

Recommendations

Community Issues

Anti-Social Behaviour

- Improvements to policing – particularly provide more officers on the beat (7)
- Installation of CCTV in public open spaces (4)
- Introduction of 'No alcohol' zones in public areas(2)
- Employment of Estate Wardens with responsibility for reducing anti-social behaviour (2)
- Reduction in levels of night time disturbance
- Removal of drug houses from the area

Public Open Space

- Preservation and enhancement of all green spaces (2)
- Improvements to the recreation ground with laid out games pitches, a pavilion and a surrounding landscaped walk
- Sensitive development on some of the open space with enhanced facilities for all residents in the rest
- Clearance of litter from Somers Close play areas

Allotments

- Make sure that the allotments are all being used
- Creation of a small city farm on one of the allotment sites - offering job opportunities for bored teenagers
- Construction of an Arts Centre on one of the allotments

Housing

- No development of any kind (2)

Traffic and Parking

- Improvement of the parking in Stanmore (11)
- Consideration of the particular parking problems in Cromwell Road (2)
- Provision of more off street parking (2)
- Construction of an official car park for King Alfred's College students to stop them parking in Stanmore (3)
- Provision of dropped kerbs to allow residents to park their cars off the street
- Introduction of a parking permit scheme (2)
- Prevention of council vehicles parking in Stanmore over night

Estate Management

- Improvements to general estate management including better maintenance of public open spaces (5)

Front Gardens

- Introduction of regular inspections of the estate to force / encourage residents to keep their homes and gardens clean and tidy (3)
- Clearance of rubbish from gardens (2)
- Restrictions on the planting of conifer hedges
- Removal of untaxed cars from gardens

Community Facilities

- Creation of more community facilities (2)
- Ensuring more consultation to further consider community needs (2)

Roads and Footpaths

- Improvements to the maintenance of existing pathways (2)
- Keep pathways clear of overhanging trees and shrubs
- Improvements to the street sweeping in the area
- Planting of new trees on roads

Young People

- Creation of better facilities for teenagers (3)
- Improvements to the play areas (3)

Public Transport

- Improvements to the bus services
- Creation of a direct bus route to Badger farm (eg. via Walpole Road)

Some residents also included more general thoughts on the issues at hand:

- "Building a few new homes on the Valley could not be considered too great an encroachment".
- "Development in the Valley should be low down along the existing road"
- "Stanmore is a good place to live because of its design, open space, trees and allotments".
- "Keep any development spacious and green and low key so that its impact is shared amongst the community"
- "The Valley is a breath of fresh air and should be retained"

Conclusion

Community Issues

At the consultation event held in January 2003 residents were asked to complete a form in order to help to identify the community's priorities for improvements to Stanmore. The form listed sixteen issues which had been identified by residents at previous events as being of most concern to the local community. Alongside each of these issues was listed a summary of possible actions that might be taken to address them. A more detailed list of possible actions was provided on a poster.

The issues and possible action points are listed below in alphabetical order, as they appeared on the poster.

Allotments

- Develop proposals for improving allotments with allotment holder societies
- Encourage more people to become allotment holders by involving school children in food growing projects and holding events to attract potential new users
- Investigate the options for converting some allotments to other uses - uses that did not include development would be preferable as this would allow sites to be converted back to allotments if demand increased in the future

Anti-Social Behaviour

- Improve surveillance of locations prone to vandalism by better lighting, CCTV or additional homes overlooking areas
- Ban alcohol from some public spaces
- Encourage residents to sign up to a Neighbourhood Agreement
- Encourage parents to take more responsibility for preventing their children causing a nuisance to others
- Evict tenants convicted of dealing drugs from Council properties
- Work with the Health and Housing Directorate of the City Council and local youth workers to find ways of tackling persistent problems
- Work with the Chief Executive's Department of the City Council to address Community Safety issues

Community Facilities

- Review the use of the three existing community buildings with a view to rationalising provision
- Advertise community activities more widely
- Provide additional signs to community buildings on main roads
- Investigate opportunities for leisure development at Bushfield Camp
- Work with the Community Services Directorate of the City Council to ensure the creation of improved community facilities for all residents

Estate Management

- Enforce rules of new Tenancy Handbook
- Draw up a Neighbourhood Agreement and encourage all residents to sign up to it
- Improve the standard and maintenance of footpaths, lighting, landscaping and public areas
- Work with the Health and Housing Directorate of the City Council to improve standards of maintenance on the estate

Front Gardens

- Enforce requirements for individual tenants and leaseholders to maintain gardens
- Enforce removal of untaxed cars
- Prepare a Neighbourhood Agreement in consultation with resident groups and encourage all residents to sign up to it
- Provide adequate refuse storage for individual homes
- Work with the Health and Housing Directorate of the City Council to ensure enforcement of standards in tenanted properties

Garage Courts

- Develop proposals for improving the security of parking areas
- Investigate options for new uses and review with residents
- Any loss of parking provision should be replaced elsewhere

Housing

- Prepare sketch proposals for new homes on potential infill sites including selected parts of open space, allotments and garage sites
- Review options for development with residents and identify proposals most acceptable to them
- Ensure that new development proposals are linked to environmental improvements to the surrounding neighbourhood
- Ensure new proposals will result in a mix of housing types within Stanmore to suit different types of household
- Investigate potential for development at Bushfield Camp
- Encourage those in under occupied homes to move into smaller dwellings
- Work with all departments of the City Council and with the County Council and outside agencies to ensure a coordinated approach

Older Residents' Issues

- Improve quality of roads and footpaths to eliminate trip hazards and improve access for wheelchair, frame users and the visually impaired
- Encourage formation of an action group to lobby for improvement of services to older people
- Investigate the possibility of reinstating the free bus service to the Community Centre
- Advertise community events more widely using different media including local radio, newspapers and community notice boards
- Work with all departments of the City Council to help improve the day to day lives of elderly people in Stanmore.

Public Open Space

- Improve maintenance of existing open spaces
- Provide additional lighting, new benches and play equipment
- Provide and regularly empty dog litter bins
- Investigate possibility of building homes on some parts of the open space to improve overlooking and passive surveillance
- Work with the Community Services Directorate of the City Council to improve the quality and facilities of the open spaces in Stanmore

Public Transport

- Form an Action Group of residents within the local residents' forum to push for improvements to bus services
- Encourage Stagecoach to enter into direct discussions with the local residents' forum in order to discuss the issues that have been raised at these events
- Investigate the possibility of using smaller buses with a more frequent service
- Work with the Development Services Directorate of the City Council to ensure the creation of an integrated transport proposal

Roads and Footpaths

- Encourage formation of a Residents' Action Group within the Community Forum
- Agree maintenance standards to be achieved by the Council and review performance regularly
- Create additional parking spaces within the verge areas
- Repair uneven footpaths
- Remove, or require householders to remove, foliage that obstructs public footpaths
- Work with the Health and Housing Directorate of the City Council to improve standards of maintenance throughout the public realm

Shopping Areas

- Include requirement to keep areas in front of shops clean and tidy within any new shop leases
- Enforce new lease conditions
- Provide more litter bins and ensure that they are regularly emptied
- Remove cobbles from area in front of shops in Wavell Way and resurface with more attractive and less hazardous materials

Social Issues

- Ensure existing training schemes are well advertised
- Identify requirements for additional training and discuss proposals with local training providers
- Promote Neighbourhood Watch schemes
- Work with the local police force to find ways of improving the visibility of the Community Beat Officers
- Raise the profile of Community Workers, particularly Youth Workers
- Investigate the idea of employing an Estate Warden for Stanmore

Students

- Resident representatives, Council Officers and Student organisations to meet and agree a way forward
- Establish a procedure for dealing with complaints
- Encourage local voluntary organisations to involve students
- Work with King Alfred's College to build relationships between Stanmore and the College

Traffic and Parking

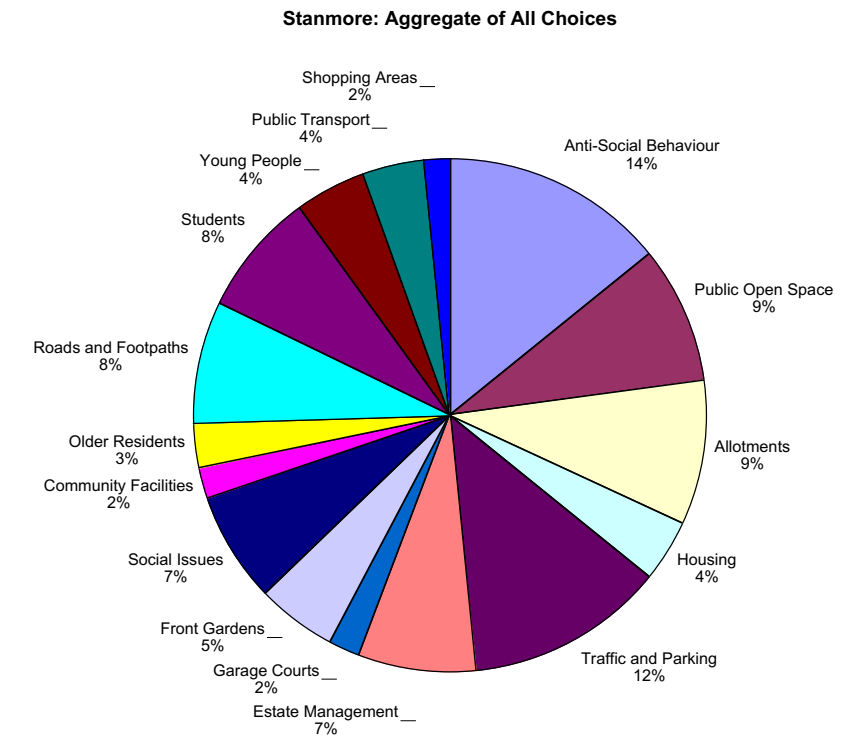
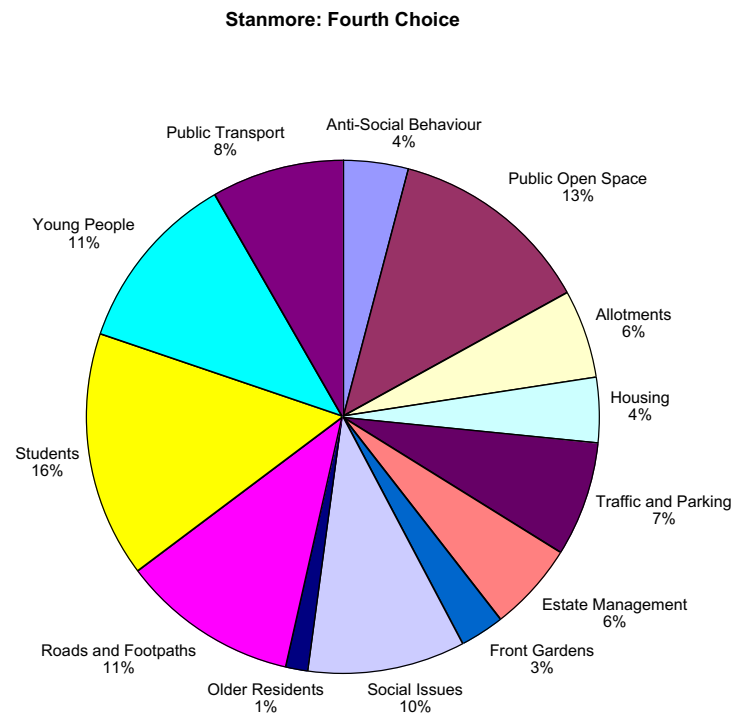
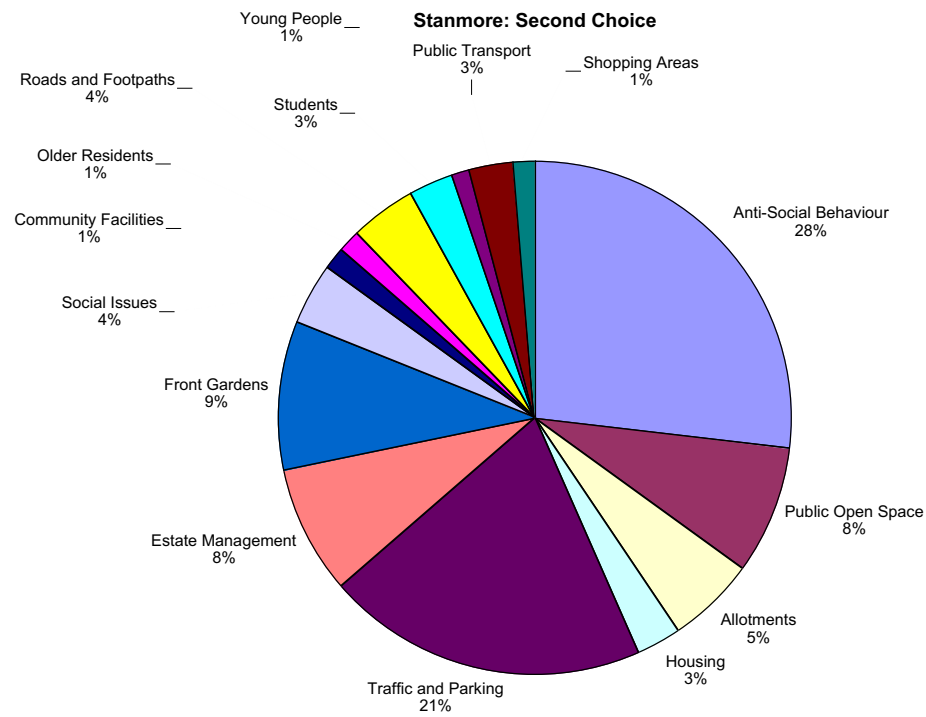
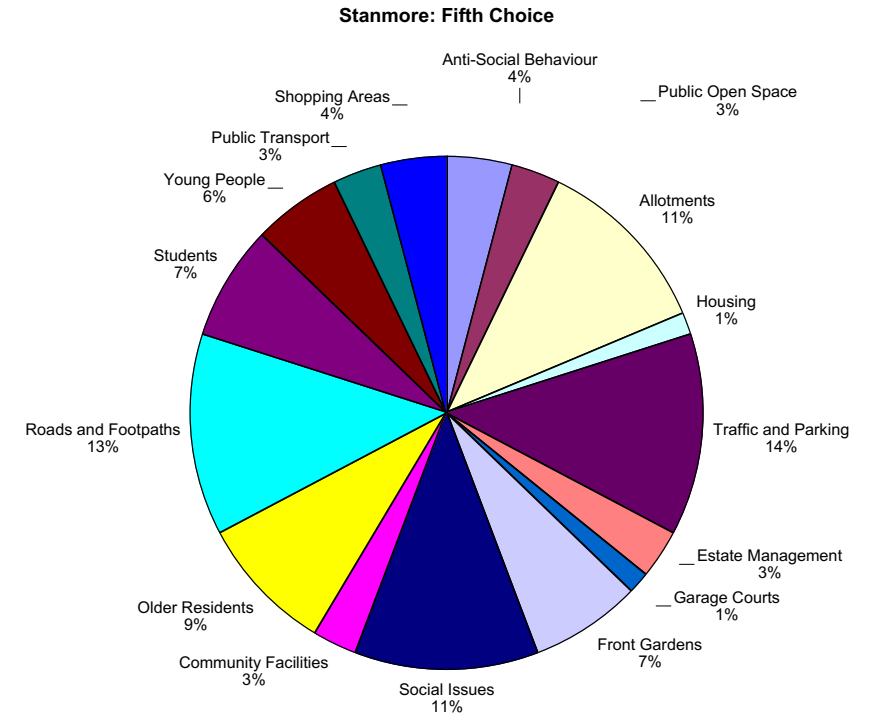
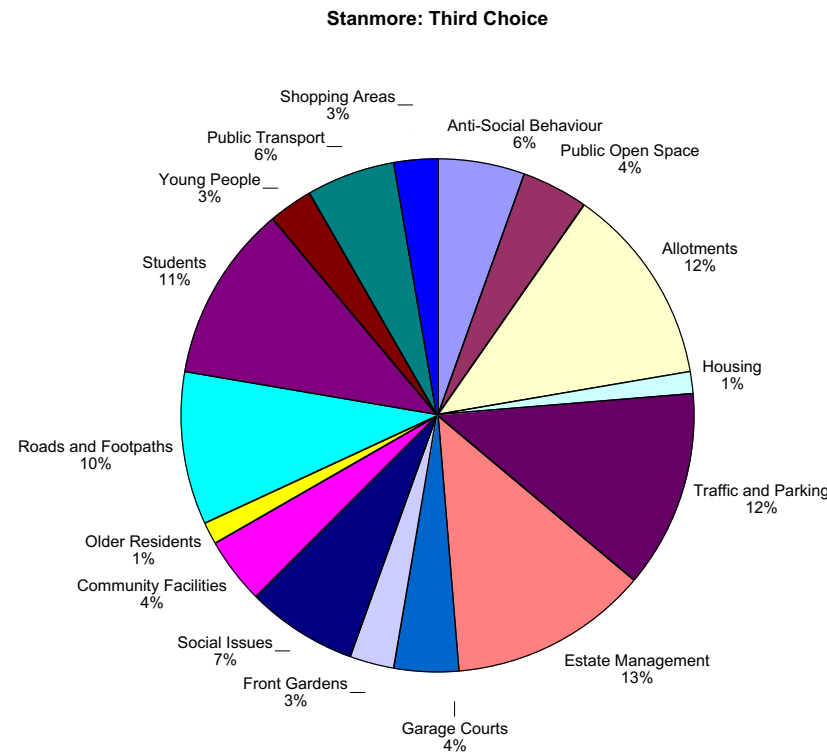
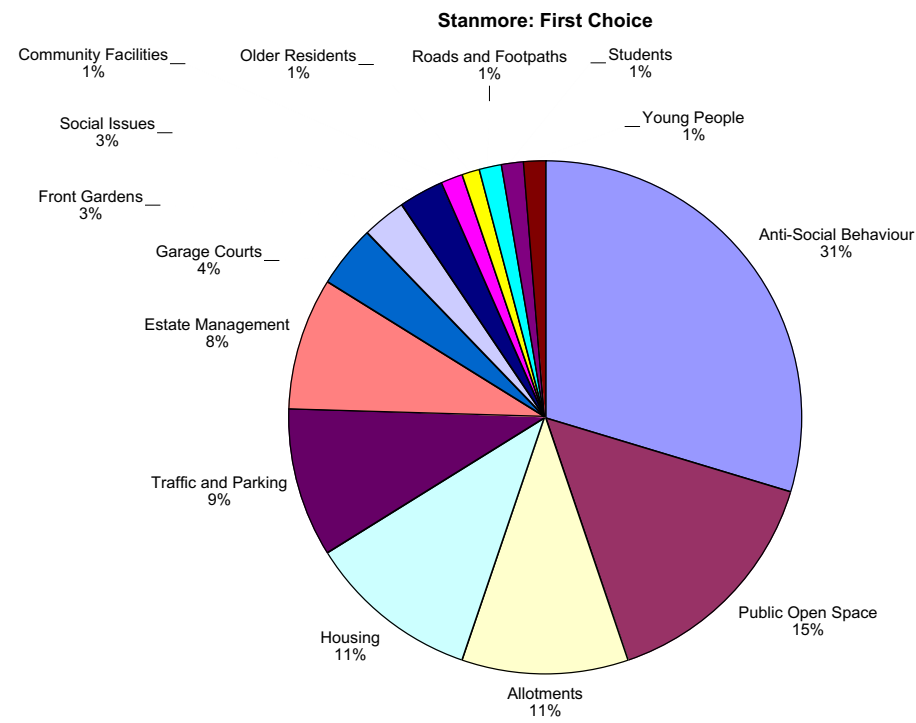
- Review existing traffic calming installations in detail and develop proposals for improvement including removal of masonry road humps and replacement with alternative designs
- Implement improvements alongside proposals for improving footpaths and parking
- Work with the Development Services Directorate of the City Council to find improved ways of dealing with Stanmore's traffic problems
- Ensure that any new homes do not make the local parking situation worse, by providing new and improved parking provision for existing residents as part of any development
- Provide additional on-street parking without obstructing visibility at junctions
- Improve access between parking and homes
- Work with the Development Services Department of the City Council to reduce parking problems in the area
- Work with King Alfred's College to find ways of encouraging less students to park in the area

Young Peoples' Issues

- Ensure that all young people in Stanmore are aware of the facilities and activities already on offer to them
- Engage young people and local youth workers in further workshop sessions to investigate in more detail their ideas for improving the leisure facilities in Stanmore
- Encourage the creation of a Young Peoples' Forum with a dedicated budget
- City Council to work with young people, parents and youth service providers to implement proposals endorsed by the Young Peoples' Forum

Conclusion

Community Issues



Conclusion

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Community Issues



Following the event the forms were analysed and the adjacent pie charts were produced to indicate the relative importance of different issues. By considering the charts it is possible to conclude that the most important issues identified by the residents who completed a form are as follows:

1. Anti-social behaviour
2. Public open space
3. Traffic and parking
4. Allotments
5. Estate management

The intention is that this information can be used to help the council and local community organisations to prioritise their efforts (at least initially) towards those areas where positive action will be seen to have the most beneficial result for the area as a whole.



Recommendations

Masterplan for Development

Introduction

Following an analysis of the results of the final questionnaire, and also of the comments received during the whole consultation process we have reviewed each of the sites included in the suggested masterplan to determine their suitability for inclusion in the final development masterplan.

Garage Court Sites Generally

Overall, there is clearly concern about the effect that the loss of garages will have on the already difficult parking situation, and without firm proposals for alternative provision residents are reluctant to give their consent to development of these sites. Individuals are also understandably cautious about giving their approval to the development of sites adjacent to their homes without the benefit of first seeing details of the design of the proposed homes. Above all however, is the concern that any of these sites might be designated for supported housing without the agreement of the surrounding residents, and it is this factor which must be categorically ruled out if general agreement is to be reached on re-development.

Site between Minden Way and Chatham Road

This site seems to offer a relatively straightforward development opportunity, although it is not large. There is existing vehicular access from both Minden Way and Chatham Road, either of which is capable of providing suitable access for the small number of homes which the site is capable of supporting. The most significant site constraint is the proximity of the surrounding homes particularly towards the south eastern corner where the land is lower and it is mainly for this reason that we have not extended the possible site to include the five garages closest to Chatham Road.

Residents were principally concerned with the potential for overlooking of existing homes and gardens, and as with all garage sites, the detailed design of new homes to ensure that this is not a problem, will be a high priority. We feel that there is ample scope to investigate the provision of parking as a replacement for the garages which would be lost, especially in Wavell Way which is very close to the site.

Considering all these factors we recommend that this site should be developed for affordable housing.

Site between Fox Lane and Stanmore Lane

This site currently provides both garages and informal parking spaces, but also acts as a dumping ground for untaxed vehicles and has become quite overgrown in parts. While in theory there are two vehicular access routes into the site, the road leading to Fox Lane has been blocked off with a pair of bollards to prevent its use as a rat run from Stanmore Lane, and we see no reason why this should not continue to be the case should the site be developed. The most significant issue to be addressed in terms of possible development is the existing vehicular access which is enjoyed by many of the surrounding homes, giving access to their back gardens, and which has the capacity to seriously restrict the development options. We consider that this issue is one which could be investigated in order to determine whether any rights exist in this respect and if they do whether the householders would be willing to relinquish them. It has also been suggested to us that some of the homeowners might be keen to sell back part of their gardens, which are becoming unmanageably large, and such an opportunity to increase the developable area may well prove attractive.

Residents were mainly concerned with the prospect of increased noise in the area due to additional traffic and it is likely that there would be some increase in traffic movements associated with development (and especially during construction). However, we feel that the potential benefits associated with the removal of the redundant cars and the improved security for pedestrians associated with overlooking from new homes will go some way to counter this concern. As a consequence we believe that this site should be considered for development.

Drayton Street North

This site seems to offer a good development opportunity assuming that a right of access does not exist to the garage which has been constructed at the bottom of the garden of number 60 Battery Hill, which adjoins the site. The garage in question appears to be disused, but its location at the opposite end of the site from the access point would prove inconvenient should it be necessary to retain access to it.

There have been no specific comments relating to development on this site, although general concerns exist about the loss of garages and the potential for overlooking of the surrounding homes. In relation to the parking, we feel that the opportunity exists to seriously consider whether some replacement parking might be provided through the rationalisation of the area of roadway at the end of Drayton Street, where the access to this site is obtained. We also think that replacement parking could be provided in other parts of Drayton Street and through the redesign of verges in Battery Hill.

As a consequence, we consider that this site should be considered for development, and feel that the majority of residents could be persuaded to agree in time, given a suitable incentive in the form of improved parking facilities.

Drayton Street South

This site generally offers a good development opportunity, although its shape and point of access do conspire to create a less than perfect relationship. The site is elevated in relation to the homes to the south and east of it, and although a temptation might exist to take advantage of this to provide views for any new development, it would be very important not to end up towering over the existing properties. Perhaps the most significant issue however is the proximity of number 4 Drayton Street, which has a number of windows which overlook the site, and is slightly elevated above it. These are all issues which can be dealt with through detailed design however, and we do not feel that they reduce the potential of the site to any great extent.

The only comments directly relating to development on this site were in relation to concerns about the greater level of noise disturbance that was likely to result from housing than garages. We remain slightly sceptical that this would be the case, but consider that careful consideration of the orientation of any new development and the detailed design of new boundary treatments would be able to address this. The same general concerns about parking apply to this site as to Drayton Street North.

On balance, we consider that this site should be considered for development.

A further consideration which should be applied to both this site and Drayton Street North is the idea that with the demolition of the two homes which lie between them (eg. Numbers 2 and 4) it would be possible to combine the sites. There are two issues to be considered: firstly the fact that there is a drop in level across the two sites which would require special design considerations, although this can be accounted for. Secondly, there is a question mark over whether the overall gain would be large enough to justify the disruption which the residents in question would suffer as a result. Initial studies suggest that there might be a gain of one additional home overall which might not be considered sufficient, however the opportunity to redesign the whole area at the end of Drayton Street and hopefully provide replacement parking for the lost garages might well swing the balance in favour. We consider that careful consultation with the two households in question might provide the necessary decision making tool in this case.

Woolford Close

On the face of it this site seems to offer quite a good opportunity, because it only contains a small number of garages and the surrounding buildings are constructed at quite a high density and consequently provide a good precedent for similar flatted development. However, the realities are not quite so encouraging, as the small number of garages reflects the restricted nature of the site, and although the site is approximately a storey lower than the open space to its rear, the height of any new building will be a matter of some contention to the residents of Thurmond Crescent who claim a long distance view through the gap in which the garages sit. While mindful of the opinions of residents, we would tend to consider that this is not a critical issue in this location especially as no right exists to such views, and in most cases the existing buildings already block them.

In addition there is a sewer running straight through the middle of the site, between the two blocks of garages. However, we feel that this issue can be dealt with, either through the diversion of the sewer, or as seems more likely by the avoidance of its location, and therefore the development of a single building to one side of it, or possibly a pair of buildings located roughly where the existing garages sit.

Residents also expressed concern about the effect that the loss of garages would have on the parking situation in this location. We feel that if this continues to be a significant concern, the opportunity exists to design new housing which is located above new garages, thus reflecting the existing buildings. It will also raise the principal storey to first floor level where it will have a better relationship with the open space to the rear of the site.

As a consequence, we consider that this site should be considered for development, although we note that a sensitive design will be required in order to obtain the widest possible level of support.

Thurmond Crescent East

This site has a number of significant constraints which need to be addressed in terms of its development potential. Firstly, the site provides vehicular access for the allotment site to its east, and this will need to be retained. Secondly, the site currently contains a large number of garages in an area where parking conditions are considered to be quite difficult. Thirdly, the site is relatively long and narrow, and the previously mentioned access to the allotment must be retained along its length. In its favour however, the site is a good size and due to its elevated position offers the potential for the creation of very good views across Stanmore towards the surrounding countryside.

We feel that the access to the allotments can easily be retained as part of a development proposal, since the requirement for vehicular access is not that frequent, and the allotment site itself already provides the necessary turning head and some temporary parking, which could be enlarged if considered appropriate. While this will clearly limit the width of site which is available for development, we feel that the site is not ideally suited for the provision of family houses in any case due to its distance from local services and amenities. It would therefore better suit a small flatted development which does not have the same requirement for private amenity space.

The question of lost parking spaces is somewhat harder to answer since Thurmond Crescent is already busy, but we consider that there may be opportunities to investigate the construction of additional parking bays in the banked areas in front of the houses and flats on the northern side of the road. Although this may prove too expensive, it is also worth bearing in mind that it is quite likely that some of the garages are not actually being used for the parking of cars in any case.

Therefore, we consider that this site should be considered for development.

Thurmond Crescent West

This is a small site which is significantly constrained in its development potential by the existing sub station which sits on the site. While it would be possible to seek the relocation of this to another location, it would be far more reasonable to expect that development would need to occur around it, which clearly reduces the developable area. However, due to the fact that the adjacent buildings are constructed at a higher level, we feel that it would be possible to develop a proposal which created a floor of parking at street level, with two or three levels of accommodation above it.

Residents were mainly concerned about the potential loss of the garages, due to the existing shortage of on street parking in the area, but as has been noted in relation to the Thurmond Crescent East site we consider that there may be opportunities to investigate the construction of additional parking bays in the banked areas in front of the houses and flats on the northern side of the road. There were also some concerns expressed about the possible height of new development, but we consider that a building which mediated between the height and massing of the neighbouring two storey house and three storey flat block could not fail to be acceptable in planning terms.

However, although we consider that this site would offer a reasonable potential development opportunity, we also feel that the development of both garage sites in Thurmond Crescent would be unwise because of its impact on the parking in the area and the extremely negative reaction which this would receive from the local residents. Since we consider that the Thurmond Crescent East site is a better development opportunity we do not consider that this site should be considered for development.

Allotment Sites Generally

Overall, we feel that where an allotment can be demonstrated to be derelict the majority of residents would have no objection to it being put to more productive use, although, as might be expected, the vast majority would still prefer not to see development taking place at the bottom of their own garden. We feel confident that the majority of allotment holders would recognise that the sites discussed below have not been popular or well used for many years and that to all intents and purposes, they are effectively surplus to requirements. It seems to us that the popular sites have become so for very good reasons such as location and accessibility, and it is for these reasons that the very unpopular sites stand next to no chance of experiencing a revival and should, we believe, be put forward for alternative uses.

However, we also feel that there is a need to make assurances with regard to the well used allotments, since the investment of time and resources which are put into the creation of a successful allotment cannot be underestimated. In particular, we feel that the council should make a long term commitment to the retention of well used allotments, and assist in their further promotion in the local area.

Cromwell Road East Allotment Site

Although this site has been leased by the Allotment Holder's Society for many years it has not been actively cultivated in some time, and as a result is quite heavily overgrown. The Allotment Holder's Society does not wish to retain the site for their members, and it therefore seems clear that this site should be considered surplus to requirements, and therefore developable under the recommendations of PPG17. The site does present a number of challenges in terms of its development potential but we believe that they are issues which can be addressed.

The first of these issues is the existing householders who have illegally extended their gardens into the site, although we believe that this may have been resolved by the allotment holders association as part of their lease agreement with the council. The second issue, and probably the most important, is that of providing vehicular access, since the current pathway is only approximately three metres wide. As a minimum this path will need to be enlarged to about four metres wide in order to provide emergency service access, and this can only be achieved by the loss of a strip of garden from 112 Cromwell Road which is adjacent. We believe that a roadway of this width could provide vehicular access for the whole site, considering that the development potential is not that high, however, this is a matter for detailed consideration with the local Highways authority which may require a higher standard. If this is the case, it has been suggested by the transport planners that due to its good proximity to local infrastructure and services, the site might be suitable for a car free development, given the introduction of a controlled parking zone in lower Stanmore. We think that this is well worth investigating.

The final major issue is related to the question of access, and concerns the protection of the existing amenity of the residents of the bungalows in Airlie Place and also the residents of 112 Cromwell Road. The bungalow's short back gardens directly abut the existing pathway to the site, and its conversion from practically unused pathway to a roadway (albeit minor), has the potential to affect the residents quite badly. There seem to be two ways in which this issue might be approached, firstly through mitigation of the potential disturbance, and secondly through its avoidance. Mitigation could be achieved by the addition of substantial screening (probably a mixture of fencing and planting), to the boundaries of all the affected properties. The boundaries to 112 Cromwell Road should also be carefully considered, and if appropriate a parking facility accessed from the new road should be provided, to replace any spaces lost in the front garden. (A significant reduction of the problem would also be achieved by the creation of a car free development).

Avoidance of the problem might be achieved by taking a more long term view towards the development of the site, and in particular the future of the Airlie Place sheltered housing scheme. Clearly, if the decision was taken to redevelop this site in order to provide a range of housing, more appropriate for the needs of its existing residents, an ideal opportunity would present itself to provide an alternative access point into the Cromwell Road East site, which disadvantaged no one.

The only other issue which was raised in relation to this site concerned the local flora and fauna, which has had an opportunity to colonise the site during its years of neglect. We feel that due consideration should be given to this matter, and a study undertaken prior to any development. However, we also think that it is unlikely that the site has become a unique environment locally and that opportunities exist to design a scheme which both provides much needed housing and opportunities for local wildlife.

Considering all these factors we recommend that this site should be developed for affordable housing.

Recommendations

Masterplan for Development

Princes Place Allotment Site

A small part of this allotment site is still cultivated but the majority has become unused and overgrown, and there is abundant evidence on the site that there has been little or no interest from other residents in many years. The elderly allotment holder himself has told us that he sees no likelihood of others taking up plots on this site and that therefore, when he can no longer continue to work his plot, the site should be made available for housing. The Allotment Holder's Society have stated their desire to retain the site, but it seems clear to us that on the existing allotment holder's retirement this site should be considered surplus to requirements, and therefore developable under the recommendations of PPG17.

The only significant factor affecting possible development on this site is the current lack of existing vehicular access. However it would be possible to provide this by taking a strip of the garden of number 8 Princes Place, although the exact amount will depend upon the standard of roadway required by the Highways department. The junction with Princes place would also need to be reviewed since it would be located close to a bend in the road, however we believe that the relatively low level of traffic associated with the size of the site would not make this a major issue.

Residents have not generally been particularly opposed to the idea of developing this site until recently, when following attention from the local press, there has been a wave of support for Mr Arthur Sykes the remaining plot holder. We feel that while Mr Sykes remains active on the site there will be opposition to it's designation for development, but that in the long term it is the best solution and will be generally accepted. Therefore, we recommend that this site should be developed for affordable housing.

Land Adjacent to St Luke's Church and Vicarage

This site falls into two distinct parts, firstly the majority of the existing vicarage garden and secondly the area of land to the east of this which is accessible to the public and has a footpath running through it. At the beginning of the project it was thought that the second area was owned by Winchester City Council and as a consequence the sites were considered separately, however it has since become apparent that both are owned by the Diocese of Winchester.

The most significant issue affecting potential development on this site is that of access. While there is a possibility of providing limited vehicular access by the widening of the existing pathway between numbers 12 and 14 Eversley Place, we do not consider that this would be acceptable as a means of providing access to more than two or three new homes located in the smaller part of the site. This is because Eversley Place is already particularly congested with traffic and short of parking space due to the steeply banked verges on either side of the roadway, and it is therefore unrealistic to consider the addition of any further traffic. While the demolition of one or both of the homes at the end of the road would provide enhanced access, it would still not get over the fundamental issue of the existing congestion, and furthermore, would prove extremely unpopular and undesirable in urban design terms.

There are two other possibilities for providing access to the whole site which are worth consideration. The first is the demolition and rebuilding of the vicarage, to allow the construction of a new roadway, although we have some doubts that this would be acceptable to the highways authority since the new junction with Mildmay Street would be immediately to the south of the sharp bend into Battery Hill, and consequently potentially quite dangerous. The second, and more contentious option, is that of providing access across the bottom of the church grounds from the Valley. At present this option does not bear serious consideration since it would require access to be provided through the church car park and/or down the side of the church grounds, along the highest point of the Valley. However, it has the potential to become a serious option should a decision be taken to allow limited development in the Valley, and especially in that part of the Valley closest to the church. We feel that the creation of a route from the Valley, up the hill, and into the diocese owned land would be both logical and a practical way of providing a larger number of much needed new affordable homes in Stanmore.

There were no specific objections to the possible development of this site other than concerns about the possibility of access being provided from Eversley Place.

As a consequence, we are recommending that this site should be considered for development, although we suggest that its availability will probably be controlled by the outcome of discussions regarding development in the Valley.

Areas of Open Space Generally

Residents are divided on the issue of developing on the Cromwell Road recreation ground or on the Valley. At present approximately a third might be considered to be in favour of the investigation of options, while two thirds are generally opposed. However, we suspect that to a certain extent the lack of definite proposals has made a positive reaction more difficult for many people. Were it possible to identify the exact level of improvements to the redesigned amenity space which might be delivered by various options it would be much easier for them to weigh up the pros and cons, and also, since these sites are by far the largest which have been suggested in Stanmore, the impact of their architecture and urban design will be much more significant than that of the small infill sites. It is clear in hindsight, that ill considered development has already occurred in the Valley, and without detailed proposals residents have no reassurance that the same might not happen again.

It is only right therefore to consider the opinions of those who would like to know more and where it seems realistic, pursue the question further with all the relevant parties.

Cromwell Road Recreation Ground

Two development strategies were suggested for this site, both of which proposed additional development around one edge of the area, in order to preserve the essential shape. Both of these options would have the benefit of providing much needed overlooking of the recreation ground in order to deter vandalism and encourage wider use by all sections of the community. In addition, redevelopment would necessitate the complete redesign of the remaining space to provide facilities for a range of active uses and recreational activities.

Some residents were open to the discussion of limited development occurring around the edges of the recreation ground, which they recognised as being much less well used than the centre and subject to some dumping of rubbish and a tendency to become overgrown. They welcomed the idea of a complete redesign and suggested a range of additional features which they would like to see. However, concern was expressed about the amount of land which the suggested development would take up and there was also concern about the impact that the addition of a road would have on the current sense of tranquility on the site. However, all residents were in favour of improvements to the ground and many suggestions were given for additional facilities which might increase the range of activities available.

It has been noted earlier in this document that there is a considerable deficit of active recreational space in Stanmore (by the standards of the NPFA), and that the Cromwell Road recreation ground represents a significant amount of the existing provision, even though large sections of it are not currently providing designated sporting facilities (the rest of the provision being in the recreation ground at the end of Somers Close). In particular there is a need for the provision of sports pitches. It has also been noted that there is virtually no scope to provide additional sporting facilities anywhere else in Stanmore due to the available land being too steep and/or wooded. PPG17 suggests that recreational land should only be considered for development where it can be shown to be surplus to requirements, and we feel that under these circumstances that can hardly said to be the case, and is highlighted by the range of suggestions received for additional facilities that residents would like to see situated on the site.

We feel therefore that development of this site would be inappropriate and hard to justify under the current circumstances. We do think however, that the provision of some form of sports or community building on the site would be appropriate, and likely to be considered an acceptable form of development if located in such a way as to not restrict the provision of playing fields and other active sport facilities.

The Valley

Undeveloped land in the Valley might be considered to fall into three distinct categories: the area bounded by Thurmond Crescent; the tree covered ridge running down from Thurmond Crescent towards St Luke's church in the east; and the remaining areas of scrub and mown grass which generally form the lower slopes of the valley side. In terms of potential development opportunities, Thurmond Crescent has been essentially discounted due to: the steeply sloping nature of the land; the likelihood that development would severely obstruct a large number of long distance views which are enjoyed by the residents of the homes in Thurmond Crescent; the general elevation of the site, which would increase the dominance of development; and also the existing play and recreation use which the space provides for the surrounding homes. The tree covered ridge has also been discounted as a potential development site due to the importance that the trees have locally, and from further away, as a landscape element and also the area's value as a recreational resource (although somewhat under utilised at present). Development would also be excessively prominent due to the height of the ridge.

Therefore, the only areas which might be considered suitable for development are the lower slopes of the ridge, which generally consist of areas of mown grass and clumps of shrubs and small trees. In addition, towards the western end of the Valley, where the lower slopes rise towards Thurmond Crescent, the land has become more densely covered in scrub planting, which rises further up the sides of the ridge, and this area in particular has become subject to the dumping of large items of rubbish. At present, these areas have no defined use and their amenity value seems severely limited in their current state. Some residents have suggested that the value of this space is simply that it is there, while others have emphasised its importance as a recreation space for the residents of the surrounding flats. However, we have seen little evidence to suggest that these areas are used to any great extent by anyone in Stanmore, and unless they are made more attractive, we see no reason to suppose that this situation will change.

As has been discussed previously, the Valley is protected under the local plan as an area of recreational and amenity value and as such development cannot be considered possible unless this policy designation is amended. The planning department has indicated that given enough political will they could foresee the review of this designation, although this would be subject to consideration of all the relevant government guidance. A key document is PPG17 which advises that development should not generally be allowed on existing areas of recreation and amenity space unless they can be shown to be surplus to requirements. In relation to the parts of the Valley which we are considering, this seems a possibility, although the guidance also goes on to state that an absence of use cannot be assumed to indicate that a site is surplus to requirements, since better design could be the catalyst for a turnaround. We feel therefore that a proper audit of the recreational needs of the local population is required in order to determine this issue for certain, since the consultation undertaken to date has been too general to provide the necessary evidence. The planning department also indicated that they might be willing to consider the idea that a smaller overall area of amenity space might be acceptable, if the quality and amenity value of the remaining space was dramatically improved. In the case of the Valley we feel that this certainly provides scope for further discussion, since the existing space is so obviously deficient in its amenity value.

We feel that sensitive development in the Valley would result in both the provision of a considerable number of additional affordable homes and the concurrent enhancement of the remaining open space for the benefit of all residents. As a consequence, we recommend that further serious consideration is given to the means by which development might be allowed to occur in the Valley. As part of this recommendation we have included a draft development brief at the back of this report, which suggests a possible outline for development. This diagram is essentially the same as the drawing presented as Option B at the final consultation event, which we suggested might offer the potential for between 50 and 100 new homes. As an approach this offers the following features:

- The main area of suggested development is located at the eastern end of the Valley adjacent to St Luke's church, where the existing open space is particularly bland and where we feel new development could most easily be related to the existing homes. Development in this location would provide the opportunity to investigate the provision of an access road which could also serve a development on the vicarage gardens site.
- Another area of suggested development is located at the western end of the Valley adjacent to Wilberforce Close where the land is particularly scrubby and unattractive and development could be used to complete the other side of Wilberforce Close which currently feels unfinished and despite facing onto the open space has the characteristics of a backland site.
- Other suggested development is indicated along the road at the foot of the valley, located so as to avoid blocking the views of the residents in the existing houses and flats, but at the same time blocking views of their parking areas from the rest of the Valley. This has the potential to turn the road into a real street, with improved security for its users, and yet maintain well defined, landscaped zones through which access to the open space can be provided.
- A suggested landscape framework links all the suggested development to create a unified edge to the northern side of the Valley and suggests the creation of a gradation across the site from this more formal edge to the naturalistic woodland on the ridge.

Further consideration of these suggestions would be required with the planning authority should the current designation be amended, but we feel offer the grounds for discussion at this time.

Sheltered Accommodation Generally

Residents were not specifically asked to comment on this issue in the second stage of the project since we did not consider it appropriate to raise concerns among elderly residents when there are no current proposals. However, based on our experiences in other areas we consider that a programme of consultation, leading to phased redevelopment of such properties has the potential to provide large benefits for both the residents and the council, and ensure that the housing continues to provide the sort of accommodation that reflects the aspirations of the residents of Stanmore.

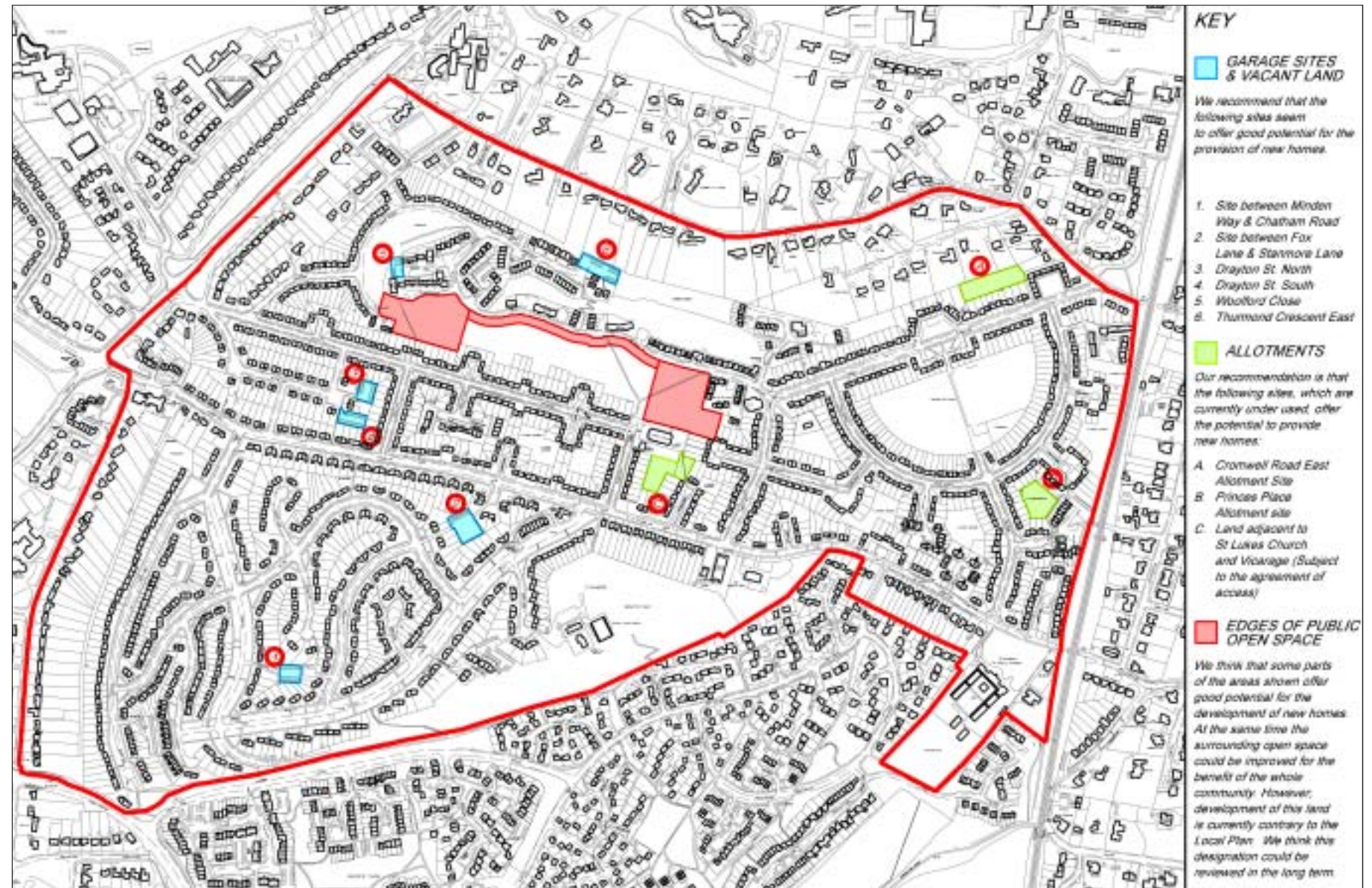
Recommendations

Masterplan for Development

Conclusion

In conclusion we are recommending that the following sites should be included in the final development masterplan.

- Garage site between Minden Way and Chatham Road
- Garage site between Fox Lane and Stanmore Lane
- Drayton Street North garage site
- Drayton Street South garage site
- Woolford Close garage site
- Thurmond Crescent East garage site
- Cromwell Road East Allotment
- Princes Place Allotment
- Land adjacent to St Luke's Church and Vicarage
- Selected parts of the Valley



Final Development Masterplan

Recommendations

Community Benefits

Community benefits

The "Identification of Community Priorities" survey which was undertaken in January identified a ranking of the most important community issues at that time based on the consultation which had been undertaken during stage one. A list of the suggested action points on which residents voted can be found in the Community Issues section of this report and also in the stage one report. We have also reviewed the responses given to the final question of the May questionnaire, which asked for ideas for the most important improvements that could be made in Stanmore.

These points could be taken as a straight shopping list of improvements, however when considered in more detail it becomes apparent that some ideas are more important than others, and that some will be the catalyst for the realisation of still others. What follows is a discussion of each of these suggestions and our recommendation as to their relative importance for the residents of Stanmore.

Formation of a Community Council

There are several existing community organisations in the Stanmore area, which represent a range of different interest groups in the locality. However, we would recommend that in order to find the best way forward for all the residents of Stanmore it will be necessary to create a single group which draws representatives from all of those who are interested in the future of the area. This should include representatives from the church, the schools, other local organisations and businesses, as well as representatives of the city council and outside organisations such as the police force.

This would provide a forum for the discussion of all those issues that have been raised by the local community during the consultation period and act as an information exchange between the different sections of the community. Through this organisation agreement should be sought for additional consultation on development matters where appropriate, as well as agreement on area wide matters such as the formation of a neighbourhood agreement or the creation of a streetscape design guide. Specific areas of concern that might be addressed in the short term are:

- **Policing**

Working with the police authority to investigate ways of improving local confidence in the police and increasing the visibility of beat officers to deter anti-social behaviour

- **Anti-Social Behaviour**

Consider the provision of CCTV to vulnerable locations around the area and also the employment of Estate Wardens to deter crime and anti social behaviour in the first place.

- **Public Transport**

Meet with public transport representatives to discuss the improvement of services, particularly the running of more regular services.

- **Community facilities**

Investigate the needs of the community and approach funding and facility provision from a united (and consequently stronger) front

- **Local relationship with students**

Establish a working relationship with the college to establish a procedure for dealing with complaints and find ways to encourage students to take a more active role in the community.

We consider that the existence of such a group is essential if residents are to feel that they have a voice in the development of their community, and that its formation should be seen as a high priority.

Creation of a Neighbourhood Agreement

Anti-social behaviour was identified as being the largest concern to residents and as such seems to be the most important issue to be resolved in Stanmore. While there are issues of small scale vandalism and disturbance to be addressed, much of the problem is due to simple issues of bad neighbourliness, such as the thoughtless dumping of large items of rubbish in backland areas and the dropping of litter in the street. Although some of these problems do undoubtedly come from outside of the area, the majority are due to local residents themselves. Some issues relating to the appearance of properties or the behaviour of their residents can be dealt with by the council through their tenancy agreements, however, since Stanmore has become a very mixed neighbourhood in terms of tenure this will only affect a limited number of residents. In addition, many issues relate to the wider area and as such cannot be easily tied down to one property.

A means by which this issue could be addressed is through the creation of a neighbourhood agreement. This is essentially a voluntary code of behaviour for all residents, covering a range of standards from simple issues of good neighbourliness to aspirations for the appearance of individual homes and the area as a whole. The Community Council would be encouraged to choose exactly what standards might be appropriate in order to fulfil their aspirations for the area, and then aim to get the majority of residents to sign up to the agreement. Such a document would obviously encourage people to act towards the best interests of Stanmore but in addition provide a legitimate means by which residents could complain to any of their neighbours found not acting in accordance with the agreement.

Improved Estate Maintenance

The issue of estate maintenance was identified as being one of the top five areas of concern in Stanmore. Residents called for improved maintenance of footpaths within the area to prevent trip hazards occurring and also suggested that overhanging trees and shrubs should be more regularly cut back to prevent people having to walk into the road to avoid them. There was also a call for higher standards of street cleaning and improved care of the public open spaces.

We believe that these are issues which can easily and quickly be addressed. We recommend that all of these regular maintenance issues should be addressed through the creation of a sub-group within the Community Council, which would meet regularly with representatives from the city council in order to set and review targets for the maintenance of the public realm.

To some degree however, the issue of overhanging planting may be better dealt with through the enforcement of a Neighbourhood Agreement.

Improvements to areas of Public Open Space

The principal concern of the community is that the existing public open spaces should be maintained to a higher standard. We believe that simple measures such as providing benches, litter bins and better lighting have the potential to result in a disproportionate increase in use, since they will allow better enjoyment of the spaces for their own sake, rather than just as locations for active pursuits. There is also a need to improve the facilities for active play and sports, and in particular a need to review the provision which exists for pitch sports in the recreation grounds. It has been suggested that enhanced facilities of this kind in Cromwell Road might also include some sort of sports pavilion with changing facilities. Certainly, consideration should be given to this idea, and particularly the idea of sharing facilities with a more general needs community building which has also been suggested for this site.

Many residents have suggested that they would be open to the idea of sensitive development in some areas if it will result in enhanced facilities in other areas and the possibilities which this provides must be fully investigated. Overall residents appreciate the existing greenness of the area, but recognise that more could be made of what they have. The challenge is to provide safe accessible facilities, which appeal to all sections of the community, while preserving the essential character of the existing open spaces.

Recommendations

Community Benefits

Improvements to the urban environment

There are a number of improvements to the physical environment that have been suggested:

- **Better maintenance of front gardens**

This is an issue concerning the untidy state of many front gardens in Stanmore, and is a particular issue where untaxed vehicles have been left to rot, or inadequate provision has been made for the storage of rubbish. This is an issue which could be enforced more strongly through the council's tenancy agreement, but clearly there are also a large number of private home owners for whom no such control exists. It is suggested therefore, that this be an issue dealt with through the creation of a Neighbourhood Agreement.

- **Planting of more street trees**

One of the glories of many areas of Stanmore is the large mature street trees which form so much of the character of the area. However, this is not the case in all areas, and some parts of Stanmore are quite noticeably less green than their neighbours. While, not a short term suggestion, the planting of more street trees would be a long term investment in the future attractiveness of these areas, and assist in the creation of a unified character for the whole area. We consider this a particularly important way in which new development might be helped to become a seamless part of the urban environment, and avoid standing out to the same extent that less thoughtful development of the 1970's and 1980's has.

- **Provision of more litter bins in public places**

This is a minor item, but is important if a campaign to encourage people to be more considerate is to be successful.

- **Streetscape design guide**

There is no reason why these suggestions could not go ahead on a piecemeal basis, but they would be much more successful if considered part of a wider strategy for the improvement of the whole urban environment in Stanmore. We consider that it would be highly beneficial for a streetscape design guide to be drawn up for the area, drawing on the best of the existing hard landscaping elements and setting out a vision for the creation of a cohesive character across the whole area. This vision should be created through the Community Council in order to reflect the aspirations of all sections of the community, and be used as a guide by both private homeowners and the council when undertaking works on the street side of properties.

Improved Play Facilities

Residents suggested that the existing play facilities in the Cromwell Road recreation ground and in Thurmond Crescent should be improved and that they should be involved in the design of the new equipment through a consultation process. We understand that this process is under way and hope that the results will be able to fulfil the aspirations of the local community. In particular, there is an underlying feeling that the users of the Cromwell Road recreation ground have been short changed in relation to the recreation ground in Somers Close and some of this discrepancy should try to be addressed. In particular, the issue of a skateboarding facility has been mentioned, although it can be assumed that such issues will be raised as a matter of course during the consultation exercise.

As has been suggested elsewhere, we feel that there could be a real benefit in investigating the provision of additional facilities in the area, and we have suggested that a site at the eastern end of the Valley might prove appropriate. As with the other sites, a consultation exercise would need to be entered in to, in order that the facility is able to truly reflect the needs of the local area.

The needs of older, young people in the area, was also a major concern, despite the existence of dedicated facilities such as the Carroll Youth Centre. Although some residents felt that there was a need for additional facilities, we believe that fundamentally the existing provision is already more than might be expected in many similar locations, and that therefore improved publicity could provide some of the answer. However, the most important issue is that of finding ways to engage young people in the decision making processes which create and manage the facilities available to them, so that they are able to respect them. We suggest that the creation of a Young People's Forum, either separate from or as a part of the Community Council, would offer such an opportunity for positive discussion within the local community.

Improved Community Facilities

Residents have been quick to suggest that additional community facilities are required in Stanmore, although no specific uses have been mentioned. However, in the light of a future increase in population resulting from the development of various sites in the area, it seems logical to review the existing provision.

We feel that the reality is perhaps that there is some over-provision in the newer part of Stanmore, while lower Stanmore is under served. It has been recognised by residents that the facilities available in the Youth Centre, Community Centre and Scout Hall, are in many ways comparable and that there is a consequent doubling up of resources and costs, which might not be considered entirely sensible for community organisations.

Furthermore, while the location at the end of Somers Close is convenient, in that it provides ample car parking and a considerable buffer zone to surrounding homes (allowing noisy activities to be carried out without too much nuisance being created), it is also beyond sensible walking distance for a large part of Stanmore, and particularly inconvenient for the elderly.

We believe that in the long term a more sensible disposition of facilities across Stanmore would be of benefit. In particular we think that there is scope for the provision of a new community building in lower Stanmore and would suggest that this be considered as part of the detailed redesign of the Cromwell Road recreation ground. There is also scope to improve the existing facilities at Somers Close, and in particular, their security and appearance, although increased publicity would also help to increase their use.

Another suggestion was that a full time community worker should be appointed, and considering the positive feedback regarding the previous holder of this post, this would seem to be a sensible proposition. In particular, such an individual could assist in the review of existing provision and make recommendations as to the requirement, or not, of additional facilities.

Making the most of the Allotments

The allotments were also identified as one of the key areas of concern for local residents, but we feel that this was largely due to the suggestion that they were under threat from development. They are generally recognised as a valuable local resource, although some of the sites have until recently not been consistently, fully cultivated. (It is noticeable that the level of active participation has markedly increased on these sites over the duration of the consultation period).

We believe that the amount of use which is now in evidence, reflects a sensible level for the area, but would suggest that there is still a need to encourage younger generations to become actively involved if the level of interest is to be maintained. A programme of promotional events and the wider use of advertising would help in this aim and we feel that a Community Council could work with the allotment Holder's Society to achieve this. Some residents have also suggested specific ways of attracting the interest of local school children, such as the creation of a small city farm on one of the sites, however, we feel that none of the sites is really large enough to accommodate this particular use and other means should probably be found.

Recommendations

Community Benefits

A couple of sites (one an allotment, the other a former allotment) are now being used in a way which might be considered slightly unconventional, and we feel that the situation with regard to these areas should be monitored. The allotment site at Paulet Place North has been let to a group of the surrounding households who maintain the majority of the site as an extension to their gardens, with most of the site laid to grass and various trees (mainly conifers) planted somewhat at random across the area. The extent to which this site might be accessible to all the surrounding residents is not clear, but it is well maintained and clearly the rental is contributing to the funds of the Allotment Holder's Association. The Allotment Holder's Association is of the opinion that their members should be allowed to use the allotments in any way they see fit, and at present we see no reason why the residents should not be encouraged.

The other site is Wykeham Place West, which in many ways has the appearance of what the Paulet Place site has the potential to become after several years. This site has not been officially used as allotments for many years, and the pathway which once provided pedestrian access to the site from Selborne Place has been closed for most of that time. The site is maintained by a group of approximately five local residents whose homes back onto the site, with two having a more major role. The residents took it upon themselves to maintain the site after it had become overgrown and full of rubbish, and over a period of ten years or more they have cleared away undergrowth and planted a large number of fruit trees and specimen plants from a nursery. The site has been subject to little in the way of formal planning and as a consequence could not be considered to offer much in the way of amenity space, although maintenance of the planting provides considerable recreation and enjoyment. The site is also considered to be a wildlife haven. The residents involved have put a considerable amount of time and resources into the creation of this space, and we see no good reason why they should not be encouraged to continue doing so.

In both cases, while the existing residents continue to look after these sites, and derive pleasure from doing so, we feel they should be allowed to continue doing so. However, if it is found that either of the sites had ceased to be maintained, we think that it would be perfectly reasonable to reconsider alternative uses for it. Whether this is some other form of recreational use available to the public at large or the further consideration of its development potential would be a matter to be considered at that time.

Traffic Calming

Suggestions for improving the traffic situation in Stanmore have been principally concerned with the perceived congestion of roads in the area, but there was also general concern expressed about the traffic calming in Stanmore Lane and the suggestion that it had a knock on effect to other parts of the area. A review of the specific type of hump used to slow traffic would please many who feel that they are too severe, but as to the suggestion of further schemes, the Highways department has made it clear that they have no intention of implementing any more projects in the area. This includes the conversion of streets to 'Homezones', and while we recognise that this approach would also offer benefits in terms of the overall streetscape, we accept the fact that their implementation would be prohibitively expensive for too small a gain and probably result in the loss of parking spaces.

In terms of positive suggestions, the most obvious was that local residents should be actively encouraged to drive with more care and obey the speed limits. Such a clause could certainly be included within a Neighbourhood Agreement, although clearly its value can only be measured by the extent to which it is adhered to. It was also suggested that greater speed restrictions could be imposed in the area, and we see no reason why this should not be implemented in order to provide additional reassurance.

Improved Parking

In terms of parking improvements, it has been made clear to us that the highways department will not consider the creation of new spaces other than to replace those lost through the demolition of garages and therefore the requirement for consideration of this issue is minimal. However, the creation of private spaces within front gardens would not be ruled out and it seems to us that in certain locations the creation of on-plot parking spaces would go a long way towards reducing the tensions surrounding parked cars. The principal issue restraining home owners from providing the necessary dropped kerb and hard standing is often cost, and we feel that in certain areas of high tension it would be advantageous to consider the provision of these facilities in order to make associated development more acceptable.

In relation to the most controversial area in Stanmore, around Cromwell Road, we feel that any measures to provide additional spaces would in any case be a very short term solution to the issue. Many of the households already have on plot parking, and still the road is heavily congested. Our opinion is that very serious consideration should be given to the introduction of a controlled parking scheme. While never likely to be popular, there is already a slight sway of public opinion in this direction, which we feel can only get bigger.

Conclusion

Conclusion

As has been discussed previously, while the level of unconditional support for the suggested masterplan for development was not high, we feel clear that the majority of residents were reacting against the issue of Supported Housing first and foremost, and that development per se was not the main issue.

Furthermore, almost a quarter of those questioned felt able to support the masterplan in whole or in part despite this, and nearly 40% believed that some of the affordable housing needed in Winchester should be built in Stanmore. In the circumstances we feel that this represents a relatively high level of support for the suggested masterplan.

Where reasons were given for a lack of support they generally reflect a reticence on the part of residents, who felt that they were not in a position to commit themselves without more detailed information. Some of these comments related to the detailed designs of new housing, while others looked for categorical assurances in relation to such issues as the provision of additional parking spaces or improved community facilities. In all cases, these are matters which remain to be discussed in the future, and it seems clear that the most important means by which a greater number of residents might be encouraged to support the proposals is through their inclusion in the on-going decision making process.

The other key issue concerns the type of housing which will be provided and especially its tenure type. Residents have consistently stated that any new housing should fit in with the existing homes, and this means in terms of both density and building heights. Stanmore is not currently a particularly high density area due to the large gardens which were provided for the original housing, so it is clear that the pursuance of current government recommendations is likely to produce a significantly different overall form of development which will include a greater number of flats compared to individual family homes. Therefore, particularly close attention should be paid to the small garage sites, where the potential for the appearance of over-development is strongest and where residents will feel most threatened by over-dominant and insensitive buildings.

With regard to the tenure of new development, residents have been clear that they will only accept new "affordable" housing in Stanmore, with the expectation that this should be available to local people in housing need. However it is also abundantly apparent that this term means different things to different sections of the community and we feel it could be extended to cover a wide variety of tenure types. Among council tenants for instance there has been some concern that any housing provided for rent by a Housing Association would not prove 'affordable' to any of their families due to the higher rents which the Housing Associations charge. While we see no obvious solution to this issue, the situation may well change over time and we feel that the best way to deflect from this issue is to ensure that there are also other tenure types included in the mix.

In particular shared ownership properties might offer a desirable opportunity for existing tenants to purchase their own home and thereby free up existing council properties for the next generation. These types of properties might also prove popular with existing private home owners in the area and counter some of the prejudicial opinions that exist towards Housing Association properties in some sections of the community. At the top end of the scale, we even envisage that there would be support for homes for outright sale in some areas, if they could be shown to be at a significantly lower cost than the average open market price for equivalent homes in the rest of the city.

In the final analysis though, what seems to be most important to the residents of Stanmore is that any new development does not destroy the inherent character of the existing area. The people of Stanmore are proud of their prize winning estate, and are loath to see the addition of new development which will substantially alter its appearance with no obvious gain to the existing residents. We believe that this should be seen by developers as a challenge - to emulate the successes of the past, by creating contemporary, prize winning architecture which complements and enhances the existing homes.

However, this should not be without consideration of the important community benefits which must also be delivered to the residents. New development is an opportunity to strengthen existing community ties and investigate ways in which the different sections of the community, both new and old, can be drawn closer together through the implementation of some or all of the suggested projects.

Appendix A - General Development Guidelines

Intent of Brief

The purpose of this brief is to provide guidance to the prospective developer and architect in the preparation of development proposals for the approval of Winchester City Council. It is recommended that consideration be given to each of the following points which represent the Council's design objectives for the site. However, this document should not be considered a substitute for detailed discussions with the local planning authority.

Reference Material

Development of the site is required to be compliant with national planning policy and incorporate best practice in urban design, construction and energy efficiency as set out in the following publications:

- PPG3
- PPG13
- Places Streets and Movement (companion guide to Design Bulletin 32)
- Secured by Design
- Lifetime Homes

Architectural form

Sites should be developed at a density of between 200 – 250 habitable rooms per hectare which is in keeping with government aspirations for the creation of more sustainable settlements.

The architectural form should be appropriate to Stanmore and respond to site specific analysis. Standard house types would not be deemed acceptable and Winchester City Council would expect designs to be original and innovative taking into account the residential and environmental context. The developer should specifically aim to produce house types which minimise overlooking of the surrounding homes and their gardens.

Building Performance

Winchester City Council wishes to see good quality, sustainable homes built in all residential developments and to this end requires validation of the environmental performance of each project.

Each dwelling will be required to achieve a rating of "Very Good" on the ECO Homes Scheme. To this end, developers are encouraged to seek advice at the briefing stage from a registered BREEM assessor or specialist. Validation of the ECO Homes "Very Good" certification will be required at design stage, as well as at Post Construction Review to confirm the completion of the building to the specified standard.

The investigation of modern and innovative construction methods will be encouraged, including off-site manufacturing. Developers should liaise with the Housing Corporation at an early stage to confirm their preferred construction methods.

Appropriate materials and detailing

The materials and detailing of the new homes should be sympathetic and appropriate to the character of Stanmore. The building designs should employ simple and modern detailing, with high quality natural materials.

Winchester City Council expects a high quality development which utilises materials which are environmentally sustainable i.e. timber products rather than upvc.

Suggested car parking standards

A maximum of 1.5 car parking spaces should be provided per household in accordance with current government requirements outlined in PPG3.

Design layouts should seek to locate parking spaces in a safe and convenient way. Developers should liaise with the Highways Authority to confirm they are satisfied with the arrangement and number of spaces proposed.

Landscaping / open space

The developer is expected to fund all the landscape works within the development sites and must provide a detailed landscaping scheme.

The developer is required to appoint a qualified landscape architect to prepare landscape proposals for the scheme. The landscape architects will be required to provide a detailed design and supervise the implementation of the landscaping scheme through to construction.

Hard landscape works are to be durable and the locations of surface finishes are to have a co-ordinated appearance. Paving materials should be of a high quality and chosen to coordinate with the building materials. The selection should provide interest and variety and require minimal maintenance. Their type colour and specification will need to be approved by the local planning authority as well as the highway authority.

Soft landscape work will be an important factor in the quality of the environment of the development and should be considered at the initial design stage in coordination with the overall scheme layout. Generous levels of tree and shrub planting are to be allowed for in the design, in particular to boundaries shared with existing dwellings.

Car parking areas are to have an attractive soft landscape character. Areas of planting should be juxtaposed with areas of paving.

All efforts should be made to retain any existing trees identified in the analysis of the development sites and a full assessment of these existing trees should be made in consultation with the Local Planning Authority.

In addition many of the development sites are surrounded by existing mature trees and it is essential that these trees are protected during construction.

Statutory Services

Searches are to be undertaken for all statutory services and the exact locations confirmed on site prior to the start of any development. The locations of major services have been indicated where known but it is the responsibility of the developer to make their own thorough examinations and enquiries.

Safety and Security

In the interests of safety and security all developers are advised to liaise with the Police Crime Prevention Design Advisor in order to incorporate strategies for designing out crime in any development.

Archaeological Considerations

The developer should take into consideration the possibility of archaeological material being situated on site prior to design development. Any discovery of archaeological material revealed during site works is to be immediately reported to the Local Authority.

Accuracy Disclaimer

Every care has been taken to ensure the accuracy of the information contained within this development brief. However, it should not be relied upon and all critical pieces of information should be confirmed with the relevant party.

Conclusion

Appendix B - Individual Development Briefs: Cromwell Road East

Site Area

Approximately 0.23 hectares.

Site Location

The site is located at the rear of numbers 96 to 112 Cromwell Road and the access point is between numbers 112 and 114. This access is currently pedestrian only. The site is surrounded by the rear boundaries of the homes along Cromwell Road as well as the homes along Sleeper's Hill.

Context

The site is bounded to the south and west by two storey, terraced and semi-detached homes and shops, constructed in red brick and typical of the architecture of lower Stanmore. To the east of the site is Airlie Place, a sheltered housing development constructed in the 1950's or 1960's and consisting of terraced bungalows and a two storey block of flats. To the north of the site lie large detached homes, some of which retain extensive private gardens.

Access

Pedestrian access to the site is obtained from Cromwell Road, via a gap between the side boundary of 112 Cromwell Road and the rear fence line of the bungalows in Airlie Place. There is currently no vehicular access to the site.

Overlooking

The surrounding homes to the south and west overlook the site from their rear windows and this is generally from some distance due to the relatively long gardens of these homes. However, the bungalows on the eastern edge of the site are considerably closer and have a more significant impact on the site and in particular the existing pedestrian access. The homes on the northern edge of the site are situated at a considerable distance from the boundary and also behind a belt of mature trees. The majority of homes have relatively robust close-boarded fencing or hedges to their rear boundaries, although some currently rely on low chain link fencing which does not provide effective visual privacy.

Topography

The site is essentially flat.

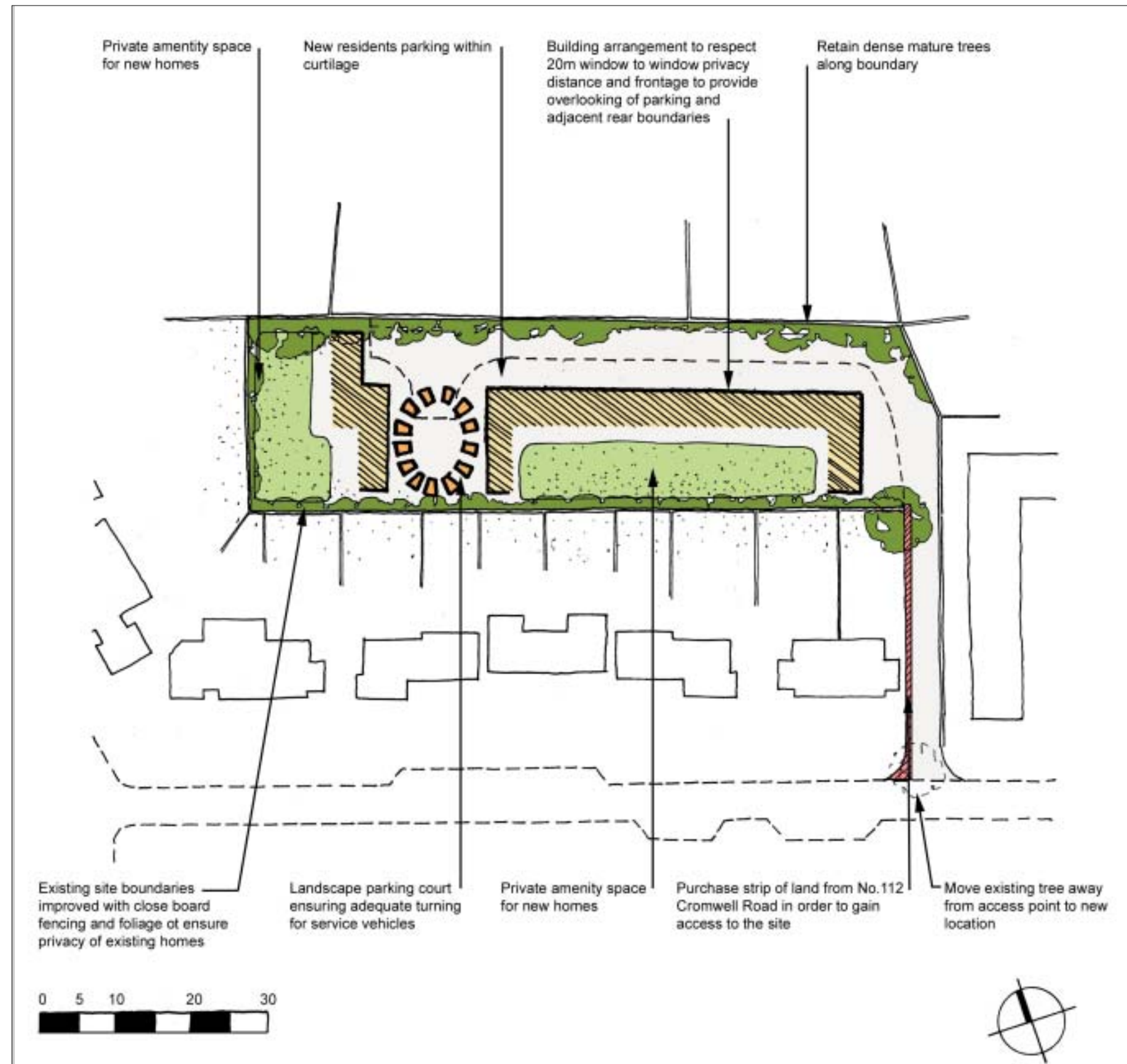
Landscape features

There are a number of existing mature trees around the boundaries of the site, some of which would be considered important locally. The most significant tree associated with the site however, is the large mature specimen which is located on the corner of Cromwell Road directly in front of the entrance into the site.

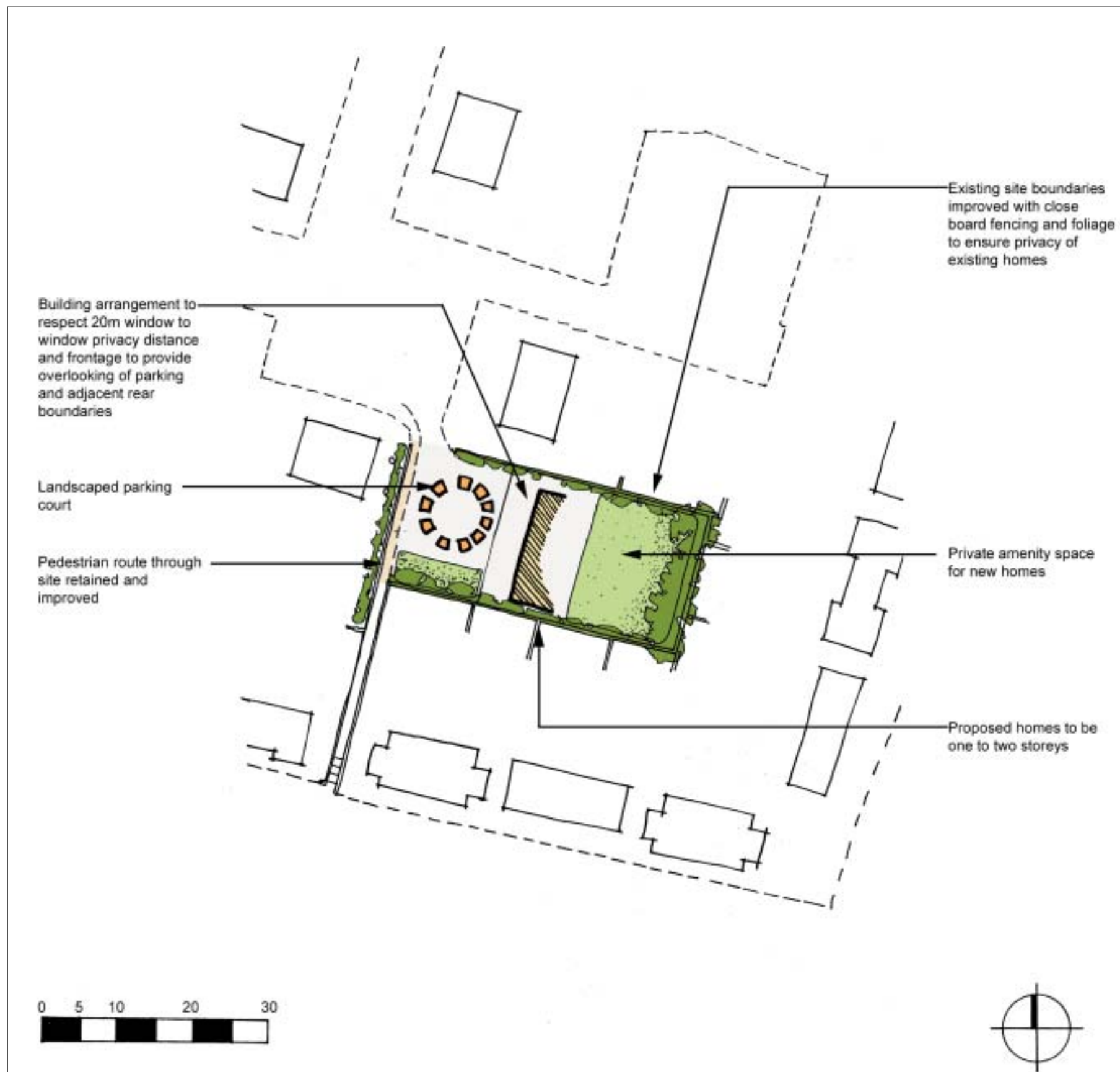
Suitable form of Development

Development of the site will require the current access to be widened by the inclusion of a strip of land from number 112 Cromwell Road. The development should be restricted to one to two storeys and create well overlooked parking areas both in curtilage and in a landscaped court. Development on the site will need to take into account the significant mature trees along the northern boundary of the site.

Due to the shallow depth of the site and the distance of new homes from the southern boundary, it is recommended that the developer should specifically aim to produce house types which minimise overlooking of the surrounding homes and their gardens.



Appendix B - Individual Development Briefs: Drayton Street South

**Site Area**

Approximately 0.073 hectares

Site Location

The site is located at the rear of the south-east corner of Drayton Street and accessed between numbers 4 and 6 Drayton Street. It is surrounded on all four sides by rear garden boundaries of existing homes.

Context

The homes surrounding the site are typically two storey, terraced and semi-detached homes, constructed in red brick and typical of the architecture of the middle phase of development of Stanmore in the 1930's.

Access

Vehicular access to this site is obtained from Drayton Street, via a relatively narrow roadway, which enters the site at the north western corner. An existing public footpath runs along the western edge of the site and provides a route between Drayton Street and Stanmore Lane.

Overlooking

There is no significant overlooking of the site from the homes on the east and south of the site, although their gardens are shorter than average in this area. The home to the north of the site is much closer however, and has a number of windows which directly overlook the site. The home to the west of the site is similarly close, with overlooking windows, but is presently mostly screened by existing mature planting that is situated on the boundary between the site and the adjacent public footpath and also on the properties own boundary. Both of these properties are also raised above the site and as a consequence have a significant influence on the western end of the site. The majority of the site boundaries are taken up with garages at present, although on the eastern side there is a low brick wall which protects a drop to the gardens of the neighbouring homes, and this would need to be significantly reinforced in order to protect the privacy of the lower homes.

Topography

There is a gentle slope across the whole site from the north western corner down to the south east.

Landscape features

The only significant landscape features are the mature tree and hedge which form the boundary between the site and the public footpath on the western side.

Suitable form of Development

It is recommended that a development of one to two storeys is appropriate for the site. It is important that there is adequate overlooking of the adjacent spaces due to fact that a number of the surrounding houses rear boundaries will remain exposed. The first glimpse of the site will be the parking courtyard and thus it is important that the landscaping of this courtyard is of the highest quality.

Conclusion

Appendix B - Individual Development Briefs: Drayton Street North

Site Area

Approximately 0.068 hectares

Site Location

The site is located at the rear of numbers 2 and 3 Drayton Street and is accessed in between these two dwellings. It is surrounded on all four sides by rear garden boundaries of existing homes.

Context

The homes surrounding the site are typically two storey, terraced and semi-detached homes, constructed in red brick and typical of the architecture of the middle phase of development of Stanmore in the 1930's.

Access

Vehicular access to this site is obtained from Drayton Street, via a relatively narrow but straight roadway, which enters the site at the south western corner.

Overlooking

There is no significant overlooking of the site from the homes on the north, east and west of the site, although their gardens are shorter than the average in this area. The home to the south of the site is much closer however, and has a number of windows which overlook the site at an oblique angle. The majority of the site boundaries are taken up with garages at present, and although there appears to be planting behind many of them it is likely that new boundaries would need to be provided. The boundary to the north of the site is well defined by mature planting, but that to the south is weak, with a low chain link fence and an immature conifer hedge. The potential for overlooking of the gardens behind this boundary would need to be considered carefully.

Topography

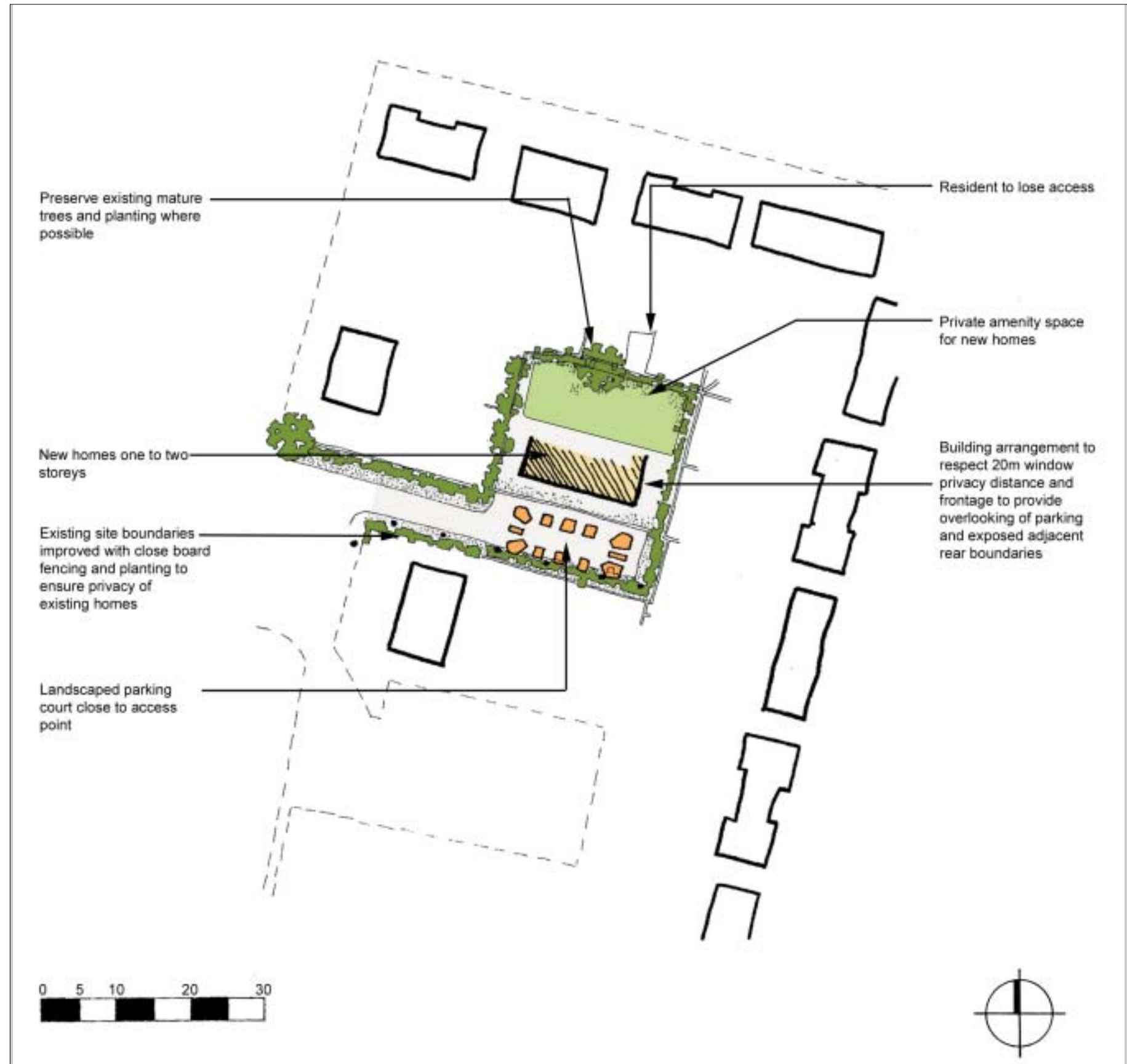
The site is essentially flat, although the roadway giving access from Drayton Street slopes down slightly towards the site.

Landscape features

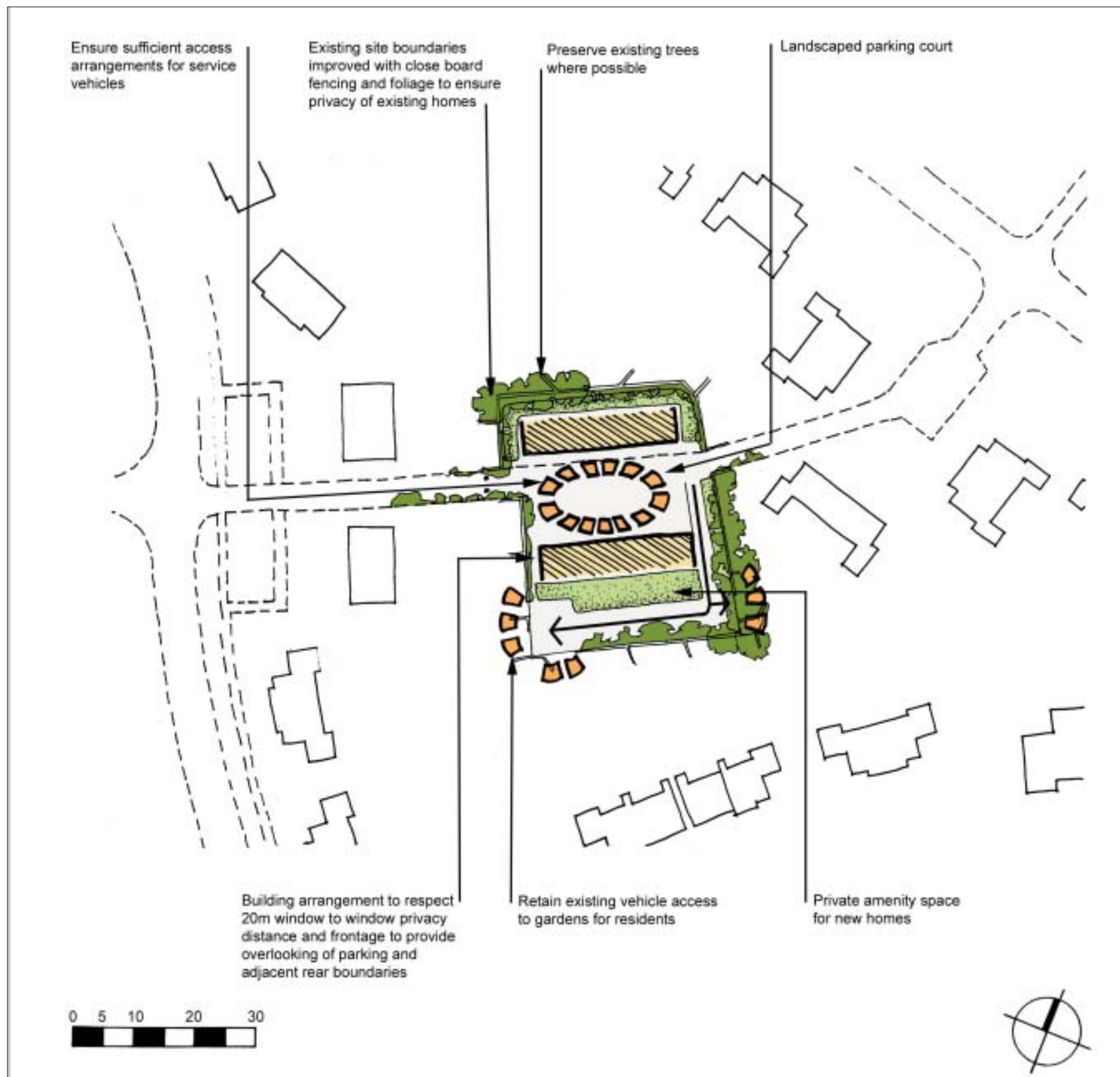
There are no significant natural features on the site, although there are a number of large, semi-mature trees around the edges of the site.

Suitable form of Development

It is recommended that a development of one to two storeys is appropriate for the site. It is important that there is adequate overlooking of the adjacent spaces due to the fact that a number of existing houses rear boundaries will remain exposed. The first glimpse of the site will be the parking courtyard and thus it is important that the landscaping of this courtyard is of the highest quality.



Appendix B - Individual Development Briefs: Fox Lane / Stanmore Lane

**Site Area**

Approximately 0.14 hectares

Site Location

The site is situated behind Stanmore Lane and Fox Lane. It is accessed by vehicle from between numbers 136 and 138 Stanmore Lane. The vehicle through route is currently blocked with bollards and access is pedestrian only from Fox Lane. The site is surrounded by rear boundary fences of the neighbouring homes, some of which gain vehicle access to their gardens via the existing parking court.

Context

The homes surrounding the site are all two storey, brick built houses constructed the late 1940's and early 1950's. The majority are red brick with the cottage like aesthetic of the average Stanmore home, while the two sets of houses which stand to either side of the access into Fox Lane are constructed in yellow brick and are much more modern in appearance.

Access

Vehicular access to this site is from a small square which is accessed from Stanmore Lane. There is also a roadway which connects with Fox Lane, but this has been blocked to vehicular traffic by the introduction of a pair of bollards which could easily be removed if required.

Overlooking

The site is overlooked on all sides, but most significantly from the housing to either side of the two access points, whose gardens are considerably shorter than those of the other neighbouring properties. However, the boundaries of these properties are generally fairly robust, being constructed of close boarded fencing and reinforced with hedges and trees. The boundary to the southern edge of the site is much less satisfactory, being largely low chain link fencing with a little scrubby planting.

Topography

The site is essentially flat, although the ground slopes down to the south beyond the boundaries of the site.

Landscape features

The only significant landscape feature on the site is the large clump of trees and shrubs which sits in the middle of the site. We believe that this largely consists of Buddleias and therefore, while of value to the local insect population, not of significant long term benefit to the area in general. There are however, a number of large trees in the gardens surrounding the site.

Suitable form of development

It is recommended that a development of one to two storeys is appropriate for this site. Particularly applicable would be mews type houses which allow for narrow single aspect south facing dwellings which could possibly have parking on the lower ground floor. It is important that there is adequate overlooking of the adjacent spaces due to the nature of the site and that many of the existing houses rear boundaries will remain exposed if their vehicular access is to be maintained.

Conclusion

Appendix B - Individual Development Briefs: Minden Way / Chatham Road

Site Area

Approximately 0.074 hectares

Site Location

The site is situated to the rear of houses along Chatham Road and Minden Way, it can be accessed between numbers 43 and 45 Minden Way. There are additional garages located adjacent to the site accessed between numbers 41 and 43 Chatham Road.

Context

The homes surrounding the site are all two storey, brick built houses constructed the late 1940's and early 1950's. The majority are red brick with the cottage like aesthetic of the average Stanmore home, while the two sets of houses which stand to either side of the access into Fox Lane are constructed in yellow brick and are much more modern in appearance.

Access

Vehicular access to this site can be obtained from both Minden Way to the west and Chatham Road to the east via the site containing the five garages. The Minden Way access is quite narrow, but we consider that there is scope to improve this.

Overlooking

The only potential overlooking problem with the site concern the homes to the south west which have shorter than average gardens and are angled at 45 degrees to the site boundary. The homes to the west of the site are significantly raised above it, but have robust, close board fences reinforced with planting which tend to reduce their visual impact on the site. The majority of the site boundaries are taken up with garages at present, although some of the garden boundaries on the eastern side of the site are weak and consist of chain link fencing and small hedges.

Topography

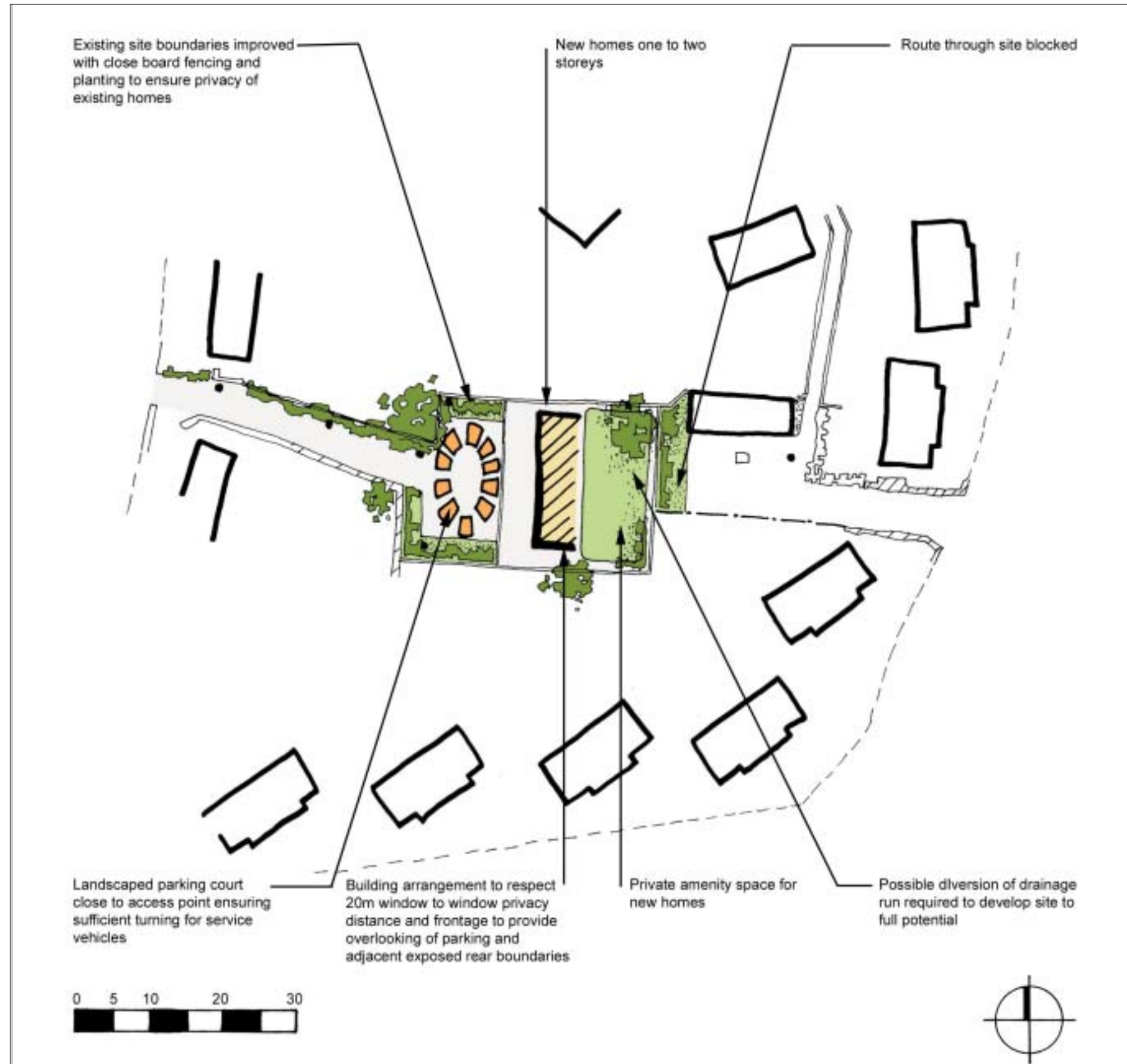
The site is essentially flat, but the access roads rise quite steeply to the west and fall more gently to the east.

Landscape features

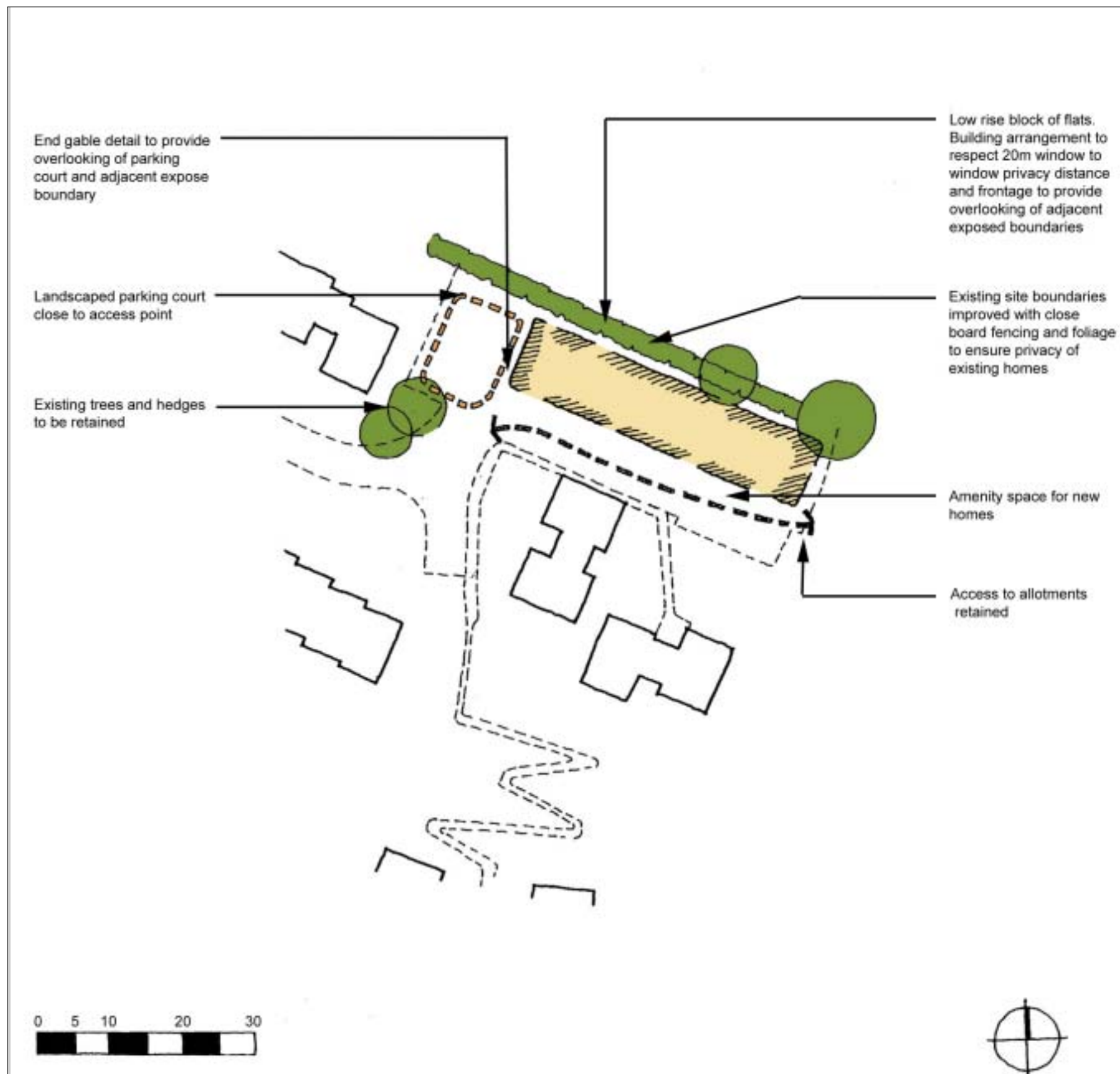
The only significant landscape feature is the planting around the edges of the site, particularly that around the access road to the west.

Suitable form of Development

It is recommended that a development of one to two storeys is appropriate for the site. It is important that there is adequate overlooking of the adjacent spaces due to fact that a number of the surrounding houses rear boundaries will remain exposed. The first glimpse of the site will be the parking courtyard and thus it is important that the landscaping of this courtyard is of the highest quality.



Appendix B - Individual Development Briefs: Thurmond Crescent east

**Site Area**

Approximately 0.12 hectares

Site Location

The site is located at the end of Thurmond Crescent on the northern side of the turning head.

Context

The homes to the south and west of the site are three storey houses and flat blocks, constructed in the 1960's or 1970's and built of buff and brown coloured bricks with large windows and shallow pitched roofs. These buildings do not reflect the character of the rest of Stanmore, and Stanmore residents generally consider them to be out of place, particularly considering their elevated position. To the north of the site, but set well back from it, are the large detached houses of Sleeper's Hill, which exhibit a variety of styles.

Access

Vehicular access to this site is obtained from the turning head at the end of Thurmond Crescent which enters the site at the south western corner. This site also provides vehicular and pedestrian access to the adjacent allotments.

Overlooking

Most of the surrounding buildings do not have any windows overlooking the site, although to the south there is a block of flats at some distance whose windows face north and will need to be considered. Because of the fall of the land this block is approximately two storeys below the level of the site, and consequently the protection of its amenity will be a more significant factor than the restriction of development on the site. The homes to the north are in excess of 60 metres from the site boundary and consequently their contribution to overlooking of the site is minimal, although where the planting along the boundary is weak, the additional elevation of these properties is noticeable.

Topography

The site slopes quite significantly from the north western corner down to the south east.

Landscape features

There are no significant natural features on the site, although the hedgerow to the north of the site contains several mature trees which form an important part of long range views from around the area.

Suitable form of Development

In any development the parking should be located close to the access point of the site so that whilst vehicle and pedestrian access is maintained for the adjacent allotments the access road can be minimised and the new homes can benefit from a relatively private south facing amenity area. The new homes could be up to three storeys. The openings should be carefully designed so as to minimise the overlooking of adjacent properties.

Conclusion

Appendix B - Individual Development Briefs: Woolford Close

Site Area

Approximately 0.043 hectares

Site Location

The site is located at the top of Woolford Close adjacent to the Thurmond Crescent play area.

Context

The homes surrounding the site are three story flat blocks built over garages, which were constructed in the 1960's or 1970's and built of buff and brown coloured bricks with large windows and shallow pitched roofs. These buildings are particularly disliked by many residents in Stanmore, and more than any others accused of blighting the Valley. To the west of the site is the Thurmond Crescent play area.

Access

Vehicular access to this site is directly from the turning head at the end of Woolford Close.

Overlooking

The site is not directly overlooked by either of the building which are immediately adjacent to it, however other parts of the courtyard arrangement do overlook parts of the site. Due to the fact that the land to the west of the site is raised, users of the Thurmond Crescent play area can look down onto the site and the houses at the top of Thurmond Crescent have long distance views into the site.

Topography

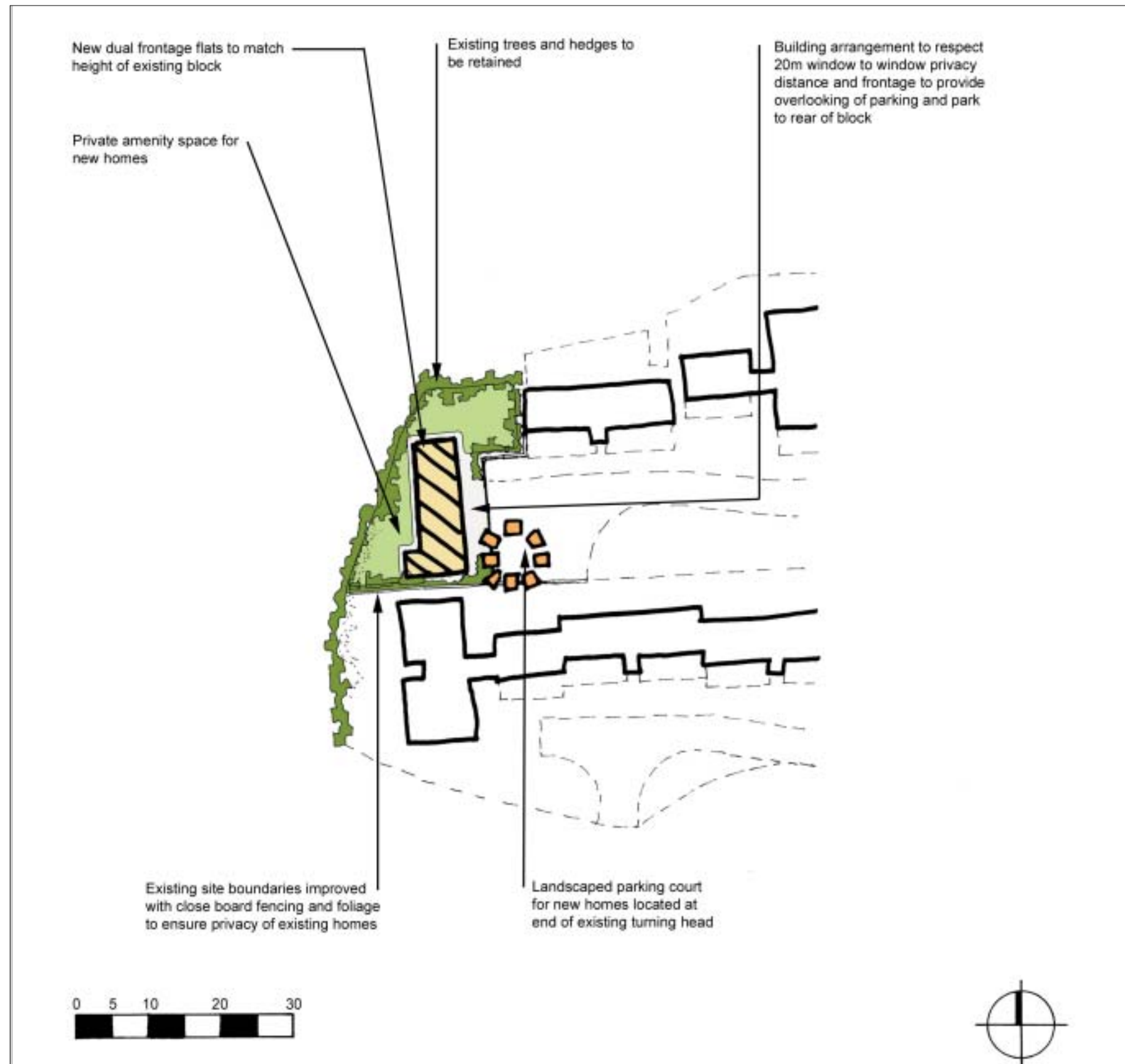
The site is essentially flat over most of its width, but rises steeply to the north and west towards the edge of the site.

Landscape features

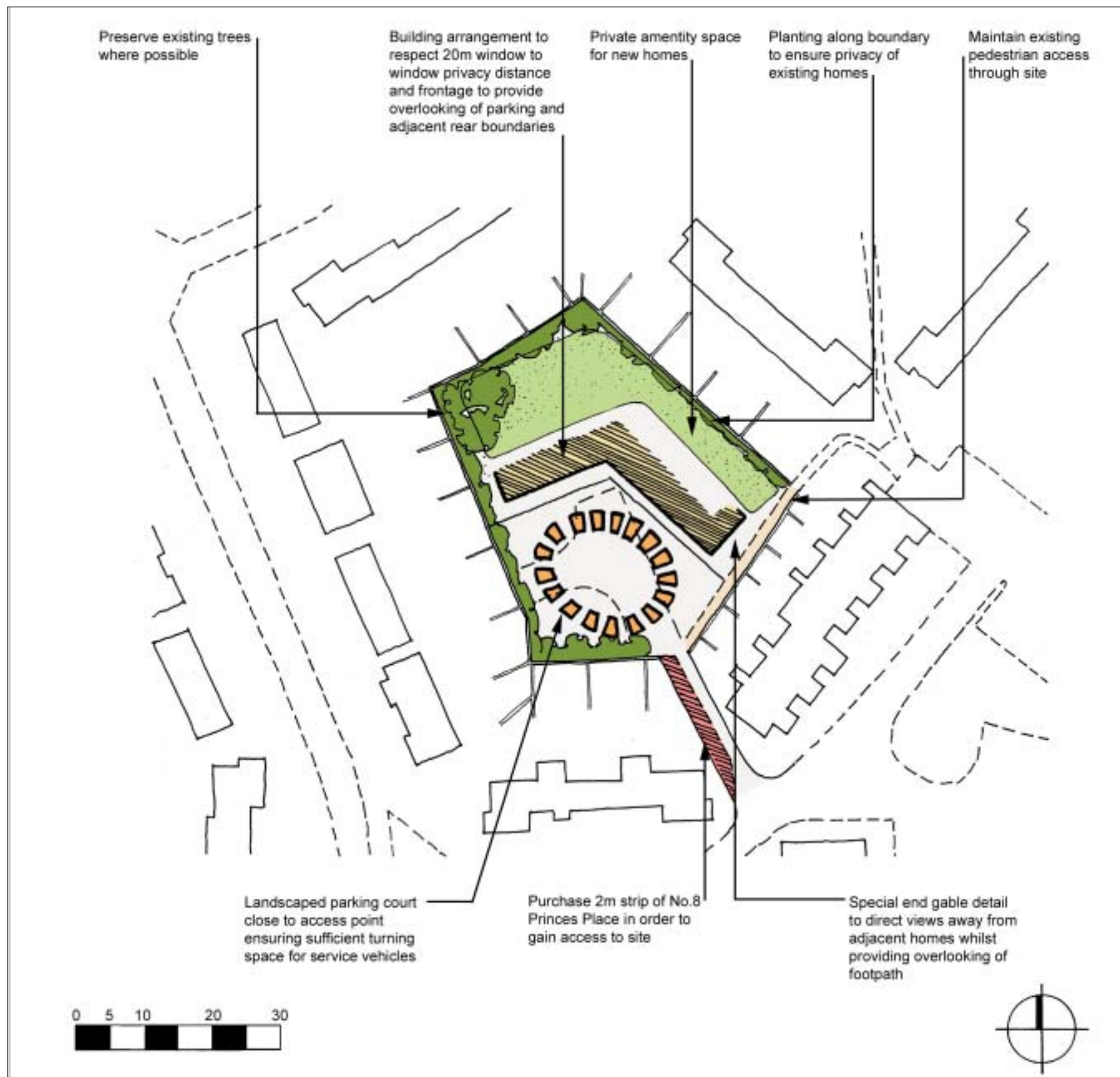
There are no significant landscape features on the site, however a foul sewer runs across the site between the two blocks of garages and a suitable easement will need to be allowed for.

Suitable form of Development

It is recommended that a development of up to four storeys to match the adjacent flat block is appropriate for this site. The recommended form of development is flats which are double fronted so as to provide an attractive view from the Thurmond Crescent recreation area and also to provide overlooking of the open space.



Appendix B - Individual Development Briefs: Princes Place

**Site Area**

Approximately 0.18 hectares.

Site Location

The site is located to the rear of houses along Stuart Crescent, Kings Avenue, Princes Place and Kingsley Place. There is currently only pedestrian access to the site either from Princes Place or Kingsley Place.

Context

The site is surrounded to the north, south and west by two storey, terraced and semi-detached homes, constructed in red brick and typical of the architecture of lower Stanmore. The eastern edge of the site has been infilled with a terrace of two storey homes in the 1970's or 1980's. These homes are constructed in brick, but are narrower than the older properties that surround the rest of the site.

Access

There is currently no vehicular access to this site. Pedestrian access is from Princes Place via two pathways that pass between garden fences on both sides. Some of the surrounding homes have, or have had, direct access to the allotments through their back gardens.

Overlooking

The surrounding homes overlook the site from their rear windows, but in the case of the older properties this is from some distance due to the long gardens of these homes. However, the newer homes to the east of the site have much shorter gardens, and as a consequence overlooking from these homes is much more significant to the site. The majority of homes have relatively robust close-boarded fencing or hedges to their rear boundaries, although some currently rely on low chain link fencing which does not provide effective visual privacy.

Topography

The site is essentially flat, with a slight slope down towards the south-eastern corner.

Landscape features

Due to the overgrown nature of the site it is difficult to analyse all the planting which exists, however, an old fruit orchard does exist in the south-western corner of the site. The existing allotment holder suggested that this might not be worth retaining though.

Suitable form of Development

It is recommended that a development of one to two storeys is appropriate for this site. Vehicular access will need to be created by the inclusion of a strip of land from the garden of number 8 Princes Place. It is possible on this site to create a high quality south facing landscaped courtyard which also incorporates parking for the new homes and adds interest for the pedestrian route through. Individual house types will be required to reduce the risk of overlooking.

Conclusion

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Appendix B - Individual Development Briefs: Diocese owned land adjacent to the Vicarage Garden

Site Area

Approximately 0.21 hectares

Site Location

The site is the combination of two sites, one site is currently part of the Vicarage garden and is located to the rear of properties numbers 5 to 15 Mildmay Street and 2 to 14 Eversley Place, the other site is accessed between numbers 12 and 14 Eversley Place, and provides a pedestrian right of way through to the valley.

Context

The site is bounded to the east, south and west by the rear gardens of two storey semi detached red brick houses typical to the architecture of Stanmore. Along the northern boundary of the site is the Vicarage Gardens next door to St Luke's Church. The area of land with the footpath traversing it from The Valley to Eversley Place has a number of mature trees. The types of rear boundaries to the surrounding homes are varied.

Access

There is no public access to the part of the site that currently the Vicarage garden, and pedestrian access only to the eastern section of the site.

Overlooking

The surrounding homes overlook the site from their rear windows, though this is reduced as most of the homes have relatively long gardens. The homes which are most likely to overlook any new development are numbers 12 and 14 Eversley place whose gable walls and gardens are parallel to the boundary with the site.

Topography

The site has a slight slope from west to east.

Landscape features

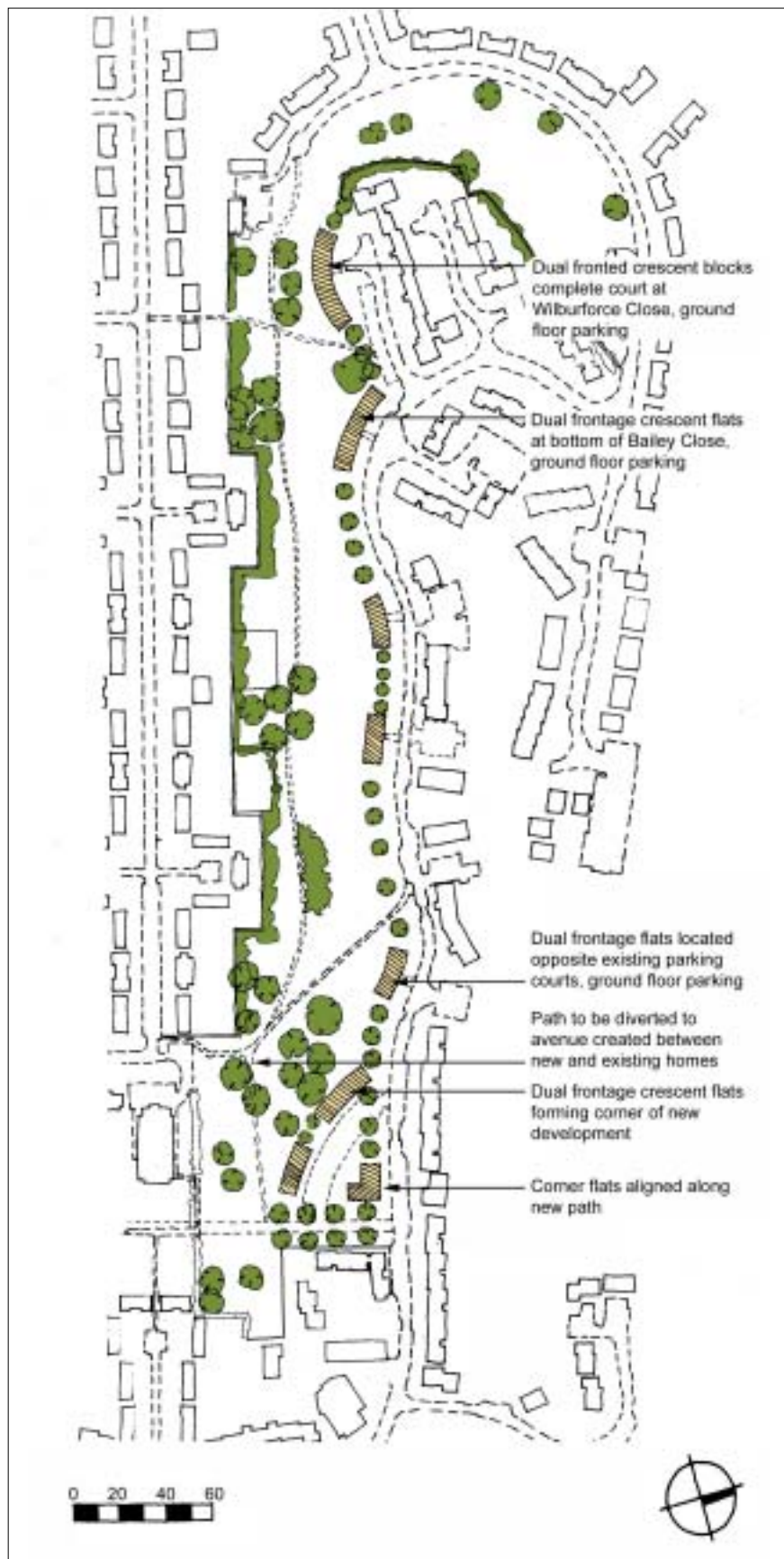
There are a number of existing mature trees and bushes around the site, which are important to the character of the site. Any development would require careful planning during both the design and construction phase to ensure the retention or relocation of any significant landscape features.

Suitable form of Development

Currently there have been only preliminary discussions with the Vicar of St Luke's Church during which he advised that the Church would be open to the idea of development of the area of the Vicarage garden as shown. Due to the fact the site is not owned by Winchester City Council a strategy diagram has not been prepared for the site and no public consultation has been undertaken on development options for the site.

It is recommended that the best solution for development is to create a vehicle access in conjunction with the development of The Valley site, at which point further analysis of the design options for the site and further consultation with both the residents of Stanmore and the Diocese can take place.

Appendix B - Draft Development Brief: The Valley



The Valley is a significant piece of open land currently protected under the Local Plan restricting development to small buildings for recreation purposes. In order for housing development to be allowed, there will need to be an alteration to this designation, which will have to happen through a future review of the Local Plan. Any proposed development will have to be preceded by a strategy for the addition of, or significant improvement to, the available open space for recreation purposes in Stanmore.

Site Area

Approximately 1.181 hectares

Site Location

The site is located along the periphery of open space known locally as The Valley. With a larger piece of land at either end adjacent to existing homes in The Valley Court and Wilburforce Close.

Context

The site is bounded to the south by the rear gardens of two storey semi detached red brick houses typical to the architecture of Stanmore. The boundary treatment to the south of the site varies greatly around the site with close boarded fencing, open wire fencing and tall hedges. At the north-east corner of the site is a relatively new courtyard development, which backs onto the open space with a minimal private area. To the north of the site is The Valley and on the other side of this road is a mixture of relatively new houses and flats. The flats are three full storeys with a raised ground floor interspersed with parking courts. This housing is of relatively low quality and relatively uninspired and unsympathetic to the context of the area. Around the north side of Wilburforce Close are some 1970's designed four storey flats. These flats which have ground floor parking, also do not respond to the architecture of Stanmore or add to the character of the area in a positive way.

Access

There is no formal vehicle access to the site, but maintenance vehicles can obtain access from any point on The Valley. The main Pedestrian points of access are from Battery Hill with paths leading to The Valley. There are a number of informal dirt paths across the site.

Overlooking

The homes to the south overlook the site from their rear windows, though this is minimised as most of the homes have relatively long gardens. The homes which are most likely to overlook any new development are those homes in The Valley Court accessed from The Valley, these homes are close to the boundary with the site and have little or no planting to screen the windows and also have chain link fencing which does not provide effective visual privacy. The existing flat blocks in Wilburforce Close have numerous windows overlooking the site and any development would have to take these into account.

Topography

The majority of the site slopes steeply from south (Battery Hill) to north (The Valley). The change in level is over three storeys in some parts. In addition there is also a large step up from the gutter to the site along The Valley Road.

Landscape features

There are a number of existing mature trees and bushes around the site, which are important to the character of the site. Any development would require careful planning of both the design and construction phase to ensure the retention of any significant landscape features.

Suitable form of Development

It is recommended that appropriate future development of the valley would be double fronted flats which could provide additional surveillance of the open space and define a well landscaped edge to the site along The Valley. These new buildings could be up to four storeys in some locations. Any new development should be placed to screen the existing parking courts of the flats opposite and to take advantage of the change in level of the site by having a raised ground floor with parking beneath the blocks. New buildings in Wilburforce Close opposite the existing flats should create a courtyard arrangement with the existing flats.

Any development should be located on the lower levels of the site to avoid blocking important views which can be enjoyed from the paths and existing homes at the top of the site. Development adjacent to The Valley Court could be located to create new vehicle access for the future development of the Diocese owned land adjacent to the Vicarage Garden.