

Appendix III - Thresholds for landscape and Transport for Potential Allocation Sites

Five thresholds of development potential have been produced, ranging from absolute sustainability constraints (red), through issues for sustainability that may be mitigated or negotiated (orange and yellow) (although some effects may be more difficult or expensive to address than others), to sites that have no constraints (light green) or where development may be encouraged as it would help to resolve particular sustainability issues (dark green). The thresholds for landscape and transport have been set out below as these are considered to be the main sustainability differentiators for potential allocation sites covered by Winchester Local Plan: Part 2 (LPP2).

Each category is judged according to its own standards and methods of assessment. There is no weighting or scoring, with colours being used to help consider potential effects. The aim is to make comparisons between sites and areas easier and help identify which sites are more sustainable. The development potential and environmental constraint categories may change, as may site gradings as work on the evidence base and LPP2 preparation evolves and further information on a particular site becomes available. For example, for many categories a precautionary principle has underpinned the current assessment, but when further information is available, such as through site surveys, the grading can be amended to reflect this.

* Relevant assessment criteria from the Local Plan Part 2 Site Selection Checklist, where appropriate (shown in Red).

Threshold for Landscape and soils		
X	Absolute sustainability constraints	The site is underlain by mineral reserves with extraction not possible within the timeframe of the plan. Brownfield land with high environmental value ¹ or Greenfield land with high environmental value.
--	Sustainability issues; mitigation considered problematic and/or expensive	Major negative effect on the landscape setting of the city, towns and rural settlements and: <ul style="list-style-type: none"> ○ recognised built form and designed or natural landscapes that include features and elements of natural beauty, cultural or historic importance; ○ local distinctiveness, especially in terms of characteristic materials, trees, built form and layout, tranquillity, sense of place and setting. <p>The site within a defined settlement gap (LPP1 Policy CP18).</p> <p>The site is underlain or partly underlain by mineral reserves with extraction either not possible or uncertain prior to development.</p>

¹ Department for Communities and Local Government (March 2012) National Planning Policy Framework, Paragraph 111.

		<p>The use of the site would result in the loss of high grade (1 – 3a) agricultural land.</p> <p>Brownfield land which has moderate environmental value or Greenfield land with moderate environmental value.</p>
-	Sustainability issues; mitigation considered achievable	<p>Minor negative effect on the landscape setting of the city, towns and rural settlements and:</p> <ul style="list-style-type: none"> ○ recognised built form and designed or natural landscapes that include features and elements of natural beauty, cultural or historic importance; ○ local distinctiveness, especially in terms of characteristic materials, trees, built form and layout, tranquillity, sense of place and setting. <p>The site is underlain or partly underlain by mineral reserves with extraction possible prior to development.</p> <p>Brownfield land which has low environmental value or Greenfield land with low environmental value.</p>
+	No sustainability constraints	<p>Minor positive effect on the landscape setting of the city, towns and rural settlements and it could contribute towards conserving:</p> <ul style="list-style-type: none"> ○ recognised built form and designed or natural landscapes that include features and elements of natural beauty, cultural or historic importance; ○ local distinctiveness, especially in terms of characteristic materials, trees, built form and layout, tranquillity, sense of place and setting. <p>Brownfield land which has negligible environmental value and Greenfield Land negligible environmental value.</p>
++	Development will support Sustainable Objectives	<p>Major positive on the landscape setting of the city, towns and rural settlements and could contribute towards conserving and enhancing:</p> <ul style="list-style-type: none"> ○ recognised built form and designed or natural landscapes that include features and elements of natural beauty, cultural or historic importance; ○ local distinctiveness, especially in terms of characteristic materials, trees, built form and layout, tranquillity, sense of place and setting. <p>Brownfield land which has negligible environmental value and contaminated land remediated to restore soil resource.</p>

Threshold for Transport		
X	Absolute sustainability constraints	<p>Safe access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is not achievable onto an adopted road. There are no pavements to facilities.</p> <p>There are major existing transport infrastructure issues in the local area such as congestion, single track roads, and accident hotspots.</p> <p>Access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is majorly constrained by typography (for example – a steep hill).</p>
--	Sustainability issues; mitigation considered problematic	<p>The site is not within walking distance (over 1 600 m²) of a number of services and facilities including³: opportunities for local employment; Bus stop; and Local facilities which could include (shop, health and education facilities)?</p> <p>Safe access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is problematic onto an adopted road. Pavements to key facilities (food stores, health and education) are only available part of the way and cannot be connected.</p> <p>There are moderate existing transport infrastructure issues in the local area such as congestion, single track roads, and accident hotspots.</p> <p>The site is served well by public transport (frequency of service more than 2 hours on days when bus operates).</p> <p>Access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is moderately to majorly constrained by typography.</p>
-	Sustainability issues; mitigation	<p>The site is within walking distance (800 to 1 600 m⁴) of a number of services and facilities including⁵: opportunities for local employment; Bus stop; and Local facilities which could include (shop, health and education facilities)?</p>

² Winchester City Council (2013) Transport Assessment for Potential Allocations (Draft).

³ Winchester City Council (July 2011) Market Towns and Rural Area Development Strategy Background Paper, paragraphs 4.4 and 4.5 (list of facilities), pp. 12.

⁴ Winchester City Council (2013) Transport Assessment for Potential Allocations (Draft).

⁵ Winchester City Council (July 2011) Market Towns and Rural Area Development Strategy Background Paper, paragraphs 4.4 and 4.5 (list of facilities), pp. 12.

	considered achievable	<p>Safe access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is achievable onto an adopted road. Pavements to key facilities (food stores, health and education) are available part of the way and could be connected.</p> <p>There are minor existing transport infrastructure issues in the local area such as congestion, single track roads, and accident hotspots.</p> <p>The site is served well by public transport (frequency of service every 1 – 2 hours on days when bus operates).</p> <p>Access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is slightly to moderately constrained by typography.</p>
+	No sustainability constraints	<p>The site is within walking distance (400 to 800 m⁶) of a number of services and facilities including⁷: opportunities for local employment; Bus stop; and Local facilities which could include (shop, health and education facilities)?</p> <p>The site is served well by public transport (frequency of service every hour on days when bus operates).</p> <p>Access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is slightly constrained by typography.</p> <p>The site can enable the enhancement of a local network of footpaths and cycle links between settlements, homes and work and community facilities.</p> <p>The site can help create an integrated sustainable transport system, for example through providing for safe storage for cycles, respect for users of shared road space, green lane linkages.</p> <p>There is safe access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, onto an adopted road with pavements.</p> <p>There are no existing transport infrastructure issues in the local area such as congestion, single track roads, and accident hotspots.</p>

⁶ Winchester City Council (2013) Transport Assessment for Potential Allocations (Draft).

⁷ Winchester City Council (July 2011) Market Towns and Rural Area Development Strategy Background Paper, paragraphs 4.4 and 4.5 (list of facilities), pp. 12.

++	Development will support Sustainable Objectives	<p>The site is within walking distance (0 to 400 m⁸) of a number of services and facilities including⁹: opportunities for local employment; Bus stop; and Local facilities which could include (shop, health and education facilities)?</p> <p>The site is served well by public transport (frequency of service every hour on days when bus operates).</p> <p>Access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, is not constrained by topography.</p> <p>The site can enable the enhancement of a local network of footpaths and cycle links between settlements, homes and work and community facilities.</p> <p>The site can help create an integrated sustainable transport system, for example through providing for safe storage for cycles, respect for users of shared road space, green lane linkages.</p> <p>There is safe access to and from the site (pedestrian, cycle and vehicle) to the facilities mentioned above, onto an adopted road with pavements.</p> <p>There are no existing transport infrastructure issues in the local area such as congestion, single track roads, and accident hotspots.</p>
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⁸ Winchester City Council (2013) Transport Assessment for Potential Allocations (Draft).

⁹ Winchester City Council (July 2011) Market Towns and Rural Area Development Strategy Background Paper, paragraphs 4.4 and 4.5 (list of facilities), pp. 12.