



## **PORTFOLIO HOLDER DECISION NOTICE**

### **INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR PLANNING**

#### **TOPIC – DRAFT LOCAL AREA DESIGN STATEMENTS FOR COMPTON DOWN AND SLEEPERS HILL, WINCHESTER**

#### **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.

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#### **SUMMARY**

Following agreement by Cabinet in November 2004, Matrix Partnership was appointed to produce draft 'Local Area Design Statements' for 4 areas, including Compton Down and Sleepers Hill, Winchester. 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.

Public workshops were held in July 2005 (Compton Down) and January 2006 (Sleepers Hill), to which residents and interested parties from both areas 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 both Design Statements. It is proposed that these should be published for a formal period of wider public consultation, as required for all new 'Supplementary Planning Documents', of 6 weeks.

#### **DECISION**

That the Portfolio Holder approves the draft Compton Down Local Area Design Statement and the draft Sleepers Hill, Winchester Local Area Design Statement for public consultation for a period of 6 weeks and that officers commence the consultations as soon as possible, once the documents are printed.

## **REASON FOR THE 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 freed 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 all of the four Local Area Design Statements. The Chilbolton Avenue LADS was the subject of public consultation in summer 2005 and was adopted as a Supplementary Planning Document in January 2006. The Springvale Road (Headborne Worthy/Kings Worthy) document has also been the subject of public consultation (Spring 2006) and a report will be brought to Cabinet on 26<sup>th</sup> July recommending its adoption. The two remaining LADS for Compton Down and Sleepers Hill have now also been drafted and copies of the documents are available to view in the Members Room and the 'Guidelines' sections are attached at Appendices 1 and 2. The aim is that these documents will provide a comprehensive planning framework and guidance for future development in the Compton Down and Sleepers Hill areas. The LADS will complement other design guidance where it exists, such as Village or Neighbourhood Design Statements (VDSs/NDSs).

The LADS documents have been promoted by concerns within the Council and the wider community about the scale and nature of development being proposed in the areas concerned. The LADS will be Supplementary Planning Documents and must supplement the statutory development plan and Government guidance. This means that they will supplement the shortly to be adopted Winchester District Local Plan Review (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 areas 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, public workshops were held for both areas to which residents and interested parties were invited. Matrix presented their assessment of the areas and their work so far, and workshops were held so that the public could identify and prioritise the issues/concerns facing the areas and look at how future development might respond to these. Details of the workshops and the issues raised are contained in both draft LADS. Matrix has taken account of the results of the workshops in drafting the Design Statements and included sections/appendices summarising the workshop events.

There should be a formal period of wider public consultation on the draft Local Area Design Statements, as required for all new Supplementary Planning Documents, of between 4 and 6 weeks. The Portfolio Holder is asked to approve the documents for consultation purposes and the consultation will be organised to start as soon as possible after the documents can

be printed. At the end of the consultation periods the comments made will be analysed and reported to Cabinet with a request that the Statements be adopted as a Supplementary Planning Documents. 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 in autumn 2006.

### Content of the Local Area Design Statements

Both LADS sets out the planning policy background against which they have been produced. This includes Government policy (e.g. PPG3) and the emerging Local Plan Review. Earlier drafts included an assessment of the policies of the adopted District Local Plan (1998), but as this will be superseded by the Local Plan Review before the LADS are published these sections have been deleted. The LADS point 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 1998 Local Plan contained 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 Local Plan Review does contain policies seeking to maintain important townscape and landscape and to achieve high quality design.

The LADS then go on to analyse the character of the areas. The LADS set out a series of principal defining features and also identify features which are not present in the area. The key parts of both LADS are the 'Guidelines' sections, attached as Appendices 1 and 2 respectively. 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 both areas.

The LADS do not generally seek to resist development at PPG3 densities but they do recognise that the 'developable' areas of some sites will be more restricted due to the guidelines and this, and the constraints identified in the LADS, will have the effect of ensuring that development appears less intensive. The LADS do 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.

Transport issues have been important in the drafting of both LADS. It was anticipated that there would be a need for transport consultancy input to some of the LADS and provision was made for this. Unfortunately, all of the provision for transport input was used up on the Chilbolton Avenue and Compton Down LADS, leaving nothing for Sleepers Hill, where highway issues are also relevant.

At Compton Down the main transport issues are the deficiencies of the access points onto Otterbourne Road and the limitations of the internal access roads. The draft Compton Down LADS includes at its Appendix 2 a report by the transport consultant appointed by Matrix, which suggests that the visibility problems at the access points may be resolvable. However, the County Council, as Highway Authority is not willing to promote improvements and development is currently being limited to a very small number of additional dwellings from each of the two access points. If, at some point in the future, the problems of visibility at the access points can be overcome, there remain limitations imposed by the internal roads and the character of the area, on which the LADS gives guidance. It is, therefore very likely that development at Compton Down will be very limited, at least until prospective developers or the Highway Authority are able to overcome the deficiencies of the Otterbourne Road junctions.

At Sleepers Hill there are similar issues relating to the junctions of Sleepers Hill with Romsey Road and Sparkford Road, and deficiencies of Sleepers Hill itself, which is privately maintained. As no funding remained to appoint transport consultants to work on this LADS, advice has been sought from the County Council, as Highway Authority. This relates firstly to the status of Sleepers Hill road itself, which the County Council has confirmed is a highway that is privately maintained but with public rights of use. Secondly, there is the issue of the capacity of the area in transport terms for further development. The advice is that the existing deficiencies of the road and its junctions are such that the Highway Authority will raise objection to any future development which will result in a material impact on Sleepers Hill or its junctions.

In the case of Sleepers Hill, its private status means that the Highway Authority is unable to require improvements, other than to obviate danger. Therefore, the County Council is unable to undertake improvements to Sleepers Hill itself, even if these were thought appropriate, although improvements to its junctions may be more feasible if the Highway Authority is willing to promote them. It is, therefore, also very likely that development at Sleepers Hill will be very limited, and this may remain the case even if prospective developers or the Highway Authority are able to overcome the deficiencies of its junctions, due to the constraints of Sleepers Hill being a private road.

Officers have considered and commented on the draft Guidelines and feel these are now appropriate for publication for consultation and capable of adoption as part of Supplementary Planning Documents. The LADS strike a balance between acknowledging that the areas have significant development potential and maintaining their particular character. With the highway constraints applying in both areas, at least for the time being, it is likely that the scale and nature of development will be very limited.

### Conclusion

The draft Local Area Design Statements for Compton Down and Sleepers Hill have been produced on behalf of the Council by Matrix Partnership. They set 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 Documents following consultation. Officers have considered the draft LADS and feel they form 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**

The Sleepers Hill Residents Association has suggested that the consultation draft LADS for Sleepers Hill should incorporate a transport report produced on behalf of the Association.

In approving the draft LADS for public consultation purposes the Portfolio Holder for Planning and Transport has decided not to incorporate the transport report as an appendix. However, he has said that it is open to the Association to draw on the report in putting forward its suggestions as a part of the public formal consultation process and any evidence put forward on the issue at that stage will be given due consideration.

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

None

**DISPENSATION GRANTED BY THE STANDARDS COMMITTEE**

N/A

**Approved by: (signature)**

**Date of Decision**

**Councillor Lipscomb – Portfolio Holder for Planning and Transport**

## APPENDIX 1

### Extract from Draft Compton Down Local Area Design Statement

## **5.0 Development Guidelines**

This part of the Design Statement defines a series of Guidelines that outline additional constraints and considerations that will be applicable to new development in Compton Down.

The Statement has already identified a range of existing features that are considered to be of importance in defining the character of the settlement, and these are the basis for the Guidelines. These features, which largely correspond to those defined by local residents and interested parties, were identified in response to Government guidance that places increased emphasis on the requirement for development proposals to be sensitive to the particular features of individual sites and situations, as well as the requirement to achieve high standards of design. The general aim of the Guidelines is to ensure that any new development should retain, incorporate and be constrained by the more important and valuable features of the area.

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 important ones that should require very clear and compelling reasons and justification if they were 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.

The relationship between vegetation and buildings is clearly an important feature that defines much of the essential character of Compton Down. Whilst the trees tend to dominate the scene, the buildings remain subservient, recessive and generally discrete. This is a fundamental quality of Compton Down, and one that needs to be substantially retained if its essential character is to be respected.

The existing characteristics of Compton Down are important, not just in terms of Compton Down's own environmental quality, but also because of the wider significance of the Monarch's Way footpath and Hurdle Way. Although both routes are bordered by development in Compton Down, their semi-rural qualities support the wider rural character of these two routes.

However, whilst the trees might justifiably be protected, there is little to protect either individual buildings or the informal semi-rural character of the roads. None of the buildings is

listed, or otherwise protected (i.e. Conservation Area) and, whilst they are generally attractive, none appears to be of sufficient architectural merit to warrant listing. There is therefore little to prevent any new application proposing their demolition and redevelopment, as indeed has already been the case with “Longacre”.

However the Development Guidelines listed below identify a range of features of the built environment that are important and which any new development will need to acknowledge. These include scale, height, mass, building line, architectural treatment, etc.

Most of the Development Guidelines restraints apply to the visible built frontage facing onto lanes/roads within Compton Down and to development behind, where it has potential visual impact. Areas of least constraint occur behind the existing frontages (built or vegetative) where development can be carried out without overtly affecting the wider character of Compton Down itself.

## **D1 SCALE OF NEW DEVELOPMENT**

***New development in Compton Down should be substantially of the same scale, height and mass of existing buildings.*** (Supplements Policy DP.3 of Local Plan Review)

### Comment

Existing buildings are subservient to the scale of the landscape and trees in particular, and any new development should respect this relationship. The overall scale of Compton Down, and particularly the relationship between the scale of existing trees and any new development, is a fundamental feature of Compton Down.

In order to retain the overall scale of Compton Down, 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 substantially of 2 storeys in height, but a third floor within some roofs may be acceptable.

The relationship to trees, and particularly skyline trees, will continue to be important especially along Hurdle Way where development proposals should ensure that the relationship between building scale and vegetation does not adversely affect external views.

## **D2 BUILDING LINE**

***Existing building lines within Compton Down should be respected.*** (Supplements Policy DP.3 of Local Plan Review)

### Comment

Although building lines are not very precise in Compton Down, most buildings have a generally common set-back from roads.

Whilst the individuality of existing development in Compton Down does not require a rigid adherence to common set-backs, it is nonetheless important that any new development should retain the same sense of spaciousness and scale in set-backs from roads/lanes.

### 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 Compton Down.*** (Supplements Policies DP.3 and H.7 of Local Plan Review)

#### Comment

Although the public consultation showed that local residents rated highly the current low density of development in Compton Down, including peace, privacy and space, these cannot of themselves adequately justify the prevention of any new development in Compton Down, given the framework of Government guidance and Local Plan policies.

However the various other constraints included in these Guidelines will do much to retain essential character features of Compton Down that give the appearance of lower densities and general openness. These, including likely access constraints, will significantly constrain the densities that might otherwise be achieved.

Clearly there may 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 RESIDENTIAL CHARACTER

***Any new development in Compton Down 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)

#### Comment

Public consultation showed that residents place a high value on the domestic characteristics of residential development in Compton Down.

Whilst the development of flats or apartments may be acceptable, it is important that new development should 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.

### D5 ARCHITECTURAL TREATMENT

***Whilst the retention of existing properties in Compton Down is to be preferred, new development will be acceptable provided it is of high quality and individual design, raising the standard of architectural treatment, yet also discrete and paying particular respect to the particular setting and context of the settlement.*** (Supplements Policy DP.3 of Local Plan Review)

#### Comment

A feature of existing buildings in Compton Down 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 public consultation discovered that there was a general preference for the retention of existing properties. However any new development should raise the quality of architectural treatment generally but it should be respectful of the existing character, avoiding any particularly striking landmark buildings.

#### **D6 HURDLE WAY CONSTRAINTS**

***Any new development facing onto Hurdle Way should have particular regard for its effect on external views.*** (Supplements Policy DP.3 of Local Plan Review)

##### Comment

In view of the significance of development along Hurdle Way in the wider setting of Winchester, as well as its recreational value, particular care should be taken to preserve the qualities of existing development along the lane including its relationship to open space within curtilages, the lane and the wider landscape setting.

These include the overall scale, mass and height of development, the use of materials, set-back from the road, tree cover seen in front of and between buildings, skyline trees, the character of adjacent properties and the individual villa style of houses including their open outlook.

## **4.3 Landscape Guidelines**

The public consultation confirmed that the leafy character of Compton Down is one of its principal defining features, and it is clear that it is a fundamental feature that must be retained. Not only are the trees essential to the internal character of Compton Down, but they are essential in assimilating the settlement into the wider landscape, particularly in views from the north in which skyline trees are prominent feature.

#### **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 Compton Down.*** (Supplements Policy DP.4 of Local Plan Review)

##### Comment

It is noted that some of the more prominent 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 and immediately adjacent to the site should be assessed and protected.

#### **L2 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 Compton Down. The report should also detail proposals for any new planting.*** (Supplements Policy DP.1 of Local Plan Review)

##### 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 wooded character of Compton Down, rather than just in terms of tree size, species, health, etc. Whilst some tree loss may 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. e.g.. Important skyline trees or trees that define established boundaries.

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 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)

#### Comment

The space between the front building line and existing lanes/roads in Compton Down is generally green and soft in character, and as such contributes to the leafy character of the settlement.

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

Existing entrances into properties in Compton Down 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.

## **4.4 Transport Guidelines**

Highways proposals associated with development and redevelopment should respect highways standards and be appropriate to the setting of Compton Down.

### **T1 TRAFFIC ASSESSMENT**

***The scale and effects of traffic impacts need to be considered in the context of the totality of development in Compton Down, taking account of the wider development capacity of the settlement.*** (Supplements Policy T.1 of Local Plan Review)

### **T2 SEMI-RURAL CHARACTER OF ROADS**

***The semi-rural character of roads/lanes around Compton Down should be retained.*** (Supplements Policy DP.3 of Local Plan Review)

The study has found that the semi-rural character of roads/lanes around Compton Down is an important feature of its internal character, and one that helps to relate this otherwise largely alien settlement into its rural context.

Any 'improvements' to internal roads should be made with particular attention to retaining their intrinsic semi-rural qualities, avoiding urbanising features. Particular care should be taken over any changes to Shepherds Lane and Hurdle Way.

**T3 PEDESTRIAN CROSSINGS**

***Pedestrian accessibility in crossing roads should be improved as part of any junction improvements on Otterbourne Road.*** (Supplements Policies T.3 and T.8 of the Local Plan Review)

**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 T.4 of Local Plan Review)

**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)

**T5 PROVISION FOR SERVICE VEHICLES**

***Adequate provision should be made for service vehicles.*** (Supplements Policy T.4 of Local Plan Review)

**T6 EFFECTS OF ACCESS TURNINGS**

***The character and visual effects of site access turnings should be minimised where possible.*** (Supplements Policies DP.3 and T.2 of Local Plan Review)

**T7 DEVELOPER CONTRIBUTIONS**

***Developer contributions (106 Agreements) should be sought as a means of funding transport improvements and other measures made desirable or necessary by additional development.*** (Supplements Policy T.5 of Local Plan Review)

**APPENDIX 2****Extract from Draft Sleepers Hill Local Area Design Statement****5.0 GUIDELINES****5.1 Introduction**

This part of the Design Statement defines a series of Guidelines that outline additional constraints and considerations that will be applicable to new development on Sleepers Hill.

The Statement has already identified a range of existing features that are considered to be of importance in defining the character of the hill and these are the basis for the Guidelines. These features, which largely correspond to those defined by local residents and interested parties, were identified in response to Government guidance that places increased emphasis on the requirement for development proposals to be sensitive to the particular features of individual sites and situations, as well as the requirement to achieve high standards of design. The general aim of the Guidelines is to ensure that any new development should retain, incorporate and be constrained by the more important and valuable features of the locality.

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 important ones that should require very clear and compelling reasons and justification if they were 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 a similar level of design assessment by 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. It is intended that the Guidelines presented here will assist in this process in guiding the principles of development.

**5.2 Development Guidelines****D1 DEVELOPMENT DENSITY**

***Although regard should be given to Central Government and Local Plan recommended densities (30-50 dph), development proposals must achieve an appropriate balance between increasing density and respecting the area's character.***  
(Supplements Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

**Comment**

Sleepers Hill has a strong sense of local identity, and it is essential that this is not diminished through inappropriate residential infilling. A number of key features that contribute to this

character have been identified and it will be important that these are protected. This will inevitably mean that gross development densities will be reduced, possibly substantially so in a number of instances.

## **D2 SCALE OF NEW DEVELOPMENT**

***New development in the Sleepers Hill Study Area should be substantially of the same scale, height and mass as adjacent buildings and in scale with its immediate surroundings, including its landscape setting.*** (Supplements Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

### **Comment**

Whilst there is quite some variation in the scale and character of established residential development on Sleepers Hill, there are nonetheless local areas of contiguous scale and character (see Fig.15).

In order to retain the overall scale of the Study Area and its separate Character Areas, any new buildings should be contained broadly within the overall mass of adjacent buildings, particularly in regard to building height. New buildings should therefore generally be of no more than 2 storeys in height, although a third floor within roofs may be acceptable.

The relationship of buildings to the skyline of trees is important, and new development should also remain essentially contained within the existing backdrop of trees (Character Area C excepted).

In addition, the scale, mass and height of any new development must be sympathetic in the context of wider views around the city.

## **D3 RESIDENTIAL CHARACTER**

***Any new development in Sleepers Hill should be domestic in appearance and character, rather than having the appearance of apartment blocks or flats.*** (Supplements Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

### **Comment**

Whilst the development of flats or apartments may be acceptable, it is important that new development should reflect the form, scale and character of domestic buildings so as to integrate with the more traditional character of Sleepers Hill.

## **D4 BUILDING LINES**

***Existing building lines along Sleepers Hill Road and Airlie Road should be respected.*** (Supplements Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

### **Comment**

Building lines along the southern side of both of these roads are generally well defined. It is important that any new development should retain the same sense of spaciousness and scale in set-backs from these road frontages and positively empathise with the particular qualities of the different, more established Character Areas.

Conversely, on the north side of Sleepers Hill Road (Character Area A), any new development should follow the more irregular manner of existing development and avoid forming a clearly defined building line close to the road.

**D5 FOOTPATH CONNECTIONS**

***New development proposals should seek to incorporate new pedestrian links through the study area.*** (Supplements Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

## Comment

Currently all pedestrians are obliged to walk along Sleepers Hill Road or its verges (and pavements in small part).

Development proposals, particularly those of a more comprehensive nature, should seek to provide alternative internal pedestrian access options.

**D6 ARCHITECTURAL TREATMENT**

***New development will be acceptable provided it is of high quality and individual design, raising the standard of architectural treatment, yet also discrete and paying particular respect to the setting and context of the locality.*** (Supplements Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

## Comment

A feature of existing buildings in the Sleepers Hill area is that they appear, for the most part, to have been 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.

Comments received at the public consultation and elsewhere indicated that, whilst there was an openness towards more contemporary styles, any new 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 environment.

**D7 HIGHWAYS DESIGN SENSITIVITY**

***Highways proposals associated with development in the Sleepers Hill Study Area should be appropriate to the setting of the area.*** (Supplements Policy T.2 of Winchester District Local Plan Review Revised 2006)

The study has found that the semi-rural and generally informal character of Sleepers Hill Road and Airlie Road 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, avoiding urbanising features. For new development, roads should seek to be understated and informal in character and should not be built to excessive highway standards.

### 5.3 Landscape Guidelines

#### L1 TREE PRESERVATION ORDERS

***TPOs should be placed on visually or historically important trees or groups of trees and on trees that form part of the wider landscape structure on sites where planning applications are submitted or proposed within Sleepers Hill.*** (Supplements Policies DP.5 and W.1 of Winchester District Local Plan Review Revised 2006)

##### Comment

It is noted that some of the more prominent trees are already protected by Tree Preservation Orders, but that the underlying landscape structure is poorly defined. It is nonetheless essential that the woodland appearance of the landscape structure should be protected. Where planning applications for development are submitted, or expected, all important trees on and adjacent to the site should be assessed and protected.

#### L2 TREE SURVEYS AND PROTECTION OF TREES

***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 of their contribution to the overall setting and character of Sleepers Hill. The report should also detail proposals for any new planting.*** (Supplements Policies DP.1 and W.1 of Winchester District 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 wooded character of Sleepers Hill, rather than just in terms of tree size, species, health etc. Whilst some tree loss may 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 area, i.e. important skyline trees or trees that define established boundaries.

Proposals must make realistic allowance for existing trees and their future growth and must also demonstrate a study of shading from nearby trees and how immediate and long term conflicts between residents and trees are to be avoided. In Character Area C and in the western part of Character Area G, where existing tree cover is limited, development proposals should demonstrate how the woodland character of Sleepers Hill will be enhanced by new planting.

#### L3 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 Policies DP.3 and W.1 of Winchester District Local Plan Review 2006)

The space between buildings and roads in Sleepers Hill is generally green and soft in character, and as such contributes to the leafy character of the settlement.

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 on Sleepers Hill are generally discrete in character, and any new proposals should be similar and designed to be visually as discreet and sensitive as possible, with particular regard to vegetation, gates and fences, signage and surfacing materials. Large and imposing gates should be avoided.

## 5.4 Transport Guidelines

The following guidelines have been agreed by Hampshire County Council. They should be read in conjunction with Section 4 above, which addresses the status of Sleepers Hill in highway terms. Highway proposals associated with development and redevelopment should respect highway standards and be appropriate to the character of Sleepers Hill.

### T1 TRAFFIC ASSESSMENT

***The scale and effects of traffic impacts need to be considered in the context of the totality of development in Sleepers Hill, taking account of the wider development capacity of the area.*** (Supplements Policy T.1 of Winchester District Local Plan Review)

### T2 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 and private driveways.*** (Supplements Policy T.4 of Winchester District Local Plan Review)

### T3 EFFECTS OF ACCESS TURNINGS

***The character and visual effects of site access turnings should be minimised where possible.*** (Supplements Policies DP.3 and T.2 of Winchester District Local Plan Review)

### T4 DEVELOPER CONTRIBUTIONS

***Developer contributions (106 Agreements) should be sought where appropriate, as a means of funding transport improvements and other measures made desirable or necessary by additional development.*** (Supplements Policy T.5 of Winchester District Local Plan Review)