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1 BACKGROUND

Introduction

- 1.1 The Study Area covered by this Local Area Design Statement does not have a name that clearly defines it from other surrounding areas. There is therefore a danger of some confusion over the appropriate name to be used for the area in question.
- 1.2 It is part of or adjacent to settlements that merge to some degree into each other, namely Headbourne Worthy and Kings Worthy. Although the Study Area is situated mostly within the parish of Headbourne Worthy, the Study Area is in fact contiguous with the built-up area of Kings Worthy. The Study Area is now separated from the rest of Headbourne Worthy by the A34(T), and because this forms such a strong dividing feature, it is no longer obviously part of that settlement.
- 1.3 Situated immediately to the east of Springvale Road, the Study Area has been termed Springvale Road (or to be more precise, the Springvale Road Study Area) for the purposes of this exercise, although it should be noted that other developed areas outside the Study Area are also situated along Springvale Road. (See Fig 1, Location Map).



Figure 1: Location Map

- 1.4 Local Area Design Statements (LADS) provide supplementary planning guidance that works within the framework of existing planning policy, as defined in central Government's Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) or in the Local Plan Review. However, LADS are intended to provide more particular guidance that addresses some specific planning issue; in this case infilling in an established residential area.
- 1.5 The Springvale Road Study Area is part of a wider built-up suburban area that was developed, in part, in a somewhat spacious low-density manner, including some relatively large and deep plots.
- 1.6 It is indeed the spacious, low-density nature of the Study Area that attracts developer interest in infilling. To date, there has been a limited amount of redevelopment, but it is nonetheless clear that there is real interest by developers to acquire options within the area with a view to more substantial residential infilling.
- 1.7 Importantly, in addition to market pressures in the south of England generally, the Government is proposing further substantial housing provision. It is seeking to do this with the least possible effect on open countryside and other 'greenfield' sites, concentrating in particular on the redevelopment of previously developed sites and increasing development densities within existing built-up areas.
- 1.8 Current Government policy (PPS3) recommends a national indicative development density of at least 30 dwellings per hectare, and larger residential properties in areas that are not subject to special controls are therefore coming under increasing pressure for redevelopment. Other issues and constraints aside, current Government policy therefore encourages what are likely to be some significant changes in established suburban areas such as Springvale Road.
- 1.9 The Springvale Road Study Area is defined in the adopted Winchester District Local Plan Review (2006) as an area where additional residential development will, in principle, be permitted. The policy to increase residential densities within Springvale Road and other existing developed areas is in line with Government guidance, County Structure Plan and Local Plan policies, as a means of achieving defined housing targets in a manner that makes the most efficient use of land.
- 1.10 However; the City Council is also mindful of the effects of such changes. It is aware of the concerns of many of the residents over the potential effects of increasing residential density, and it is anxious to ensure that the environment and welfare of Springvale Road are not incrementally diminished through a lack of strategic foresight. This aim is also in line with government guidance and Local Plan policies.
- 1.11 A concern of the planning authority is the eventual visual and character (as well as traffic) effects that uncoordinated individual and piecemeal developments could have. It is quite possible that many existing properties could be redeveloped over a relatively short timescale in a series of un-related and independent schemes of relatively high density. The eventual result could fly in the face of many aspects of good town planning and urban design practice, thus diminishing the overall quality of the Springvale Road environment.
- 1.12 In order to address the infilling issue, Winchester City Council appointed Matrix Partnership Ltd., urban design consultants, to examine four specific localities in the District where this is a particularly live and pertinent issue, one of which is Springvale Road. This Local Area Design Statement seeks to provide a balanced professional look at the issue, identifying the existing issues and situation, both on the ground and in planning terms. It seeks to identify the key urban design issues that are being faced through the increase in development densities by infilling and provide design-led guidance on how this process of change can be successfully managed.

VILLAGE DESIGN STATEMENT

- 1.13 In 2006 a Village Design Statement (VDS) was adopted for Kings Worthy and Abbots Worthy, and the Springvale Roads LADS Study Area is included within this larger area.
- 1.14 The VDS study covers a number of baseline topics for this wider area, such as historical background, topography and vegetation, much of which is relevant to this LADS study (this study seeks to avoid repeating topics already covered in the VDS). The VDS study also includes a range of Design Guidelines applicable to the wider settlement under the separate headings of landscape, built environment and movement.
- 1.15 This LADS study also produces a range of guidelines (as well as background studies), but these are more specific to the Springvale Road Study Area. Nonetheless the relevant guidelines of the VDS study are noted in this document, and it is possible to see that they are fully compatible whilst having a different scope of interest.

Planning policy background

- 1.16 An understanding of current planning policies and guidance is clearly important background for a Local Area Design Statement. This section briefly outlines some of the more relevant planning policies and identifies what bearing they will have on the Statement.

PPS1 DELIVERY OF SUSTAINABLE DEVELOPMENT

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

PPS 3 HOUSING

- 1.21 A new Planning Policy Statement 3: Housing has recently been published, following a consultation draft in December 2005. There are several aspects of the PPS which are relevant to Springvale Road, including:
 - ◆ One of PPS3’s objectives is housing should be well-designed and built to a high standard.
 - ◆ Local planning authorities should develop a shared vision with local communities of the type of residential environments they wish to see and develop design policies that set out the quality of development that will be expected (Paragraph 14).

- ◆ Authorities may set out a range of densities having regard, amongst other things, to the characteristics of an area. However, the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form (Paragraphs 46-51).
- ◆ Intensification of the existing urban fabric requires good design and more intensive development is not always appropriate. Successful intensification need not mean high rise development or low quality, and well designed schemes can enhance the quality of an area (Paragraph 49).

LOCAL PLAN POLICIES

1.22 The Winchester District Local Plan (1998) has recently been superseded by the statutory Winchester District Local Plan Review (2006).

1.23 The Local Plan Review emphasises the importance of a design-led approach to new development, and it is substantially through this process that densities can be increased whilst key features that contribute to the quality of the environment are to be identified and protected.

- Objectives of the Local Plan Strategy. Although development densities are likely to increase, considerable weight is placed in the Local Plan Review on a design-led approach to new development. The first Objective of the Local Plan Strategy requires that new development should follow such an approach in order to conserve and enhance the attractiveness of the District (paragraph 2.16). The subsequent text expands upon this theme, stressing the need for new development to respond to the particular characteristics of each site and reinforce local distinctiveness, and it makes particular reference to the Government companion guides “By Design” and “Better Places to Live” that demonstrate how these principles can be applied.
- Policy DP.1. This Policy requires that applicants need to demonstrate that relevant design principles have been followed through the submission of a Design Statement with each application. Emphasis is placed on design and sensitivity to the environment.
- Policy DP.3. In accordance with PPS3, Policy DP.3 requires the efficient use of land reflecting the Government’s development densities.

However the Policy reiterates the requirement for high quality design, stating that development proposals should respond positively in terms of design, scale and layout to the character, appearance and variety of the local environment. Also new development should not have unacceptable adverse impact on adjoining land, uses or property.

- Policy DP.4. This Policy requires that new development should maintain and enhance townscape and landscape including the retention of important public views, trees and hedgerows, open areas important to the townscape, and any other features important to the townscape.

The explanatory text includes specific comment on trees in relation to development. It requires that special care should be taken to ensure the future wellbeing of trees to be retained including canopy and root spread and space for future growth. It also states that “Proposals that could lead to subsequent pressure for removal, or the premature demise of trees, should be avoided” (Paragraph 3.33).

- Policy H.3. This Policy defines a settlement policy boundary for Kings Worthy, which the Study falls within (see Figure 2).

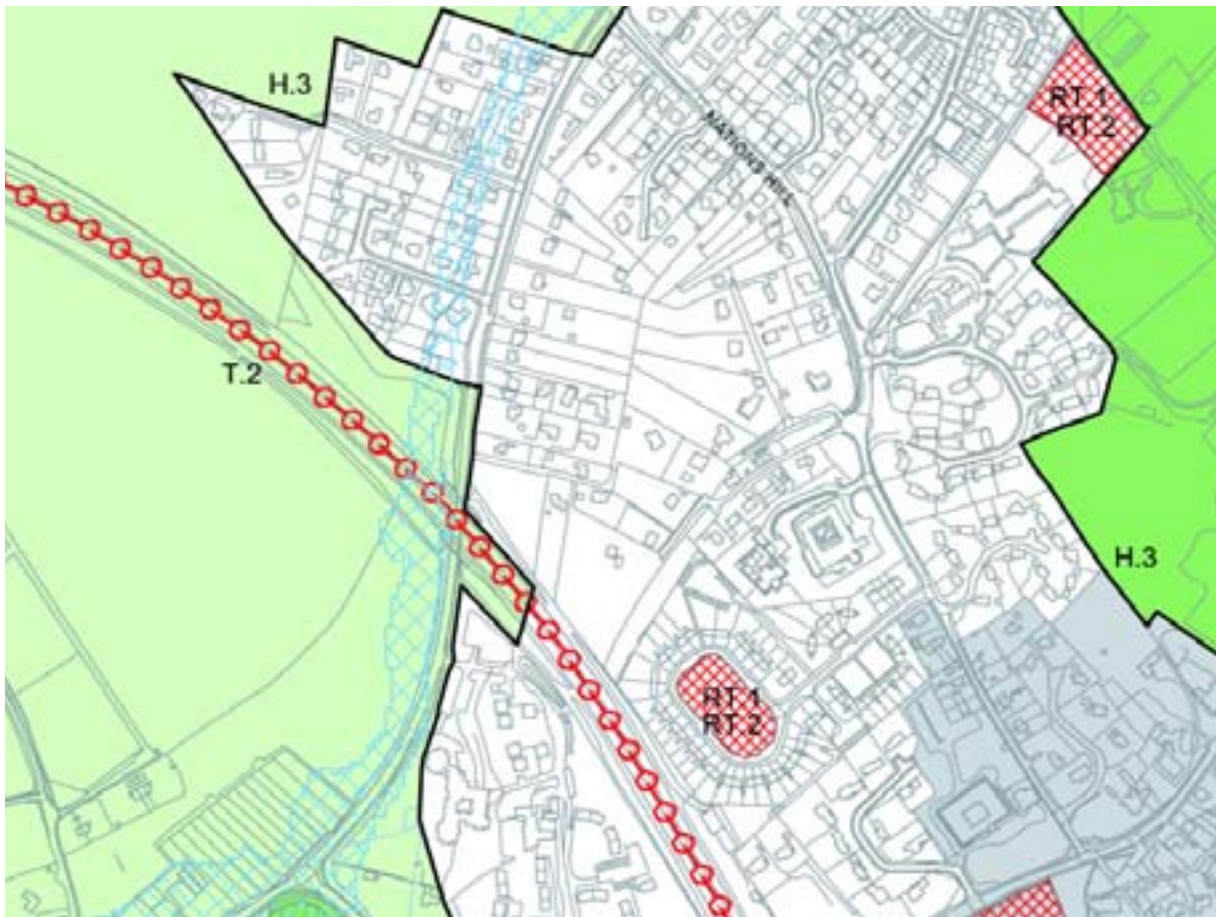


Figure 2: Local Plan Extract

- 1.24 In summary, it is noted that, whilst the former Local Plan’s Policy EN.1, that specifically protected the “spacious and well-treed” character of suburban areas has not been retained in the emerging Local Plan, and that the Local Plan Review embraces Government guidance on increased residential densities, there is also conversely greater emphasis on the designed approach to new development. PPS3 itself requires that, whilst efficient use should be made of development land, new development should be carried out without compromising the quality of the environment, with local character being both respected and enhanced.
- 1.25 New Policies in the Local Plan Review therefore enlarge upon this guidance, giving more specific guidance on the protection of characteristics and features important to both the immediate locality and the wider town or landscape setting.
- 1.26 One of the key tasks of this Local Area Design Statement must therefore be to consider the particular characteristics of this area and identify and evaluate their local and wider importance as a means of determining what is appropriate in terms of residential redevelopment. This requires a level of detailed consideration and sensitivity, and it is an integral part of this exercise that local residents and stakeholders should be involved in identifying those aspects that they consider to be of special value in defining their own environment. Once these characteristics and features have been identified, they effectively become the basis for defining constraints within which redevelopment can be carried out. Where the constraints inhibit the achievement of the Government’s recommended densities, then the extent of development areas will need to be more tightly defined or their overall density should be reduced.
- 1.27 In addition to the constraints identified within the local area, Government guidance and Local Plan proposals also rightly require individual schemes to show design flair and sensitivity that

responds to the unique context of each site, and the particular characteristics of an area should provide inspiration and direction for design solutions. Both PPS and Local Plan policies require that new development should not only respect local environments but also enhance them. This aspect of development control will lie to a very large degree outside the remit of the Local Area Design Statement, depending on the specific response of individual developers and architects. Although more general principles can and should be defined within the LADS, each individual application must also be assessed on its own design merits.

- 1.28 The analysis of the Springvale Road Study Area, to be found in the following chapter of this Statement, seeks therefore to identify, through Character Studies and Urban Analysis, the key features that give the locality its own distinct value and sense of place.

Historic background

- 1.29 The historic core of Kings Worthy is to be found adjacent to the 12th century church, immediately above the floodplain of the Itchen valley. It seems that the village remained at about the same size until the latter half of the 19th century when it began to increase substantially towards the north and west. Housing in the Springvale Road Study Area appears to date from the mid-20th century, although a small group of older properties is to be found on Mount Pleasant. This was formerly a drove road and one of the older houses was formerly a pub. However it is apparent that development has continued sporadically during the latter part of the 20th century up to the present time, including a small cul-de-sac development at St Nicholas Rise (1988) and some of the most recent being Aldersbrook and Rivendell above 161 Springvale Road.

Planning designation

- 1.30 Under the adopted Local Plan Review, Springvale Road is subject to policies that presume in favour of residential development at densities of at least 30 dwellings per hectare.
- 1.31 In the Local Plan all the open countryside to the west of the Springvale Road Study Area, is subject to countryside policies, which express a general presumption against future development, other than for agricultural or certain recreational uses.
- 1.32 Under PPS3, the reuse of previously developed land for housing is promoted with a national target of 60% identified. Local Planning Authorities are required to undertake 'sequential testing' as part of this process in which location and accessibility, existing infrastructure, the ability to build communities and physical and environmental constraints are identified as the criteria against which potential sites are to be assessed. Both the regional guidance 'A Sustainable Strategy for the South East' and the Hampshire County Structure Plan 1996-2011 have similar requirements for what are also termed urban capacity studies.
- 1.33 In response to this guidance, Winchester City Council undertook a study to identify the most sustainable locations for additional residential development that appeared as the Winchester District Urban Capacity Study of October 2001.
- 1.34 This document identified just 8 potential new properties within the Study Area. In the light of current Government guidance, as well as developer interest, this study now looks very out of date (for example a site of 0.65 ha at Meadowsweet at the southern end of Mount Pleasant was identified as likely to achieve just 2 additional dwellings, thus producing a development density of just 4.5 dwellings per hectare which is of course far below current Government recommended levels).
- 1.35 This LADS study however seeks to anticipate more realistic levels of development density in the light of current guidance.

2 ANALYSIS

Character

SETTING

- 2.1 The settlements of Kings Worthy and Headbourne Worthy are situated approximately 3km to the north of Winchester on the western side of the Itchen valley. Although separated from the main body of urban Winchester by less than 1km of undeveloped land, the settlement of Kings Worthy has become almost a suburban extension of the City.
- 2.2 Kings Worthy, with its 12th century church and other ancient buildings, was originally a small and independent community. However, during the 20th century it expanded far beyond its original boundaries, up and over the chalk downs to the north-west, so that today it forms a curiously shaped arrangement that at its furthest limit now reaches more than 2km from the original village centre. The form of the settlement is quite unrelated to the local topography and was probably influenced by its proximity to existing local roads and land ownerships, although its expansion to the north-west has clearly been contained by the London to Southampton main line railway.
- 2.3 The north-western part of the settlement, Springvale, is the most recent, dating substantially from the 1960s up to the present time, whereas the Springvale Road Study Area appears slightly earlier, dating from the 19th Century. As already noted, the locality has continued to evolve, with sporadic infill development.
- 2.4 Turning to the wider landscape setting of Kings Worthy/Headbourne Worthy, the landscape character of the rural area around Winchester has been classified in a Landscape Character Assessment, which supplements the Local Plan Review.
- 2.5 The principal topographical feature of the locality is the Itchen valley with its complicated system of watercourses and lush meadows which winds through the rolling chalk downs that are so characteristic of this part of Hampshire. However, the Springvale Road Study Area is well removed from the Itchen valley and relates to the landscape character area to the west that is classified as the Wonston Downs. The Study Area itself is situated on the upper and eastern side of a small dry chalk valley that branches off the main Itchen valley just to the south of Kings Worthy. The Wonston Downs are defined in the Landscape Character Assessment as being relatively low-lying chalk downland featuring arable farmland with medium to large fields and sparse woodland. The area is also described as a visually open and expansive landscape with long panoramic views over the downs.
- 2.6 Although the Springvale Road Study Area does not adjoin open countryside, the higher parts to the west enjoy some glimpsed views between foreground trees, mostly from private properties, towards fields and hedgerows on the far side of the valley. However the most notable public view is from the upper part of Nations Hill looking west. Travelling along this road, the motorist has a clear view along the road towards open country beyond before descending quite steeply towards a T-junction on Springvale Road that runs along the length of the dry valley.
- 2.7 The principal road in the locality is the A34(T). This busy dual-carriageway road branches off the M3 at Winchester and runs north to Newbury, the M4, Oxford and the M40 beyond. Situated on a substantial and heavily planted embankment where it crosses the Springvale dry valley, the A34(T) severs Headbourne Worthy immediately to the south from the rest of the settlement of which it would formerly have been a contiguous part. Travelling north along Springvale Road, the A34 bridge forms something of a gateway feature, although it is not so dramatic as the former railway bridge and embankment over Springvale Road something less than 1km to the north.

INTERNAL CHARACTER

- 2.8 The Springvale Road Study Area is of course contiguous with other suburban areas around it, although the A34(T) with its dense planting creates a strong visual boundary to the south. Otherwise it is defined by Springvale Road to the west, Nations Hill to the north-east and Mount Pleasant to the south-east. As such, it is a pleasant, if fairly unremarkable suburban area.
- 2.9 Its principal feature is the quite marked change in level from the north-east edge of the site at the top of Nations Hill, which is situated at about 67m aod, to the bottom of the valley at about 45m aod along which Springvale Road runs. As already identified, the change in level provides a number of partial views from properties in the Study Area, particularly from the higher eastern part as well as a clearer view down Nations Hill. The sloping ground also gives Springvale Road a somewhat contained character, and this sense is enhanced by the A34 bridge.
- 2.10 Houses in the Study Area are generally attractive, although not necessarily particularly memorable. Most houses are of modest size and of two storeys although there are also several bungalows.
- 2.11 The houses generally face onto either Springvale Road or Nations Hill, but they are mostly situated well back from the road with fairly consistent set-backs that are about 20-25m on Springvale Road and about 10m on Nations Hill. Secondary, internal frontages are found along the cul-de-sacs at Mount Pleasant, Mortimer Rise and St. Nicholas Rise.
- 2.12 Plots are for the most part very generous, extending back into the centre of the study area. A glance at a plan of the area reveals where some infilling of these long plots has already taken place, and the location of these is often identified on the ground by a long narrow driveway extending down the side of an existing property, giving access to the more recent development behind.
- 2.13 However many of the properties in the Springvale Road Study Area retain their original long plots unaltered, up to 140m in length, and it is clear that it is the potential for redevelopment that is attracting the interest of developers. The main area for potential change is therefore, for the most part, contained within the body of the area behind existing frontages that are already well established and defined.
- 2.14 Tree cover and vegetation generally is another important feature of the Springvale Road area. Although the Springvale Road Study Area is generally well treed, it nonetheless contains few visually significant trees. The most important group is situated between the turning off Nations Hill into Mount Pleasant extending along the road and continuing down the eastern boundary of Meadowsweet. Many of the trees, that include ash, sycamore and oak, are large mature specimens. Not only do they have a strong influence on their locality, but they are also important in contributing to the wooded skyline in wider views.



Figure 3: Tree Preservation Orders

2.15 Elsewhere the trees are generally smaller and less visually important. Nonetheless the extent and manner of vegetation in and around Springvale Road is an important feature that contributes positively to the overall impression of suburban and semi-rural leafiness. Situated on rising ground, the Springvale Road Study Area is visible in local views from the west, but the amount of tree cover across the area generally, including some well-established hedges, succeeds in losing built development during the summer months (and probably to a large degree during the winter months as well), creating the appearance of a semi-wooded hillside with occasional glimpses of houses.



Looking east down Springvale Road. During summer months the density of vegetation on either side of the road all but obscures forward views of the houses behind.

2.16 Another feature of the vegetation in the locality is the effect of trees and hedges in views along the principal roads, Springvale Road and Nations Hill. The relatively generous setbacks allow ample space for vegetation along the road frontages. In views looking along the length of the roads, the houses behind are substantially screened from view and the scene is principally dominated by vegetation. These effects are very beneficial in providing a generally leafy and mature setting. Unfortunately it is where roadside vegetation is lost,

notably at the Crest View development close to the allotments on Springvale Road, that the benefits of roadside vegetation are appreciated. Without the roadside vegetation the effect is rather hard and bleak and the overall quality of Springvale Road is diminished, even though the houses may be pleasant enough.



Looking west along Springvale Road. Note the loss of vegetation in front of the recent Crest View development in the foreground and the consequent change of character in the locality compared with the road beyond.

2.17 Another feature of the locality is the allotments situated on the east side of Springvale Road adjacent to the A34(T) embankment and bridge. The allotments have a generally open boundary to Springvale Road, and situated on rising ground they are a distinctive part of the local scene. Whilst allotments are not generally regarded as being of an particular landscape value, it is clear from comments received during the study that local residents generally value them both as a long-established part of the local scene and for their visual interest and amenity (it is understood that the allotments are currently fully occupied with a waiting list).



The allotments and A34 (T) bridge from Springvale Road. The allotments are a well-established feature and are generally valued by local residents. They also form a useful buffer against the busy A34 (T).



Travelling north - east along Springvale Road the A34 (T) bridge makes a notable 'gateway' feature on the southern edge of the Study Area.

- 2.18 The Springvale Road Study Area contains three principal cul-de-sacs, namely Mount Pleasant, Mortimer Close and St. Nicholas Rise. Each has its own distinctive character.
- 2.19 Mount Pleasant is typified by the belt of large mature trees already referred to. The track itself is narrow and hemmed in by vegetation that gives it a rather secret, undiscovered quality, and the informal nature of the road itself, the older, more particular style and form of the houses that front directly onto the track and the generally dense screening from other properties give it a surprisingly remote and semi-rural character. This is quite surprising in view of its location with development all around.



The established tree belt along Mount Pleasant is an important local landscape feature.



Mount Pleasant has a distinct local character. Care must be taken to ensure its quiet bucolic character is not adversely affected and that any nearby development is sensitive to its context.

2.20 Mortimer Close has a much more typical suburban quality, with a wider and more formal paved road. Houses are discrete as seen from the road and largely hidden from view. Of more particular interest are the occasional glimpses towards open country to the west.



Glimpsed views west to open country across the valley are a feature of houses along Mortimer Close.

2.21 In marked contrast to the other two cul-de-sacs, St. Nicholas Rise represents a small development typical of its period. The general effect is of a pleasing suburban environment supported by the considered design of the houses, the slope and the amount of vegetation. However, the open frontages make it very different in character from the more reticent effect of other older development around the Springvale Road locality.



Figure 4: Analysis Drawing

3 GUIDELINES

Introduction

- 3.1 Within its Local Plan categorisation as a defined built-up area, there is currently a presumption in favour of residential development within the Study Area at government guideline densities of at least 30 dwellings per hectare. However it should be remembered that Government guidance is also committed to preserving features of existing value and to creating quality environments.
- 3.2 As far as the Springvale Road Study Area is concerned, there are undoubtedly some highways issues associated with either creating new access points, or upgrading existing entrances to serve new development. However in this instance this issue seems unlikely to be a significant limiting factor on the redevelopment potential of the Study Area.
- 3.3 However this LADS study is principally concerned with the character effects of additional residential development and it seeks to provide relevant guidance appropriate to this location and its issues.

Access constraints

- 3.4 As far as road access is concerned, there are some character\landscape issues that are likely to constrain access options. For example, the southern part of Mount Pleasant with both its relatively tight building frontages and its attractive wooded character and informal track is likely to be unsuitable for anything other than the most minor upgrading and intensification of use if its intrinsic character qualities are not to be undermined. Relatively minor road upgrading works could have quite significant and damaging effects on the semi-rural quality of this setting.
- 3.5 Although detailed highways studies and proposals lie well outside the remit of a Local Area Design Statement, on Nations Hill itself the well established frontage of existing buildings appears to limit the options for new access points. Also there appear to be some sightline issues and other issues associated with new entrances relative to existing junctions and the steepness of the hill.
- 3.6 It would seem that Springvale Road offers a much more realistic opportunity for creating a new or upgraded access point into the Study Area. The engineering constraints appear to be somewhat less, although nonetheless there will be a character issue to be addressed concerning possible loss of roadside vegetation necessitated by any sightline improvements.

Principal Defining Features

- 3.7 In the light of the studies carried out, including the public consultation, the following qualities that might be termed the 'Principal Defining Features' of the Springvale Road Study Area have been identified, that give it identity, quality and sense of place. This list provides a useful summary of the principal characteristics of the area, and it is important insofar that it influences the recommendations in the subsequent Guidelines. A short list is also provided of those qualities that are NOT to be found in the study area.
- 3.8 As already noted, it has been found that the study area does not have any significant effect on surrounding areas or the wider setting of Winchester and that it does not have any particularly memorable features that give it a very strong sense of identity to the passing motorist. However it does contribute positively to the setting of Kings Worthy.
- 3.9 In particular, it forms an appropriate intermediate area between the historic centre of Kings Worthy and the extensive modern estates of Springvale to the north. It also contributes

appropriately to the semi-rural setting of both Springvale Road and Nations Hill.

List of principal defining features

- Suburban development in a quasi-rural environment;
- Relatively open, low-density development often set in large gardens;
- Overall effect of vegetation including both principal tree belts and the mass of smaller vegetation, generally including a framework of long-established hedges;
- Views west towards open country from Nations Hill;
- Houses set well back from principal roads (Springvale Road and Nations Hill);
- Several cul-de-sacs with individual characters, Mount Pleasant being the most sensitive in terms of historic environment, and the character of built form and vegetation;
- Individually designed houses of 1 or 2 storeys almost throughout. All of domestic quality or scale.

Features NOT generally present in the study area

- Flats, houses in multi occupation, courtyard development and other high-density residential developments;
- Any obvious community focus (i.e. any community facilities or open space, such as a green);
- No individual buildings providing a notable contribution to local identity or character;
- A footpath network (pedestrian permeability is poor, and access is almost exclusively restricted to roads).

Discussion of issues

- 3.10 It has been found that the external edges of development facing onto Springvale Road and Nations Hill form relatively well established and tight frontages. Unless existing dwellings are to be demolished and replaced, which does of course remain possible, it seems that the most significant change through redevelopment and residential infilling will take place within the central part of the Study Area, behind the existing frontages, where the large undeveloped garden plots are situated.
- 3.11 It would therefore seem that much of the effect of redevelopment will be potentially hidden from external public view.
- 3.12 However, the Study Area is situated on rising ground and it is therefore visible in part from Springvale Road in particular and from other residential areas and open countryside to the west. Development constraints do therefore remain relevant for this and other reasons.
- 3.13 Two of the most obvious questions that might be asked in relation to residential infilling in this area are, how much development might be accommodated within this area without unacceptably compromising its essential characteristics or 'Principal Defining Features', and what form should it take?
- 3.14 In answer to the first question, it seems clear that a study of this kind cannot produce a precise and defensible upper figure for future development. It seems that any such figure will be open to challenge when individual proposals come forward, as has already happened with the 2001 Winchester District Urban Capacity Study, and to provide a new figure could only add further uncertainty over this issue if and when individual applications subsequently exceed it.
- 3.15 This situation therefore places much of the onus on producing levels of development that are acceptable from a design and character point of view on individual developers and

architects, as well as the City Council, and even ultimately the Secretary of State in judging appeals. High levels of design and design assessment are necessary.

- 3.16 However, where this LADS study can, hopefully, be of real assistance is in providing guidance for all interested parties in identifying the character and design issues that must be responded to if quality environments are to be protected in accordance with Government policy.
- 3.17 This study therefore provides a number of Guidelines that seek to assist with the process of both protecting a sensitive environment and in achieving quality design and the best use of land.
- 3.18 The other question that was raised above is concerned with the form of future development. The most obvious danger is that relatively high density infilling might be out of character with the rest of the area with its large garden plots, generous set-backs from roads and limited height. In this instance the effect would be less apparent if the existing road frontages remain substantially intact since they will have a screening effect, but nonetheless this does remain a relevant issue.
- 3.19 The general approach presented in this study is that, whilst higher densities might be achievable within internal parts of the site, those aspects that relate to external views, including those from across the valley, and other constraining features, such as trees and established hedges, should be adequately protected and if necessary at the expense of redevelopment density. It should be noted here that the overall character of the area must be a prime consideration of any development proposal, avoiding dramatic and uneasy contrasts between high density redevelopments and larger undeveloped plots, especially where they are seen in external views.
- 3.20 The approach of gradual and sporadic infilling is certainly a feature of the Springvale Road area to date, and it is proposed that new development should retain something of this character. This can be done by using a reasonable diversity of building types (as opposed to standard house type estate development) and by retaining substantially the historic pattern of hedges and other vegetation in the area.
- 3.21 That said, it is appreciated that with the fairly limited access options into the central part of the study area, there is likely to be the need for a reasonable level of comprehensive planning in order to avoid an inefficient use of land (it should be noted that a reason for refusal at appeal for a planning application at 155 Springvale Road in April 2005 was that the proposal failed to achieve efficient use of land). Whilst it is understood that there are just one or two potential developers assembling land options in the locality, which is likely to encourage a comprehensive approach to development, it seems important that there should be a degree of wider planning of access options.
- 3.22 It should be noted that the Guidelines listed below are not defined for the most part as absolute constraints that must be rigorously followed in each and every instance. To do this could strangle the very design responsiveness and flair that the Government seeks to foster. However, the guidelines should be regarded as an essential part of development proposals and sound reasons and justification must be given if they are not to be followed, as they provide clearly defined key characteristics and defining features which must be maintained.
- 3.23 It is accepted that such an approach will demand a high level of site assessment and design input on behalf of the would-be developer, and also a high level of design assessment on behalf of the Local Planning Authority in advising on and determining planning applications. Each site and application must be assessed on its own merits as well as its compliance with the Local Area Design Statement Guidelines and other relevant planning policies. Nonetheless it is intended that the Guidelines presented here will provide a clear and consistent justification and strategy that will assist in this process.

Development Guidelines

D1 SCALE OF NEW DEVELOPMENT

New development in the Springvale Road study area should be substantially of the same scale, height and mass as existing buildings. (Supplements Policy DP.3 of Local Plan Review 2006)

Comment: Existing buildings are of a broadly similar scale that, despite variations in architectural treatment, provide a sense of scale and contiguity to the character of the area.

In order to retain the overall scale of the Study Area, any new buildings should appear to be contained broadly within the overall mass of existing buildings, particularly in regard to building height. New buildings should therefore be of no more than 2 storeys in height, but a third floor within some roofs may be acceptable in exceptional circumstances.

The relationship to trees and other vegetation is also important, especially in views from the west, and new development should remain fundamentally contained within the existing framework and backdrop of trees.

D2 COMPREHENSIVE PLANNING

New development should be undertaken with proper regard and provision for potential additional development elsewhere in the locality, with particular regard for the provision of access so as to ensure the most efficient use of land. (Supplements Policies DP.2 and DP.3 of Local Plan Review 2006)

Comment: Whilst it is appreciated that comprehensive planning is not necessarily an enforceable requirement, development proposals should be able to demonstrate that any future adjacent development opportunities are not unduly compromised. This meets the requirement of Local Plan Review Policy DP.3 for efficient and effective use of land.

D3 DEVELOPMENT DENSITY

Although regard should be given to central Government and Local Plan recommended densities (30-50 dph), development proposals must balance these with the corresponding requirement for maintaining the essential character features of the Springvale Road Study Area. (Supplements Policy DP.3 of Local Plan Review 2006)

Comment: Although the public consultation showed that local residents rated highly the current relatively low density of development of the Springvale Road area, including peace, privacy and space, these cannot by themselves adequately justify the prevention of new development given the framework of government guidance and Local Plan policies.

However the combination of constraints identified in these Guidelines will tend to reduce potential development areas (i.e. space for the retention of vegetation) and may potentially result in lower development densities being achieved than would otherwise be the case. Development proposals should seek to retain the current appearance of openness in external views consistent with the character of the locality. This could result in an approach whereby densities along the two principal road frontages remain similar to those that currently exist, whilst internally, higher densities more in line with government guidance might be achieved.

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

D4 BUILDING LINE

Existing building lines along Springvale Road and Nations Hill should be respected. (Supplements Policy DP.3 of Local Plan Review 2006)

Comment: Building lines along these roads are generally well defined, and it is important that any new development should retain the same sense of spaciousness and scale in set-backs from these principal road frontages.

D5 RESIDENTIAL CHARACTER

Any new development in the Springvale Road study area should be domestic in appearance and character, rather than having the appearance of apartment blocks or flats. (Supplements Policy DP.3 of Local Plan Review 2006)

Comment: Whilst the development of flats or apartments may be acceptable, the domestic characteristics of the area should be retained, and new development should therefore reflect the form and character of domestic buildings. Consequently, the more typical features of blocks of flats such as large mass, bulky proportions, and extensive parking areas will be unacceptable.

D6 FOOTPATH CONNECTIONS

New development proposals should seek to incorporate new pedestrian links through the study area and comply with "Secure by Design" guidelines. (Supplements Policy DP.3 of Local Plan Review 2006)

Comment: Currently almost all pedestrians are obliged to follow footways adjacent to main roads with little opportunity to use quieter and more direct routes, particularly towards destinations to the west of the site.

Development proposals should therefore seek to provide more direct internal pedestrian access, designed as an integral part of the whole and incorporating such good practice features as basic lighting and overlooking.

D7 MOUNT PLEASANT

Any new development proposed on or adjacent to Mount Pleasant should respect the sensitive historic, semi-rural qualities of the area. (Supplements Policies DP.1, DP.3 and DP.4 of Local Plan Review 2006)

Comment: Mount Pleasant is a quiet historic semi-rural area that will be extremely sensitive to change. Sensitivities include the wooded setting, the informal nature of the lane and the relationship of buildings to this setting. Any proposed adjacent development should demonstrate considerable sensitivity to these existing features, without diminishing their intrinsic qualities. New development should neither dominate nor ignore it (i.e. by isolating the area behind the backs of plots) but should integrate it carefully into adjacent proposals.

D8 ARCHITECTURAL TREATMENT

Whilst the retention of existing properties in the Springvale Road area is to be preferred, new development will be acceptable provided it is of high quality and individually designed, raising the standard of architectural treatment, yet also respecting the particular setting and context of the settlement. (Supplements Policy DP.3 of Local Plan Review 2006).

Comment: A feature of existing buildings in the Springvale Road area is that they appear to have been almost exclusively individually designed and, although they exhibit mostly traditional forms, they each have a separate identity. Any new development should maintain a sense of individuality and variety in its architectural treatment. The excessive repetition of standard house types and design features should be avoided.

The public consultation discovered that whilst there was an openness towards more contemporary styles, there was a strong feeling that any such development should nonetheless respond to and respect, to some degree, existing building forms and materials, and that new buildings should not appear discordant within the context of their surrounding environment.

D9 CONSTRUCTION WORK DISTURBANCE

Prospective developers should be advised of the need to restrict working hours at weekends. (Supplements Policy DP. 13 of Local Plan Review 2006)

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

It should be noted that the Council has powers under Environmental Health legislation to place restrictions on construction working hours, particularly during parts of the weekend. Developers should be advised of this since action may be taken against unreasonable noise nuisance.

Landscape Guidelines

L1 TREE PRESERVATION ORDERS

TPOs should be placed on visually or historically important trees or groups of trees on sites where planning applications are submitted or proposed within the Springvale Road Study Area. (Supplements Policy DP. 5 of Local Plan Review 2006)

Comment: It is noted that a number of trees are already protected by Tree Preservation Orders, but it is essential that the wider wooded environment should also be protected when development is proposed. Where planning applications for development are submitted, or expected, all trees on the development site should be assessed to identify and protect those which are important.

L2 PROTECTION OF OTHER VALUABLE VEGETATION

In addition to TPOs, any development proposals should demonstrate that the essential leafiness of the Springvale Road study area is retained. (Supplements Policy DP. 4 of Local Plan Review 2006)

Comment: Much of the vegetation that contributes to the essential leafiness of the study area is either too small or too insignificant in its own right to be readily covered by TPOs. However in the context of the quality of the local environment, its overall effect is important in defining the character of the area and containing existing, and potentially new, development.

Development proposals should therefore demonstrate that sufficient existing vegetation is to be retained, or new planting introduced, to maintain the essential leafy qualities of the locality.

Care should be taken to preserve, in large part, the existing structure of garden hedges/hedgerows in the area that will help to screen and integrate development into the locality.

It will also be important that proposals make realistic allowance for existing trees and their future growth. Particular care should be taken to ensure that existing trees will not overshadow gardens, thus making them targets for future lopping or removal.

L3 TREE SURVEYS AND REPORTS

All planning applications should be accompanied by a detailed tree survey and arboricultural report that incorporates an assessment of the amenity value of trees and an assessment of their contribution to the overall setting and character of the Springvale Road study area. The report should also detail proposals for any new planting. (Supplements Policy DP.1 of Local Plan Review 2006)

Comment: Whilst a tree survey and assessment is already a requirement of any redevelopment proposal, it is important that a proper assessment is made of the value and contribution of trees within each site to the overall vegetated character of Springvale Road, rather than just in terms of tree size, species, health etc. Whilst some tree loss may well be justifiable and acceptable as part of a redevelopment proposal, it is important to identify, and if necessary protect, trees that make a wider contribution to the character of the settlement i.e. important skyline trees or trees that define established boundaries.

L4 FRONT AREAS/ENTRANCES

Any redevelopment proposals should not result in frontages facing onto local roads being dominated by hard surfacing and parked cars. Site entrances should be designed to be as discrete as possible. (Supplements Policy DP.3 of Local Plan Review 2006)

Comment: The space between the front building line and existing lanes/roads in the Springvale Road locality is generally green and soft in character, and as such contributes to the leafy character of the area.

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

Existing entrances into properties are generally discrete in character, and any new proposals should be similar and designed to be visually as discrete as possible, with particular regard to vegetation, signage and surfacing materials. Loss of vegetation along road frontages should be avoided, and where loss is necessary, replacement planting should be provided.

Transport Guidelines

T1 DESIGN SENSITIVITY

Highways proposals associated with redevelopment in the Springvale Road study area should not only respect highways standards but should also be appropriate to the setting of the area. (Supplements Policy T.2 of Local Plan Review 2006)

Comment: The study has found that the semi-rural and generally discrete character of lanes (particularly Mount Pleasant) and residential entrances contributes to the semi-rural character of the area.

Any 'improvements' to existing roads should be made with particular attention to retaining their intrinsic semi-rural qualities, where they still exist, avoiding urbanising features. Mount Pleasant should be treated with particular care.

For new development, roads should seek to be understated and informal in character and should not be built to excessive standards.

T2 PEDESTRIAN CROSSINGS

Pedestrian accessibility across roads should be improved as and when appropriate. (Supplements Policies T.3 and T.8 of Local Plan Review 2006)

Comment: The public consultation revealed concern over pedestrians crossing the principal roads. Whilst improvements to pedestrian accessibility and safety are to be supported in principle, any investigation of the validity of this concern is beyond the scope of this study. However it should be noted that improvements in pedestrian accessibility may be appropriate in the light of future development proposals.

T3 ON-SITE PARKING PROVISION

On-site car parking provision should balance the need to minimise car use with a need to avoid overspill parking onto roads/lanes. (Supplements Policy T4 of Local Plan Review 2006)

T4 CYCLE PARKING

Any development proposals should encourage cycle use and provide adequate cycle parking facilities. (Supplements Policies T.1 and T.3 of Local Plan Review 2006)

T5 EFFECTS OF ACCESS TURNINGS

The character and visual effects of site access turnings should be minimised where possible. (Supplements Policy T.2 of Local Plan Review 2006)

T6 DEVELOPER CONTRIBUTIONS

Developer contributions may be sought as a means of funding road improvements, crossing facilities and other measures made desirable or necessary by additional development in the locality. (Supplements Policy T.5 of Local Plan Review 2006).

APPENDIX 1: Statement of Public Involvement

Review of the event

A public consultation on the LADS study was held on 4 August 2005 and it was attended by about 75 people, mainly local residents. The public consultation began with an initial introduction by Winchester City Council followed by an illustrated presentation by Matrix Partnership.

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

In very broad terms, it was explained that the Government is seeking to improve both the provision and quality of housing and to do this in a sustainable manner, minimising the development of 'greenfield' sites by concentrating in particular on the more efficient use of existing and previously developed land ('brownfield' sites), including increasing densities within existing urban areas.

It was explained that whilst government policy encourages redevelopment to higher densities, it also places new emphasis on quality and the conservation and enhancement of existing environments of value. The identification of features of positive value that contribute to the quality of the locality is therefore important in the process of evolving the recommendations of the Local Area Design Statement.

Following the presentations, workshops were held during which the following 3 principal issues were recommended for discussion:

- The evaluation of features of Springvale Avenue
- Main issues of concern
- Design ideas/comments

It was clear from the consultation that there is a genuine concern amongst residents for the future of the Springvale Road area as a place with its own character and identity. Although there was a general acceptance that change should be expected, there was much realistic and helpful debate about how changes could be undertaken without destroying the essential features of the locality which is clearly greatly appreciated in its own right by local residents.

Although fundamentally suburban and adversely affected by the adjacent A34(T), local residents particularly valued the semi-rural qualities of the Springvale Road Study Area, and in particular the many trees. They were anxious not to lose these, and there was a concern that these intrinsic qualities should not be eroded as a result of new development and the adoption of urban solutions.

Summary of comments

The following lists have been drawn up from the comments received during the public consultation that identify the principal features of the Springvale Road Study Area that give it identity, quality and sense of place, as well as various concerns and other comments.

Principal features

Trees and hedgerows generally. Although parts of the Study Area may lack particularly large and outstanding trees, the value of the overall mass of vegetation is highly valued by residents. The tree belt at Mount Pleasant, which contains many larger trees, is a notable local feature as is the more recent, but important, tree screen along the A34(T).

The domestic quality of existing development that does not include flats.

The range and individuality of house designs.

The general openness of the area (low density and large gardens).

Private closes.

The generally low profile of development (1 – 2 storey with some dormer windows).

Views west across Springvale Road, often towards open countryside beyond (the view down Nations Hill in particular).

Concerns

The effects of additional traffic on Nations Hill, Springvale Road and Church Lane.

Pedestrian safety in the context of increased traffic levels.

The capacity of existing services to serve additional development (water, sewerage, local transport, schools).

The appropriateness of government recommended densities being applied to established, semi-rural areas such as this.

Urban solutions in semi-rural areas.

Flooding issues along Springvale Road (appears to relate principally to area west of Springvale Road).

The loss of vegetation through redevelopment and the loss of hedgerow structure that helps to absorb and screen development.

Additional development on nearby greenfield land to the west.

Disturbance during construction.

Noise from the A34(T).

Other comments

There appeared to be a general consensus that a “modest” increase in residential density would be acceptable.

Cul-de-sac development preferred (encourages community spirit).

A view that new open space should be designed with a sense of private ownership (ie overlooked) by local residents, otherwise concern that it will become a magnet for undesirables.

The widely supported view that although more contemporary design approaches would be acceptable, any such proposals should acknowledge and blend with existing house styles, character and materials (the metal roof on the Elan Court development in Springvale Road

was cited as a particularly inappropriate development from this point of view).

The effect of new development on the value of existing properties.

Possible Roman Road towards the east side of the site.

Piecemeal development approach preferred to comprehensive development.

Support for a more comprehensive approach to the issue of infilling (i.e. LADS study).

An opportunity to improve untidy allotments.

Local wildlife and semi-wild areas are much valued.

Parking is contained within plots, with no parking on roads.

A concern that increased development densities will increase disturbance (there is little overlooking at present).

Concern at loss of the informal character of unadopted roads through road improvements as result increased development.

A need for a children's play area, especially if plots become smaller.

Allotments seem to be locally valued. Residents appeared to be generally in favour of retaining them substantially as they are.

Additional written comments

In addition to the public consultation event, several letters raising various matters of concern were received. These included the following additional topics:

Private roads provide a greater sense of security.

Cul-de-sacs result in lower traffic speeds and are consequently safer and less noisy.

Larger gardens result in less noise disturbance.

Allotments should remain undeveloped (Headbourne Worthy Allotments).

Sensitivity of the Mount Pleasant locality. Danger of becoming engulfed in modern housing development. Issue of new development backing onto this area.

Concerns of damaging effects of additional development accessed off Mount Pleasant road (loss of rural character for road improvements)

Traffic speed on Nations Hill.

Concern over development of more than 3 storeys.

No existing one storey building should be replaced by a taller one (to retain views and privacy).

Location of the allotments should not be regarded as sacrosanct.

Results of Consultation on Draft LADS

The Local Area Design Statement was drafted taking into account the results of the initial public consultation. The draft LADS was formally published for public comment on 30 March 2006, for a period of 6 weeks.

In accordance with the Town and Country Planning (Local Development) (England)

Regulations 2004, statutory notices regarding the consultation were placed in the local press and copies of the LADS were made available at the Council's offices. An electronic copy of the LADS was placed on the Council's website and residents within the Springvale Road study area were contacted directly by letter to advise them that the LADS was being published and what the consultation period was. Letters were also sent to community groups and other 'stakeholders' within the area. Known development interests with specific interest in Springvale Road were also directly notified in writing that the consultation on the LADS was commencing. Copies of the LADS were sent to statutory consultees, Winchester City and Hampshire County Councillors for the areas affected and the local MP.

The Council received 8 written responses to the consultation, including responses from the Environment Agency and Headbourne Worthy Parish Council. The other responses were all from residents living within the Springvale Road LADS area. Feedback from the meeting and the formal written responses received indicates a general agreement with the aims and objectives of the LADS to balance the need for additional development with the existing character of the area. The main issues raised by the formal responses were as follows:

- Concern that guidelines are not strong enough to prevent inappropriate development;
- New developments should respect the existing building forms and materials;
- Desire to maintain trees and vegetation and the semi-rural character of the area;
- Concern over pressure on social and physical infrastructure;
- Desire to protect the character of the cul-de-sacs, particularly – but not exclusively Mount Pleasant.

A detailed breakdown of all the comments, and the officers' recommended response to these, was considered by the City Council's Cabinet on 26th July 2006, when it was resolved to adopt the LADS, subject to a number of limited changes. These changes were generally aimed at strengthening the LADS so as to protect the character of the area more effectively

APPENDIX 2: Sustainability Appraisal

The Government's Planning Policy Guidance (PPG) notes have emphasised the need for local authorities to encompass a wide range of environmental, social and economic issues. One way in which the Winchester Local Plan Review does this is to undertake a Sustainability Appraisal of the development plan policies in accordance with PPG12: Development Plans. This can be found in Appendix 3 of the Local Plan.

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

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

- ✓ Positive effect
- ? Possible positive effect
- x ✓ Negative effect
- ?x Possible negative effect
- 0 Neutral – no relationship or significant impact

The appraisal found that not all 28 tests/indicators apply or are relevant to the Guidelines. These are Transport, Basic needs equality, Economy, Employment, Health Treatment, Health Protection, Crime, Fear of Crime, Sustainability awareness, Equity, Local needs use, Self-development and Involvement which were all neutral with no relationship or with insignificant impact in each case. They have therefore been omitted from the chart.

D1	D2	D3	D4	D5	D6	D7	D8	D9	Guidelines
?x	✓	?x	?x	?	✓	?	?	0	Land use
?x	✓	?x	?x	?	✓	?	?	?	Resource use
?	✓	3	?	0	✓	✓	✓	?	Protection of resources
0	0	0	0	0	✓	0	0	0	Pollution
✓	0	✓	0	0	✓	?	?	0	Protection of diversity
?	?✓	✓	?✓	0	✓	?	0	0	Access to wildlife/nature sites
0	0	0	0	?	✓	0	0	?✓	Local needs provision
?x	✓	?x	x	?	0	?x	?	0	Housing provision
?	✓	?3	?	0	✓	?x	?✓	0	Access
0	?✓	0	?✓	0	✓	?	?✓	0	Road safety
?	0	?✓	0	0	?	?	?✓	✓	Leisure provision
0	?✓	?✓	0	0	✓	✓	0	0	Leisure access
✓	✓	✓	✓	✓	✓	✓	✓	0	Protection of the built environment
✓	✓	✓	✓	✓	✓		✓	0	Urban design
✓	✓	✓	✓	✓	✓	✓	✓	0	Local identity

L1	L2	L3	L4	Guidelines
?x	?x	0	?	Land use
?x	?x	✓	?	Resource use
✓	✓	✓	?✓	Protection of resources
0	0	0	0	Pollution
✓	✓	✓	✓	Protection of diversity
✓	✓	?	?	Access to wildlife/nature sites
?	?	0	0	Local needs provision
?x	?x	?	?	Housing provision
?x	?x	?	?	Access
?	?	0	?	Road safety
✓	✓	0	0	Leisure provision
✓	✓	0	0	Leisure access
✓	✓	✓	✓	Protection of the built environment
✓	✓	✓	✓	Urban design
✓	✓	✓	✓	Local identity

T1	T2	T3	T4	T5	T6	Guidelines
?	0	✓	?	?✓	0	Land use
?	?	✓	✓	?✓	?✓	Resource use
?	?	?	?	?✓	0	Protection of resources
0	0	0	0	0	0	Pollution
✓	0	0	0	✓	?v	Protection of diversity
0	?	?	??	0	??	Access to wildlife/nature sites
0	?	??	0	0	??	Local needs provision
0	0	?	x	0	?	Housing provision
?	✓	?	?	?	?	Access
?	✓	✓	?✓	?	?✓	Road safety
0	✓	?✓	✓	0	?✓	Leisure provision
0	✓	?✓	✓	0	?✓	Leisure access
✓	?	✓	0	✓	?✓	Protection of the built environment
✓	?	✓	0	✓	?✓	Urban design
✓	?	?✓	0	✓	?✓	Local identity

Sustainability Appraisal findings

The main findings are that the Guidelines support, in large part, sustainability objectives. However, the various landscape-related Guidelines that seek the retention of trees, and also development Guidelines that seek to preserve the scale and character of the area could well result in lower densities of development than might otherwise be achieved, and therefore there is a possible negative effect on Resource use (of land) and on housing provision.

However the LADS has identified the value of trees and the scale and nature of development in the area as one of the key features which contribute to the character of the area. It is the purpose of the LADS to identify and protect such characteristics and this is consistent with Government advice (e.g. PPS3). Accordingly, the potential negative effects are acknowledged, but the benefits of maintaining the character of the area are such as to outweigh the loss of additional potential development provision. The LADS provides for additional development in the area but sets out guidelines for this which should result in more sustainable development overall.