



DRAFT PORTFOLIO HOLDER DECISION NOTICE

PROPOSED INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR PLANNING

TOPIC – DRAFT SPRINGVALE ROAD (HEADBOURNE WORTHY/KINGS WORTHY) LOCAL AREA DESIGN STATEMENT

PROCEDURAL INFORMATION

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the City Secretary and Solicitor, the Chief Executive and the Director of Finance are consulted together with Chairman and Vice Chairman of the Principal Scrutiny Committee and all Members of the relevant Scrutiny Panel.

Five or more of these consulted Members can require that the matter be referred to Cabinet for determination.

If you wish to make representation on this proposed Decision please contact the relevant Portfolio Holder and the following Committee Administrator by 5.00pm on Friday 27 January 2006.

Contact Officers: Steve Opacic Tel: 01962 848 101 Email: sopacic@winchester.gov.uk

Case Officer: Steve Opacic

Committee Administrator: Frances Maloney. Tel: 01962 848 155. Email: fmaloney@winchester.gov.uk

SUMMARY

Following agreement by Cabinet in November 2004, Matrix Partnership was appointed to produce draft 'Local Area Design Statements' for 4 areas, including Springvale Road, Headbourne Worthy/Kings Worthy. These documents will provide a comprehensive planning framework and guidance for future development in the relevant areas, reflecting a need identified as part of the Council's review of its implementation of PPG3, carried out in 2003.

A public workshop was held in August 2005 to which residents and interested parties in the Springvale Road area were invited. Matrix presented their work and workshops were held so that the public could identify and prioritise the issues/concerns facing the area and look at how future development might respond to these. Matrix has taken account of the results of the workshops and has drafted the Design Statement. It is proposed that this should be published for a formal period of wider public consultation, as required for all new 'Supplementary Planning Documents', of between 4 and 6 weeks.

PROPOSED DECISION

That Portfolio Holder approves the draft Springvale Road Local Area Design Statement for public consultation for a period of at least 4 weeks and that officers commence the consultation as soon as possible, once the document is printed.

REASON FOR THE PROPOSED DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

Background

The City Council undertook a review of the way in which it implements the advice in PPG3 'Housing' in relation to housing densities during 2003. Cabinet considered a report on this issue in November 2004 (CAB967) and agreed a series of proposals, including the production of 'Local Area Design Statements' for Chilbolton Avenue Winchester, Compton Down Compton and Sleepers Hill Winchester. Winchester Town Forum has since also agreed to contribute funding to one of the Winchester Statements, which will free up funding for a Local Area Design Statement (LADS) to be produced for Springvale in Kings Worthy.

Consultants, Matrix Partnership, were appointed to produce the LADS and Matrix have now drafted the Springvale Road (Headborne Worthy/Kings Worthy) document. A copy of the document is available to view in the Members Room and Planning Reception and the 'Guidelines' section is attached at Appendix 1. The aim is that this document will provide a comprehensive planning framework and guidance for future development in the Springvale Road area. The LADS will complement other design guidance where it exists, such as the emerging Village Design Statement (VDS).

The Springvale Road LADS has been promoted by concerns within the Council and the wider community about the scale and nature of development being proposed in the area. The LADS will be a Supplementary Planning Document and must supplement the statutory development plan and Government guidance. This means that initially it will supplement the statutory Winchester District Local Plan (1998), although it has been produced so as to be capable of also supplementing the Local Plan Review, when this is itself adopted (planned for mid-2006). Because the LADS must supplement Government and Local Plan policy, they cannot resist development in principle, but aim to identify the most important features of the area and to put forward design guidance which will help to ensure these are retained and enhanced within new development.

Procedure

Planning Policy Statement 12 (PPS12) sets out the requirements for the adoption of Supplementary Planning Documents (SPD) under the new planning system, including a formal period of public consultation, of 4 to 6 weeks, a sustainability appraisal, and 'front-loading' the public consultation/involvement process. Therefore, a public workshop was held on 4th August 2005 to which residents and interested parties were invited. Matrix presented their assessment of the area and their work so far, and workshops were held so that the public could identify and prioritise the issues/concerns facing the area and look at how future development might respond to these. Matrix has taken account of the results of the workshop in drafting the Design Statement and included an appendix summarising the workshop event. Account has also been taken of the emerging Village Design Statement for Kings Worthy, which is being led by the Parish Council.

There should be a formal period of wider public consultation on the draft Local Area Design Statement, as required for all new Supplementary Planning Documents, of between 4 and 6 weeks. The Portfolio Holder is asked to approve the document for consultation purposes and the consultation will be organised to start as soon as possible after the document can be printed. At the end of the consultation period the comments made will be analysed and reported to Cabinet with a request that the Statement be adopted as a Supplementary Planning Document. The timing will depend on the volume and nature of the comments received, but the aim will be to bring the LADS back for adoption as SPD by the summer break.

Content of the Local Area Design Statement

The LADS sets out the planning policy background against which it has been produced. This includes Government policy (e.g. PPG3), the adopted District Local Plan (1998) and the emerging Local Plan Review. It points out that PPG3 seeks to raise design quality, as well as to raise housing densities by avoiding developments of less than 30 dwellings per hectare. Although the adopted Local Plan contains a Proposal (EN.1) which seeks to retain the low density character of defined areas such as Springvale Road, this has not been carried forward into the Local Plan Review. This is because aspects of such policies would conflict with PPG3, although the emerging Local Plan does contain policies seeking to maintain important townscape and landscape and to achieve high quality design.

The LADS then goes on to analyse the character of the area. The LADS sets out a series of principal defining features and also identifies features which are not present in the area. The key part of the LADS is the 'Guidelines' section, attached as Appendix 1. The Guidelines are divided into Development Guidelines, Landscape Guidelines and Transport Guidelines. The Development Guidelines seek to ensure that future development reflects the main defining characteristics of the area. The Landscape Guidelines relate principally to the retention and management of trees, which are a key feature of the area.

The LADS does not generally seek to resist development at PPG3 densities but it does recognise that the 'developable' areas of some sites will be more restricted due to its guidelines and this, and the constraints identified in the LADS, will have the effect of ensuring that development appears less intensive. The LADS does not set out development guidelines in the level of detail that may be found in a development brief or masterplan, which would be unduly prescriptive.

The Statement includes an Appendix setting out a summary of public consultation carried out so far, in particular the public workshop held in August 2005.

Officers have considered and commented on the draft Guidelines and feel these are appropriate and capable of adoption as part of a Supplementary Planning Document. The LADS strikes a successful balance between acknowledging that the Springvale Road area has significant development potential and maintaining its particular character. Whilst it would not be realistic to impose the embargo on development that some residents may like to see, the LADS will impose restrictions where they can be justified in order to achieve good design, which will limit the scale and nature of development.

Conclusion

The draft Local Area Design Statement for the Springvale Road has been produced on behalf of the Council by Matrix Partnership. It sets out a series of Guidelines, which it is recommended be published for a formal period of public consultation. The aim is that the LADS would be adopted as a Supplementary Planning Document following consultation.

Officers have considered the draft LADS and feel it forms an appropriate basis for consultation.

At the end of the consultation period the comments made will be analysed and reported to Cabinet with a request that the Statement be adopted as a Supplementary Planning Document, subject to the incorporation of any changes agreed.

FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION NOTICE

[CLICK AND ENTER TEXT]

Note for Author: please include detail of any representations received (including those of consulted Members). This will include your response to any alternatives suggested by those making representation and the reasons why these alternatives were rejected. Include comments on risk management where relevant. These need to be taken into consideration when the Portfolio Holder makes the final decision in consultation with the Case Officer.

DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR OFFICER CONSULTED

[CLICK AND ENTER TEXT]

DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

[CLICK AND ENTER TEXT]

Approved by: (signature)

Date of Decision

Councillor Beveridge – Portfolio Holder for Planning

APPENDIX 1

Extract from Draft Springvale Road Local Area Design Statement: Section 4, Guidelines

4.1 Introduction

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 30-50 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.

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.

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.

4.2 Access constraints

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.

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.

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.

4.3 Principal Defining Features

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.

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. In particular,

it forms in 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)

4.4 Discussion of issues

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.

It would therefore seem that much of the effect of redevelopment will be potentially hidden from external public view.

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.

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?

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.

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.

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.

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.

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.

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.

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.

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.

However 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. Rather, the proposals are identified as guidelines, but ones that should require clear reasons and justification if they are not to be followed.

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.

4.5 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 Proposals EN.1 and EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

Comment

Existing buildings are of a broadly similar scale that, despite variations in architectural treatment, provides 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.

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 Proposals DP.2 and DP.3 of Local Plan Review Revised Deposit 2003)

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 Proposals EN.1 and EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

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 of themselves adequately justify the prevention of new development given the framework of government guidance and emerging 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 Proposals EN.1 and EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

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 Proposals EN.1 and EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

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, avoiding the more typical features of blocks of flats such as large mass, bulky proportions and extensive parking areas.

D6 FOOTPATH CONNECTIONS

New development proposals should seek to incorporate new pedestrian links through the study area. (Supplements Proposals EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

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 Proposals EN.1, EN.4 and EN.5 of the adopted Winchester District Local Plan 1998 and Proposals DP.1, DP.3 and DP.5 of Local Plan Review Revised Deposit 2003)

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 Proposals EN.1 and EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

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 characteristics of estate development should generally be avoided including the excessive repetition of standard house types.

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 Proposal EN.14 the adopted Winchester District Local Plan 1998 and Proposal DP. 13 of Local Plan Review Revised Deposit 2003)

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.

4.6 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 Proposals EN.1, EN.5, EN.7 and EN.9 of the adopted Winchester District Local Plan 1998 and Proposal DP. 5 of Local Plan Review Revised Deposit 2003)

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 important trees on the site should be assessed and protected.

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 Proposals EN.1, EN.5, EN.7 and EN.9 of the adopted Winchester District Local Plan 1998 and Proposal DP. 5 of Local Plan Review Revised Deposit 2003)

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, 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 Proposals EN.1, EN.5, EN.7 and EN.9 of the adopted Winchester District Local Plan 1998 and Proposal DP.1 of Local Plan Review Revised Deposit 2003)

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 Proposal EN.5 of the adopted Winchester District Local Plan 1998 and Proposal DP.3 of Local Plan Review Revised Deposit 2003)

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 normally be provided.

4.7 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 Proposal T.11 of the adopted Winchester District Local Plan 1998 and Proposal T.2 of Local Plan Review Revised Deposit 2003)

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 Proposal T.1 and T.11 of the adopted Winchester District Local Plan 1998 and Proposals T.3 and T.8 of the Local Plan Review Revised Deposit 2003)

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 Proposal T. 9 of the adopted Winchester District Local Plan 1998 and Proposal T4 of the Local Plan Review Revised Deposit 2003)

T4 CYCLE PARKING

Any development proposals should encourage cycle use and provide adequate cycle parking facilities. (Supplements Proposal T.9 and T.10 of the adopted Winchester District Local Plan 1998 and Proposals T.1 and T.3 of the Local Plan Review Revised Deposit 2003)

T5 EFFECTS OF ACCESS TURNINGS

The character and visual effects of site access turnings should be minimised where possible. (Supplements Proposal T.8 of the adopted Winchester District Local Plan 1998 and Proposal T.2 of the Local Plan Review Revised Deposit 2003)

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 Proposal T. 9 and T.12 of the adopted Winchester District Local Plan 1998 and Proposal T.5 of the Local Plan Review Revised Deposit 2003)