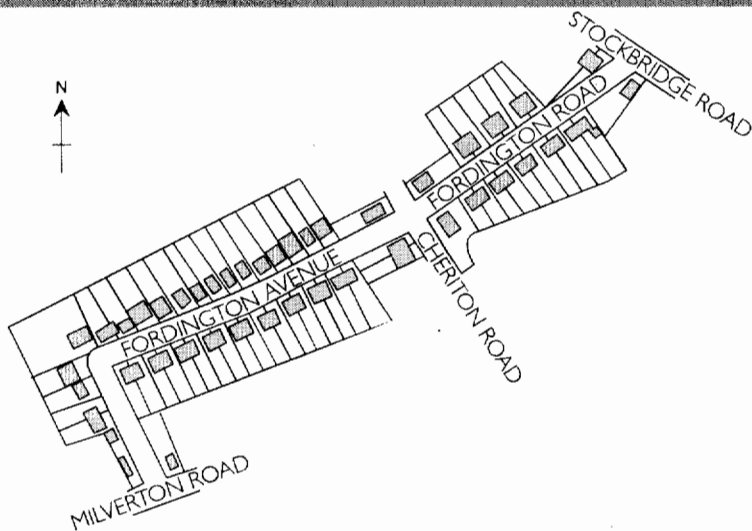
Prison boundary lighting should, where possible, be modified to reduce intrusive spill into the residential area.

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

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

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

fordington road and avenue



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

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

Building Types and Materials

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

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

Vistas and Trees

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

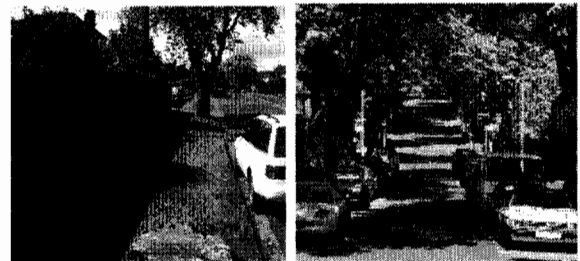
Roads, Traffic and Parking

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

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



Fordington Road looking towards Fordington Avenue



Street trees provide a green canopy



New design

A typical facade



A view between existing houses

Planning Guidance

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

Enhancement Proposal

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



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

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

Building types and materials

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

Vistas and Trees

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

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

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

Roads, Traffic and Footpaths

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

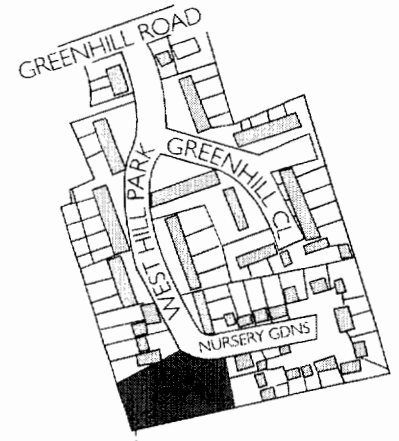
The footpaths in the area cater well for pedestrians. The footpath between Hillier's Garden Centre and the West Downs Campus to the south gives access to Romsey Road. As such, it provides access through the area which is particularly important for children on their way to Western School, Westgate School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

Planning Guidance

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

Enhancement Proposals

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



Modern terraces on West Hill Road



Nursery Gardens 'Green Space' area



Off street parking



West Hill Park looking East

poets estate



An estate of family houses, with open plan frontages

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

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

Vistas and Trees

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

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

Building Types and Materials

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

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



The beech tree path



Open green space around the houses



Semi-detached houses



Blossom time



View to beech trees on skyline

6



Looking down Byron Avenue

7



The 'Orange' phone mast

Roads, Traffic and Parking

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

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

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

Planning Guidance

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

Enhancement Proposals

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

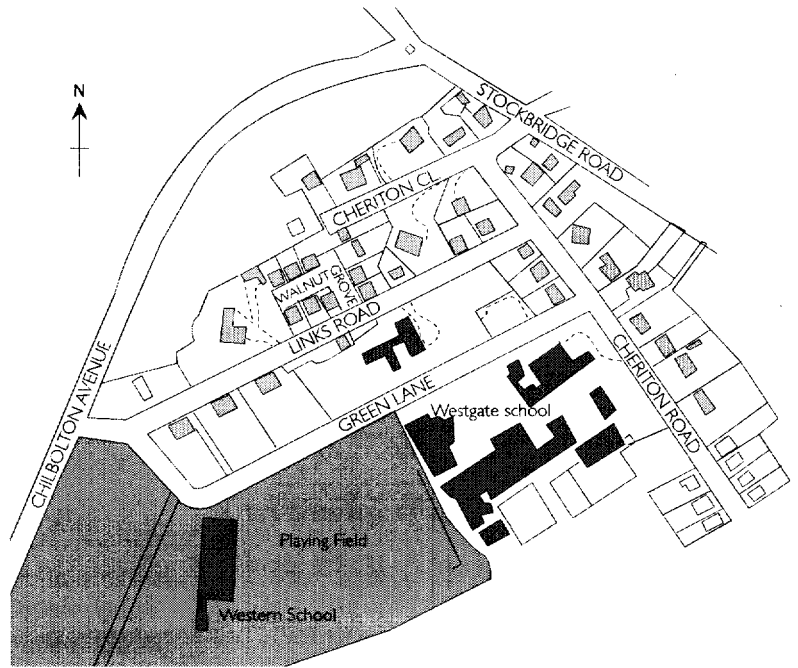
Pruning of the tree belts should only be undertaken on the basis of public safety or for the health of the trees. Trees along Byron Avenue and Poets Way and within the tree belt should be actively managed. New planting with appropriate species should be undertaken in advance of tree loss.

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

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

links road

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



1893



1912



1928



1980

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

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

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

Building Type and Materials

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

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

Vistas and Trees

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

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

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

Roads, Traffic and Parking

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

Enhancement Proposals

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

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

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

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



Cheriton Road looking north

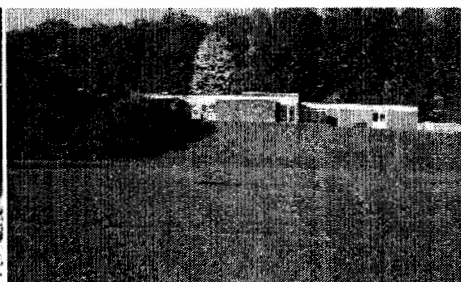
Planning Guidance

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

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



View from Western School back gate



Western School



Green Lane looking to Greenhill Road and tree belt



chilbolton avenue



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

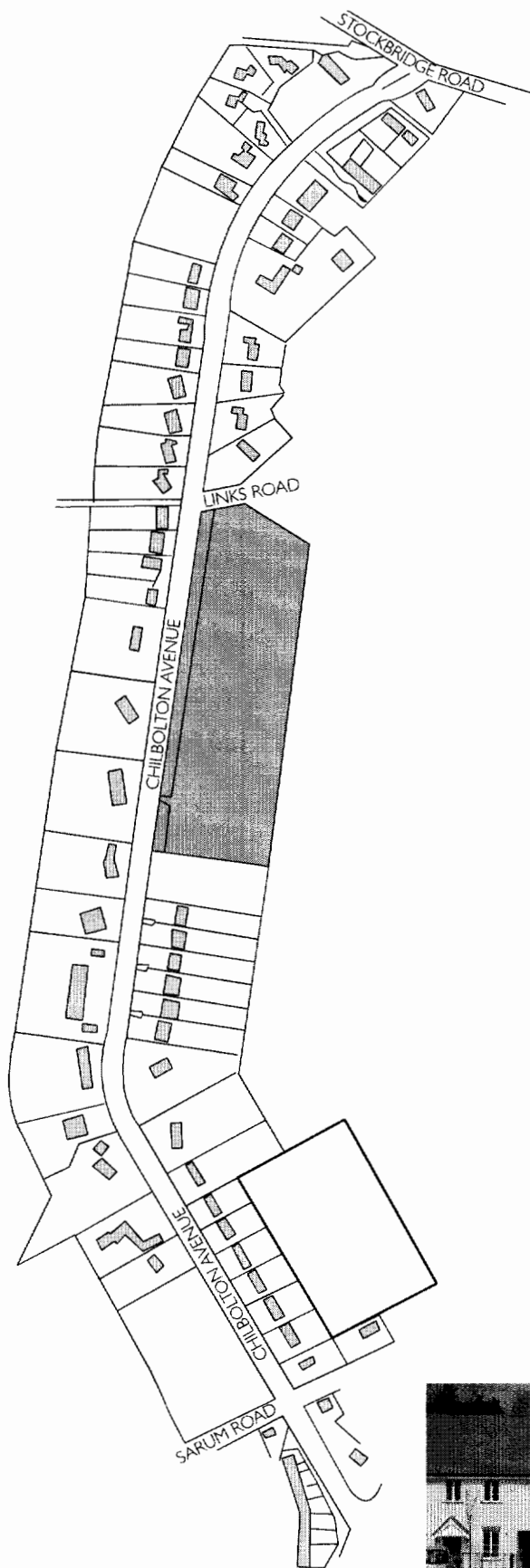
This section should be read in conjunction with the Chilbolton Avenue Local Area Design Statement (LADS) produced for and adopted by Winchester City Council in January 2006. As a Supplementary Planning Document.

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

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

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

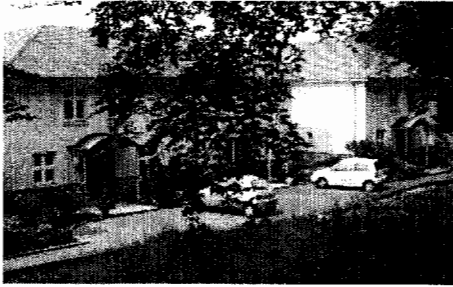
The Avenue was first developed in 1908-1914, with large houses built around the Stockbridge Road junction. In the inter war years there was development in the Sarum Road area, with the main development occurring in the 50s and 60s following a pattern of 4/5 bedroom houses set in plots of at least half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



New development, Bath Place



A large secluded detached house on the Avenue



Chilbolton Mews



View down Chilbolton Avenue



Traffic 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 Gold 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.

In accordance with Central Government policy, for large scale urban brownfield developments at a density of 30-50 houses per hectare. The development pressure on the Avenue has caused considerable concern amongst residents. This density is not in keeping with the character of the area, nor seemingly in accord with some interpretations of PPS3.

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 the west side 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 St Paul's 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 St Paul's Parish 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 for public consultation in Spring 2007.

Following revision, as appropriate, in response to comments received, 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 all 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 produced by Annabel Bicknell.

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References

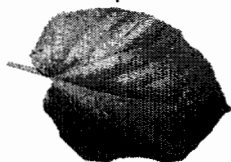
Winchester City Council - Local Area Design Statement for Chilbolton Avenue.

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.



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